

**FREEWAY COMMERCIAL SPA PLAN  
OTAY RANCH TOWN CENTER  
PUBLIC FACILITIES FINANCE PLAN**

**????? XX, 2024**

**Otay Ranch Freeway Commercial SPA Plan PFFP Approved by:  
Chula Vista City Council  
Date: April 1, 2003, Resolution 2003-132**

**Otay Ranch Freeway Commercial SPA Plan Amendment Supplemental PFFP  
Approved by: Chula Vista City Council  
Date: September 14, 2004, Resolution 2004-300**

**Otay Ranch Freeway Commercial SPA Plan (FC 2) Amendment Supplemental PFFP  
Approved by: Chula Vista City Council  
Date: September 13, 2016, Resolution 2016-187**

**Otay Ranch Freeway Commercial SPA Plan (FC 2) Amendment Supplemental PFFP  
Approved by: Chula Vista City Council  
Date: June 18, 2019, Resolution 2019-123**

**Otay Ranch Freeway Commercial SPA (FC 1), South, Amendment Supplemental, PFFP  
Approved by: Chula Vista City Council  
Date: **????? XX, 2024****

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## I. OVERVIEW

This document amends the original 2003 Otay Ranch Freeway Commercial SPA PFFP, as amended on September 13, 2016. This Public Facilities Finance Plan Amendment Supplemental (“PFFP”) studies the proposed additional residential units and reduced commercial on the Freeway Commercial South (“FC 1”) site only and does not address the FC 2 northern portion of the SPA. It identifies all the backbone infrastructure improvements, public facilities, and administrative costs needed to serve the amended project. The purpose of the PFFP is to ensure that facilities necessary to serve the project site are appropriately funded and would be in place in time to meet project demands. The PFFP includes improvements to roadways, sewer, water, drainage, schools, parks, fire, police, emergency medical services and libraries. It also describes the costs and financing mechanisms that will be used to create these improvements in a timely manner.

The FC 1 (known as Otay Ranch Town Center), site is currently entitled as a freeway-oriented commercial uses up to 960,000 square-feet with a transit station, Bus Rapid Transit (BRT) line, and a park & ride. GGP-Otay Ranch L.P., the project proponent, has proposed to add 840 residential units, 2.56-acres of park and plaza space, and rebuild, as ground-floor commercial, approximately 37,000 square-feet of commercial space in the northwest portion of FC 1. The proposed changes increase pedestrian activity in the commercial center as well as ridership of the BRT and local buses. The residential units are within walking distance of the transit station which reinforces transit-supportive designs through establishing a compact walkable community by creating a mixed-use building on Main Street with ground-floor commercial space with residential units above, provide pedestrian-oriented park space and plazas and a mix of housing types in a fiscally sustainable manner.

The preparation of the PFFP is required in conjunction with the preparation of the Freeway Commercial SPA Plan amendment to ensure that the phased development of the project is consistent with the overall goals and policies of the City’s General Plan (GP), and the Otay Ranch GDP, which was adopted by the Chula Vista City Council on October 28, 1993, and amended periodically. This PFFP meets the policy objectives of the Otay Ranch GDP.

This PFFP is based upon the phasing and project information that has been presented in the SPA Amendment for FC 1 (Otay Ranch Town Center), (City Council date) and the supporting technical studies that have been submitted by the developer. These technical studies are referenced in subsequent sections of this PFFP. The applicant prepared technical analyses for the Proposed Project which are relevant to the PFFP and are discussed below and include the following:

- Drainage Study for Otay Ranch Town Center, Hunsaker, April 25, 2023
- Priority Development Project (PDP) Storm-Water Quality Management Plan (SWQMP), Hunsaker, April 25, 2023
- Traffic Impact Study for Otay Ranch Town Center Reimagined, LLG, August 16, 2023
- Overview of Water Service for Otay Ranch Town Center Redevelopment, Dexter Wilson, February 17, 2023
- Overview of Sewer Service for Otay Ranch Town Center Redevelopment, Dexter Wilson, October 10, 2022

- Otay Ranch Town Center Fiscal Impact, HR&A Advisors, July 2023
- Otay Ranch Town Center Market and Commercial Lands Analysis, HR&A Advisors, July 2023

These technical documents supplement the technical reports associated with the Otay Ranch Town Center SPA (Plan) and PFFP and demonstrate that the proposed changes to SPA do not result in changes to the Mitigation Measures identified previously.

All new development within the boundaries of the Freeway Commercial South SPA shall be required to pay development impact fees and other applicable fees, unless the developer has entered into a separate agreement with the City pursuant to the most recently adopted program by the City Council, and as amended from time to time.

Approval of this PFFP does not constitute prior environmental review for projects within the boundaries of FC 1. All future projects within the boundaries of this PFFP shall undergo environmental review as determined appropriate by the City of Chula Vista.

Approval of this PFFP does not constitute prior discretionary review or approval for projects within the boundaries of the Plan. All future projects within the boundaries of the Freeway Commercial South Portion SPA Amendment shall undergo review in accordance with the Chula Vista Municipal Code. This PFFP analyzes the maximum allowable development potential for planning purposes only. The approval of this plan does not guarantee specific development densities.

The facilities and phasing requirements identified in this PFFP are based on the Freeway Commercial South Portion SPA Plan Amendment, which assumes a mixed-use development on the southern district referred to as FC 1, approximately 85-acres. The Otay Ranch Town Center project includes up to 840 dwelling units in mixed-use format (some units will be located above rebuilt commercial space on Main Street), and park and plaza spaces.

### **Background:**

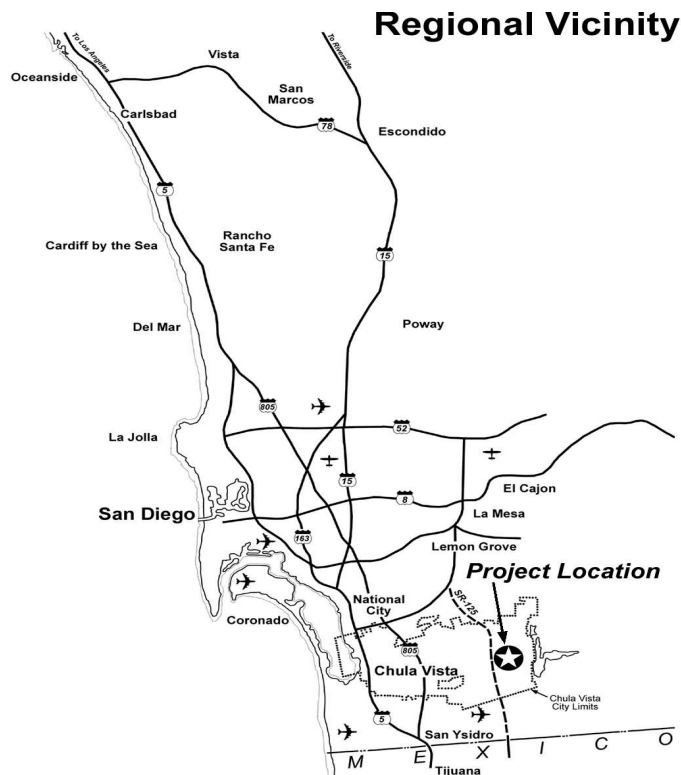
The Otay Ranch community lies within the approximately 37,585-acre Eastern Territories Planning Area of the City of Chula Vista. Interstate 805 bounds this area on the west, San Miguel Mountain and State Route 54 on the north, the Otay Reservoirs, and the Jamul foothills on the east, and the Otay River Valley on the south, Exhibit 1.

On April 1, 2003, the Chula Vista City Council adopted Resolution 2003-132, which approved the Otay Ranch Area 12 Freeway Commercial Sectional Planning Area (FC SPA) Plan including the PFFP. The Otay Ranch FC SPA project is in the eastern portion of the Otay Ranch GDP (see Exhibit 2). The FC SPA area consists of approximately 120-acres within two districts, southern and northern. The northern portion (FC 2) was approved in 2019, and the project is currently under-construction. The approximately 38-acre district was initially approved for 347,000 square-feet of regional commercial uses but in 2015 it was rezoned by Resolution 2015-114 to a Mixed-Use district consisting of 300 hotel rooms, 900 multi-family units, a minimum of 15,000 square-feet of commercial use in mixed-use format, and a 2-acre public park, Exhibit 3.

The Otay Ranch Town Center (FC 1), approximately 86-acre, site was initially developed as the Otay Ranch Town Center Shopping Center, consisting of 673,000 square-feet of Freeway Commercial uses. The project also includes a BRT guideway running between FC 1 and FC 2 and a transit station, and a park & ride facility located on the northwest corner of Main Street and Eastlake Parkway. The SPA Amendment will allow up to 840 dwelling units and reduce the allowed commercial space from 960,000 square-feet to 816,000 square-feet in FC 1, no changes to the FC 2 area are included. All proposed modifications would occur within the FC 1 portion of the Freeway Commercial SPA.

The environmental impacts of the FC SPA Plan were previously addressed in the Final Environmental Impact Report for the Otay Ranch Freeway Commercial Sectional Planning Area 12, 2003, City of Chula Vista (EIR). In May 2015, the City Council approved the First Addendum to FEIR 02-04, the General Plan and Otay Ranch GDP Amendments to reflect land use changes from Freeway Commercial to Mixed-Use for the FC 2 site. In September 2016, the City Council approved the Second Addendum to the EIR Otay Ranch Freeway Commercial SPA Plan, Planning Area 12. It provided more specific project detail for the FC 2 SPA Plan Amendment, Tentative Map, and Freeway Commercial North Master Precise Plan. The FC 1 SPA amendment was considered in conjunction with the previous EIR and an Addendum was prepared, dated **(City Council date)**.

Changing a portion of the site from Freeway Commercial to Mixed-Use/Residential land use requires an amendment to the City’s General Plan, the Otay Ranch GDP, and the overall Freeway Commercial SPA Plan.

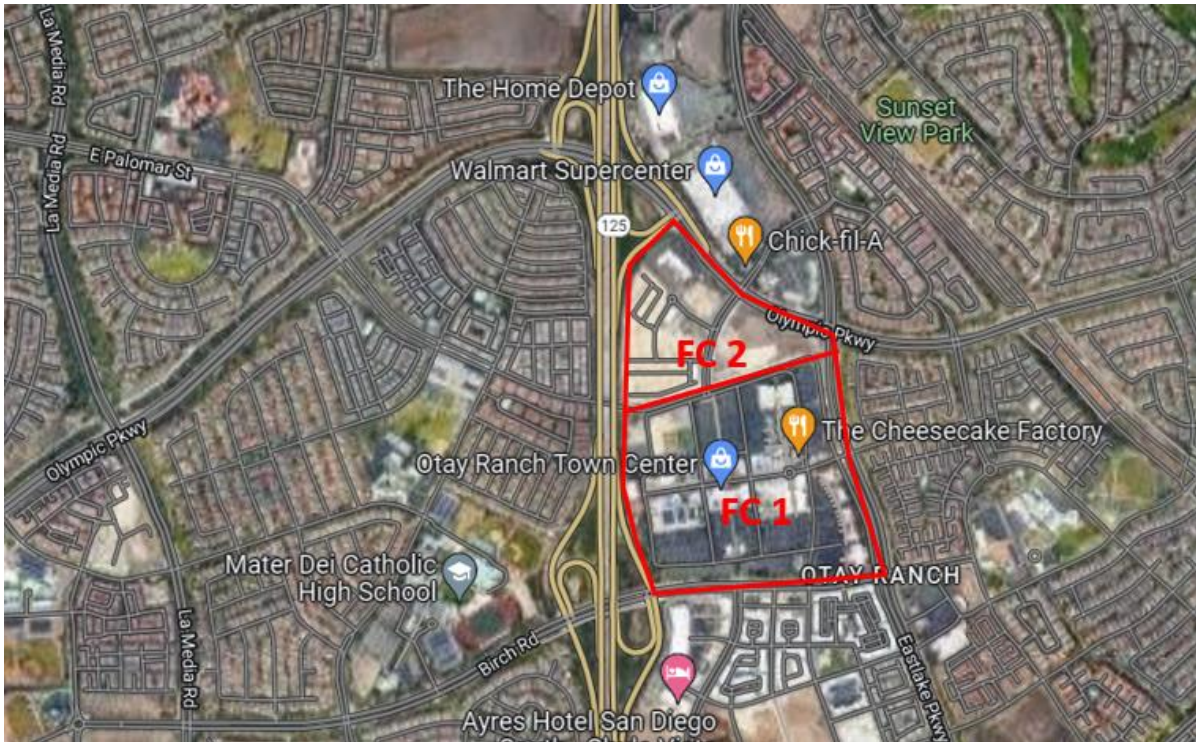


# Location/SPA Boundaries



Exhibit 2

## Aerial Photograph



Source: Google Maps

**Freeway Commercial SPA FC 1 and FC 2**  
**Exhibit 3**

## **II PURPOSE**

The purpose of this document is to study the impact of the 840 residential units and identify resources to ensure that adequate public facilities will be available to meet the projected needs of the development. This document supplements the original 2003 Otay Ranch Freeway Commercial SPA PFFP, as amended on September 13, 2016, and applies only to the Otay Ranch Freeway Commercial SPA (FC 1) Plan. Where this PFFP conflicts with or requires more stringent standards than the approved Otay Ranch Freeway Commercial SPA (FC 1) PFFP, the requirements of this PFFP shall apply. The purpose of all PFFPs in the City of Chula Vista is to meet the General Plan goals and objectives and determine whether adequate public facilities and services are available to support the project.

In the City of Chula Vista, the PFFP is intended to ensure adequate levels of service are achieved for all public services and facilities impacted by a project. It is understood that assumed growth projections and related public facility needs are subject to several external factors, such as the local economy, the City's future land use approval decisions, etc. It is also understood that the funding sources specified herein may change due to financing programs available in the future or requirements of either state or federal law. It is intended for revisions to cost estimates and funding programs be handled as administrative revisions, whereas revisions to the facilities-driven growth phases are to be accomplished through an update process via an amendment to or a supplement to the PFFP.

## **III. LAND USE ASSUMPTIONS**

The proposed project includes amendments to the Chula Vista General Plan, the Otay Ranch General Development Plan, and the Freeway Commercial (South) SPA Plan and Appendices. The proposed project allows 840 residential units, reduces the allowed commercial square-footage to 816,000, and provides approximately 2.56-acres of park space.

There are several key assumptions implicit to this PFFP. The assumptions play a major part in determining public facility needs, the timing of those needs and the staging of growth corresponding to the various facilities. Key land use and phasing assumptions can be summarized as follows:

1. The proposed project consists of adding up to 840 dwelling units to the approved plan and reducing the allowed commercial space to 816,000 square-feet.
2. The proposed density requires: a General Plan amendment, an Otay Ranch GDP amendment, and a Freeway Commercial SPA amendment.
3. The SPA Plan Amendment, and Freeway Commercial, South Portion, Planned Community District Regulations, and Design Guidelines will regulate land use allocation and intensity of development for the proposed Otay Ranch Town Center project.
4. Infrastructure improvements may be completed over several phases. Build-out of all building sites may occur over a several-year period.

For the purposes of projecting facility demands for the Otay Ranch Town Center project a population coefficient of 2.58 persons per multi-family dwelling unit is used, per the General



Plan. This factor may be used in this PFFP for converting Equivalent Dwelling Units (EDUs) for the project. The coefficient has been confirmed for use in the PFFP by the Development Services Department. The Otay Ranch Town Center facility demands are based on the criteria of Title Three of the Municipal Code and the technical studies that are referenced by this document.

**Development Summary**

The Otay Ranch Freeway Commercial SPA project area is in the eastern central portion of the Otay Ranch GDP. The overall Freeway Commercial SPA includes approximately 120-acres and is bound by the existing Olympic Parkway on the north, Birch Road on the south, Eastlake Parkway on the east, and SR-125 freeway on the west (see Exhibit 2).

The Freeway Commercial SPA consists of two separate parcels: FC 1 consists of approximately 86-acres of Freeway Commercial and Mixed-Use/Residential uses and the FC 2 district consists of approximately 38-acres of Mixed-Uses. Table1, below, summarizes the land use and acreage for each district. The Site Utilization Plan (Exhibit 5) illustrates the location of each district.

<b>Table 1 Land Use</b>		
<b>Parcel</b>	<b>Land Use</b>	<b>Gross Acreage<sup>1</sup></b>
FC 1	Freeway Commercial & Mixed Use/Residential	86.2
FC 2	Mixed-Use	38.31
<b>Subtotal:</b>		<b>124.51</b>

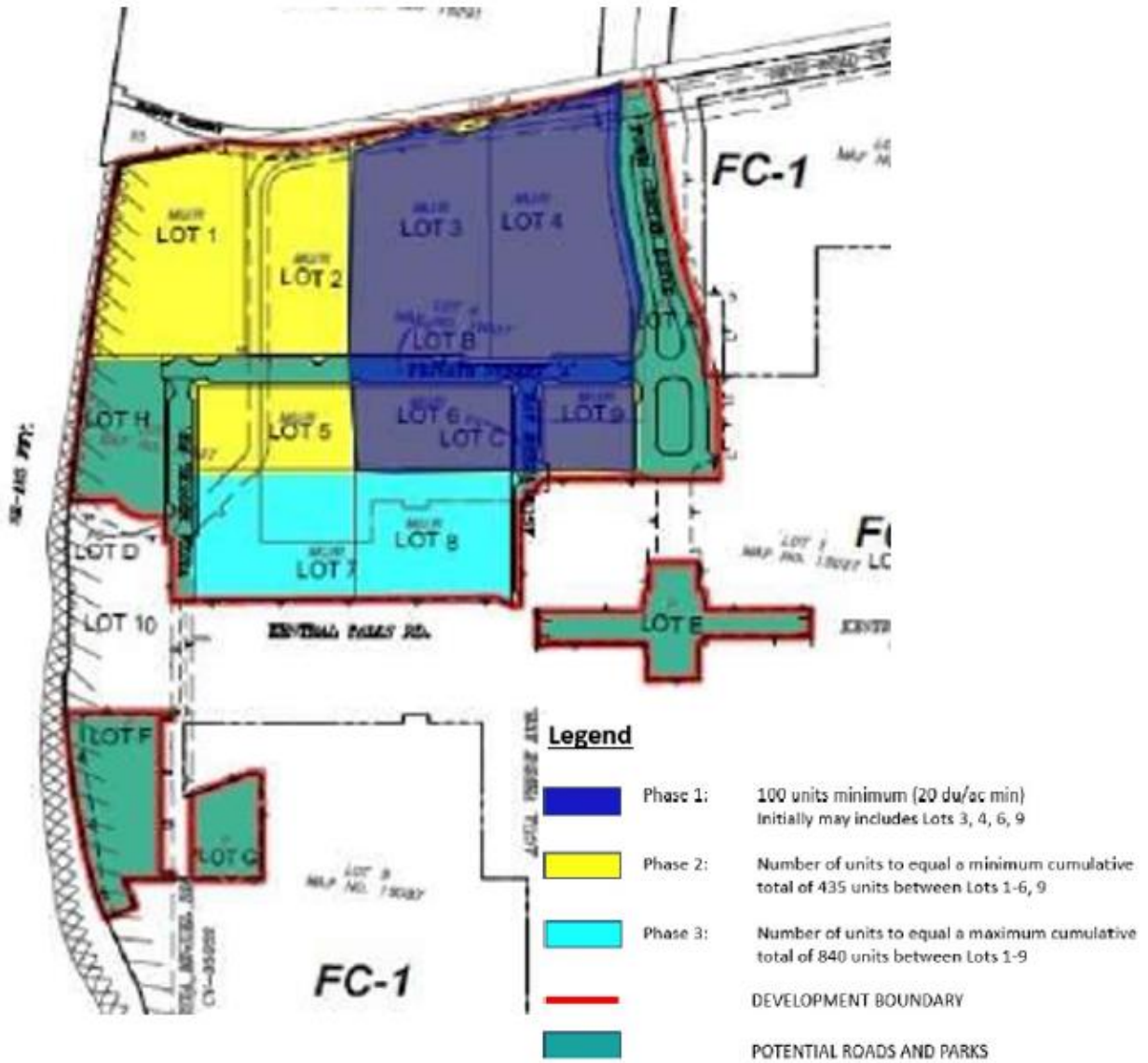
1. Final Map No. 16291

Access to the FC 1 site is provided via Main Street, two driveways along Birch Road, and Town Center Drive, a north-south road, which bisects the FC 2 site. The existing SR-125 borders the SPA area on the west. Freeway interchanges exist at SR-125 at both Birch Road and Olympic Parkway.

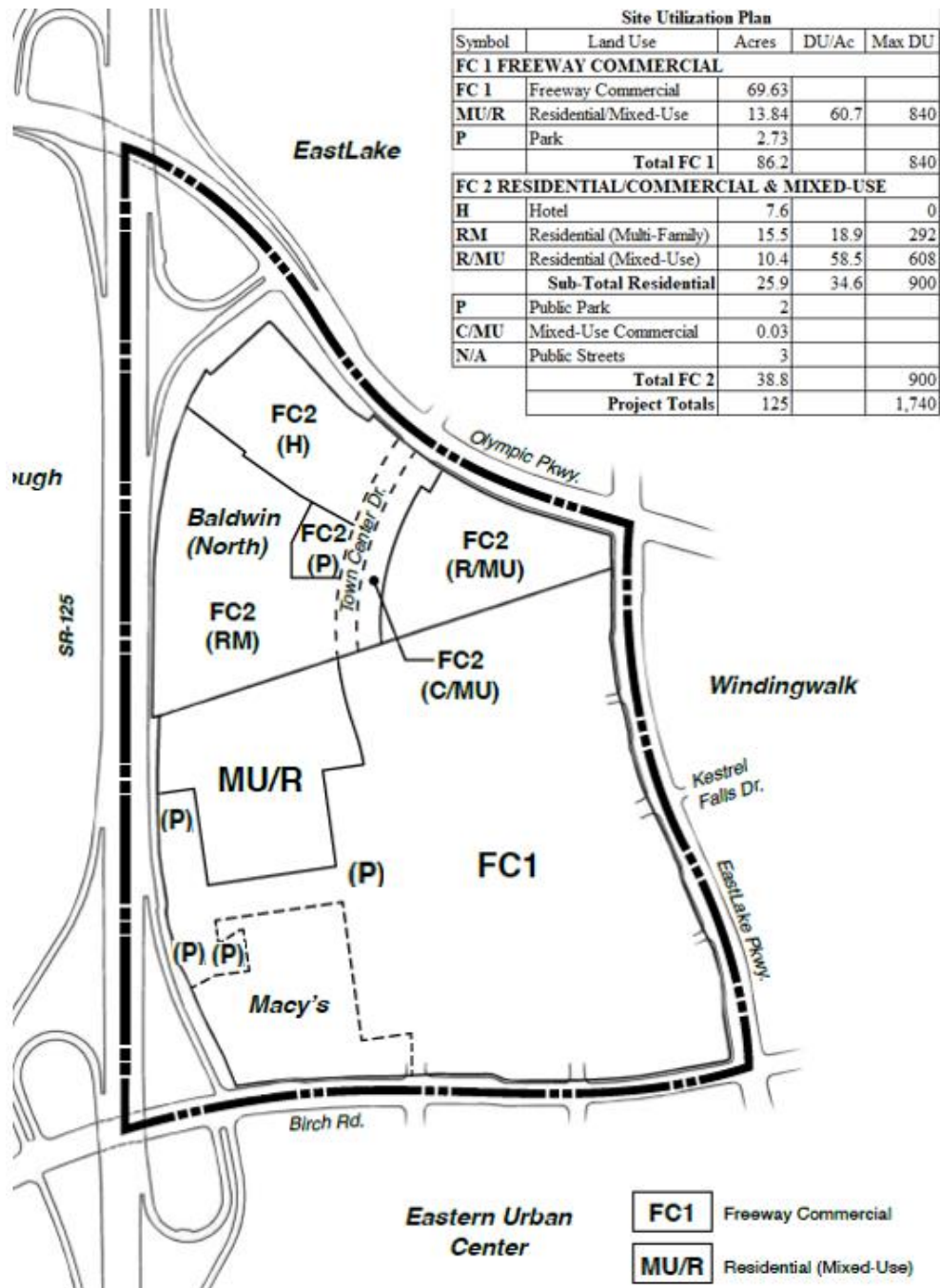
The Freeway Commercial SPA Amendment dated (City Council date) proposes to modify the FC 1 district only. The modification will allow up to 840 units of residential in the Mixed-Use/Residential land use designation category and a reduction of the entitled commercial square-footage to 816,000 square-feet.

**Project Facility Financing:**

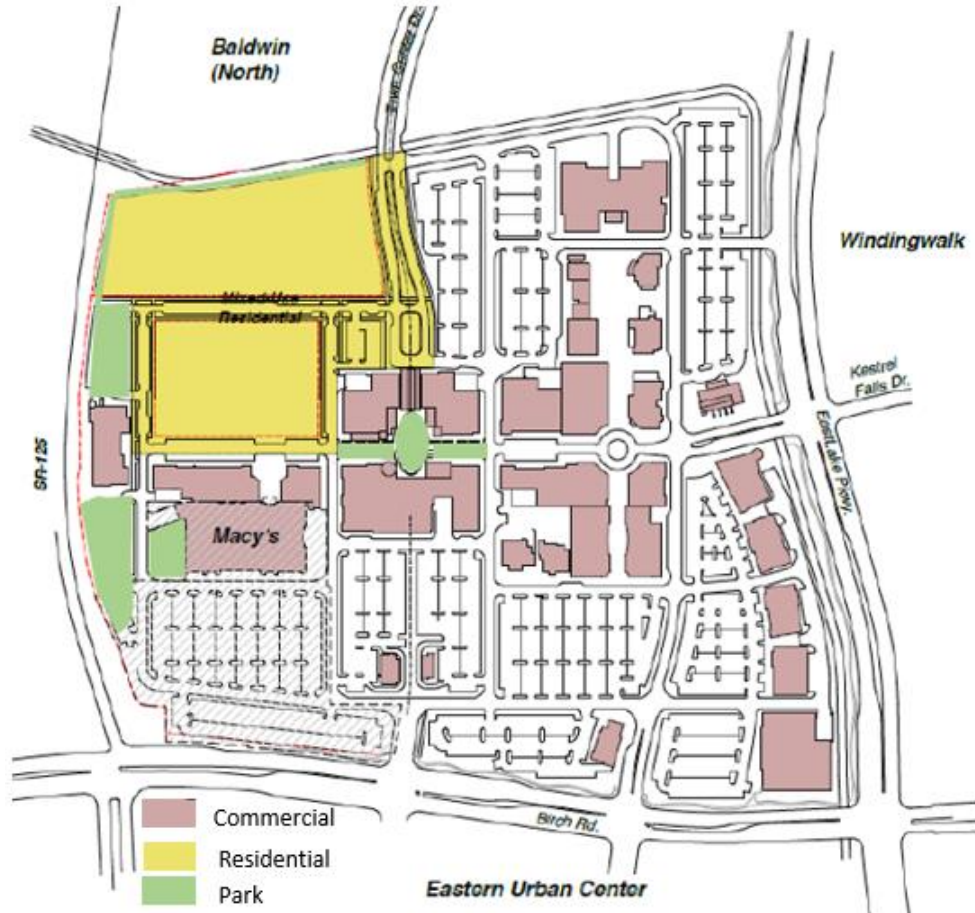
<b>Table 2 Otay Ranch FC 1 Financing Summary</b>		
<b>Facility</b>	<b>Fee Program and Funding Source</b>	<b>Triggers</b>
Traffic	Internal Streets	Non-ETDIF internal streets will be constructed by developer as required for access for each phase and the Development Agreement.
Potable and Recycled Water	Otay Water District (OWD) Potable Water Capacity Fee Meter & Capacity Fees	Provide City Engineer OWD water availability letter and required private improvements prior to approval of the Final Map. Improvements constructed per OWD and SAMP.
	Otay Water District (OWD) Recycled Water Fee (if required) Meter & Capacity Fees	
Storm Drain	Poggi Canyon Sewer & Drainage Basin Development Impact Fee	Pay prior to Final Inspection.
	Storm Drain Exaction	Design concurrent with grading permit. Connect to existing drainage system.
Sewer	Sewer Connection Fee Sewer Capacity Fee	Concurrent with building permit issuance. Connect to existing sewer system. Pay sewer capacity fees prior to final
Schools	School fees paid based on fees in effect at the time of Building Permit issuance	Residential fees paid per fees in effect at the time of Building Permit issuance. Non-residential statutory fees paid prior to issuance of Building Permit.
Parks	Park Acquisition & Development Fees In-Lieu Fees	Park design & construction at the rate 0.8-acres per 100 dwelling units. Payment of park acquisition and development fees for every dwelling unit beyond the 350 <sup>th</sup> , prior to issuance of Building Permit.
<b>Public Facilities Development Impact Fees (PFDIF):</b>		
Recreation	Recreation Facilities Development Impact Fee	Pay prior to Final Inspection.
Library	Library Development Impact Fee	Pay prior to Final Inspection.
Fire Suppression System	Fire Suppression System Development Impact Fee	Pay prior to Final Inspection.
Police	Police Facility Development Impact Fee	Pay prior to Final Inspection.
Civic Center Expansion	Civic Center Expansion Development Impact Fee	Pay prior to Final Inspection.
Corp Yard Relocation	Corp Yard Relocation Development Impact Fee	Pay prior to Final Inspection.
Program Administration	Program Administration Development Impact Fee	Pay prior to Final Inspection.



## Conceptual Phasing Plan Exhibit 4



**Exhibit 5**



**Exhibit 6  
Conceptual Site Plan**

#### **IV FACILITY ANALYSIS**

The project will pay its fair share of impacts to city-wide facilities and infrastructure primarily through the payment of Development Impact Fees. No major infrastructure facilities are proposed to be constructed other than in-tract streets, traffic signals and a park. Table 3 is a summary of the Development Impact Fees anticipated to be paid by the project. The fees are based on October 1, 2024, rates and are adjusted every October 1. The project will pay the rates in effect at the time they are paid.

<b>Table 3 Otay Ranch Town Center - Summary of Facilities</b>				
<b>Fee Program and Funding Source</b>	<b>Total Fee Estimate</b>	<b>Fee per DU, based on 840 du</b>	<b>Timing</b>	<b>PFFP Section</b>
ETDIF	\$8,894,088	\$1,764.70/adt	Pay prior to Final Inspection	IV.A
Otay Water District (OWD) Potable Water Capacity Fee Meter & Capacity Fees	Determined by OWD		Provide City Engineer OWD water availability letter and required improvements prior to approval of the Final Map.	IV.G
Otay Water District (OWD) Recycled Water Fee (if required) Meter & Capacity Fees	Determined by OWD			
Poggi Canyon Sewer & Drainage Basin Fee Development Impact Fee (DIF)	\$175,854	\$209.35/du	Pay prior to Final Inspection	IV.H
Sewer Capacity Charge Capital Improvement Project (CIP)	\$3,099,675.60	\$3,690.09/du	Pay prior to Final Inspection	IV.H
School Fees	Per School District Requirement		Provide documentation showing paid school fees prior to issuance of Building Permit	IV.D
Park Acquisition & Development Fees	\$13,846,560	\$16,484/du	Pay prior to issuance of Building Permit	IV.F
<b>Public Facilities Development Impact Fees (PFDIF):</b>	\$11,333,280	\$13,492/du	Pay prior to Certificate of Occupancy	IV.B, C, E, & K
<b>Total Estimated Fees</b>	<b>\$39,349,457.60</b>			

Note – Fees presented in this table are estimates only. In addition to the fees presented above, there are other building permits fees that are required, including a \$45 sewer administration fee for each building permit issued.

## **A Traffic**

The City of Chula Vista is responsible for ensuring that traffic improvements are provided to maintain a safe and efficient street system within the City. A project specific Transportation Study was prepared in accordance with the City of Chula Vista's Transportation Study Guidelines (TSG), dated June 2020, modified January 2022. The project was screened out from needing a detailed Vehicle Miles Traveled (VMT) analysis per the City of Chula Vista TSG and presumed to have a less than significant VMT impact.

The Transportation Study for the project (approved in December 2023) concluded that with the addition of 840 units and elimination of 144,000 square-feet of Freeway Commercial, the project will still generate fewer daily trips than the original freeway commercial uses would generate. According to the 2023 Transportation Study, the FC 1 site would generate approximately 32,127 daily trips, which is 1,473 ADT less than the originally approved commercial land use trip generation for the FC 1 site. As analyzed the Transportation

Study, there is a reduction in PM peak hour trips (by 50 trips) and an increase in AM peak hour trips (by 203 trips). With implementation of the traffic signal modification and optimization at Olympic Parkway and Town Center Drive, the project would not result in any new significant traffic impacts during the Existing Plus Project or Horizon conditions.

### Trip Generation and Phasing

The following is a description of the proposed project trip generation calculations and proposed phasing.

#### Proposed Project

The 2023 Transportation Study includes project trip generation for the project with 840 DUs. See Table A.1 below. With a 15% transit and mixed-use reduction, the FC 1 project would generate approximately 1,473 daily trips including 88 and 140 trips during the AM and PM peak hours, respectively.

<b>Table A.1 FC 1 Project Trip Generation</b>					
<b>Land Use</b>	<b>Quantity</b>	<b>Rate</b>	<b>Daily Trips</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
<b>PROPOSED PROJECT</b>					
Apartment (density >20 du/acre)	840 units	6 / unit AM: 8% (2:8) PM: 9% (7:3)	5,040	404 (81-in / 323-out)	454 (318-in / 136-out)
Mixed-Use Commercial Center	1436.3 KSF	35 / 1ksf AM: 4% (7:3) PM: 10% (5:5)	5,120	205 (144-in / 61-out)	149 (256-in / 256-out)
			33,600	1,547 (882-in / 665-out)	3,310 (1,746-in / 1,564-out)
10% Transit and Mixed-Use Reduction*			-1,016	-61 (-23-in / -38-out)	-97 (-57-in / -39-out)
<b>Sub-Total with Mixed Use Reduction:</b>			<b>32,584</b>	<b>1,486</b> <b>(860-in / 626-out)</b>	<b>3,213</b> <b>(1,688-in / 1,525-out)</b>
5% Transit Reduction*			-457	-27 (-10-in / -17-out)	-43 (-26-in / -18-out)
<b>Total with Mixed-Use and Transit Reduction:</b>			<b>32,127</b>	<b>1,459</b> <b>(849-in / 610-out)</b>	<b>3,170</b> <b>(1,663-in / 1,507-out)</b>
<b>ORIGINAL FREEWAY COMMERCIAL ENTITLEMENT/ FEIR 02-04</b>					
Regional Commercial	960 KSF	35/1ksf	33,600	1,344 (941-in/403-out)	3,360 (1,680-in/1,680-
<b>Proposed Project vs. Approved EIR Trip Generation:</b>			<b>-1,473</b>	<b>+203</b> <b>(-59-in / 262 out)</b>	<b>-50</b> <b>(66 / -116)</b>
Notes: *Per SANDAG's Guide to Vehicular Traffic Generation Rates for the San Diego Region.					

Exhibit 7 indicates the project has four access points: two driveways from Birch Road; Main Street at Eastlake Drive; and Town Center Drive (through FC 2 and Olympic Parkway). These accesses and driveways are as follows:

1. Birch Road at Millenia Avenue – 4-way signalized intersection;
2. Birch Road at Otay Ranch Road – 4-way signalized intersection;
3. Main Street at Eastlake Parkway – 4-way signalized intersection; and
4. Town Center Drive – 4-way stop at Metropolitan Transit System (MTS) Guideway

The Transportation Study includes a projection of the project trip distribution patterns associated with the FC 1 project. See the Transportation Study for the details of the trip distribution analysis.

Based on the Transportation Study, The project will provide signal optimization and adaptive signal controller at Olympic Parkway and Town Center Drive as well as right-of-way dedication on Olympic Parkway and Birch Road to accommodate a future Class IV Cycle Track per the City’s Active Transportation Plan.

### **Project Phasing**

If the Development Services Director determines that facilities or improvements within a PFFP are inadequate to accommodate any further development within that area the development shall cease or be metered until a remedy is implemented. If the Development Services Director determines that such events or changed circumstances adversely affect the health, safety or welfare of the City of Chula Vista, the City may require amendment, modification, suspension. or termination of an approved PFFP.

### **Traffic Operations**

Table A.2 below indicates that all intersections, except for Town Center Drive/Olympic Parkway, will continue to operate at acceptable LOS D or better conditions in both peak hours. The recommended traffic signal control improvements would be expected to reduce delays during congested conditions. All project driveways would operate at acceptable LOS D or better under Existing Plus Project conditions. The addition of project traffic would not result in any significant traffic impact within the project study area. The FC 1 project will improve Town Center Drive and provide signalization improvements, as required, during the first phase of development.



**Table A.2  
Peak Hour Intersection LOS Results - Existing Plus Project**

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec)	LOS w/o Project AM/PM	Project % of Entering Volume (>5%)	Substantial Effect
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS				
1. Olympic Parkway/ Town Center Drive	Signal	29.1	C	59.7	E	18.8 / 48.5	B/D	10.0% / 10.0%	Yes
2. Olympic Parkway/ Eastlake	Signal	37.7	D	48.7	D	37.0 / 47.8	D/D	3.0% / 4.0%	No
3. Kestrel Falls Rd./ Eastlake Parkway	Signal	13.6	B	20.9	C	12.9 / 20.2	B/C	4.0% / 3.0%	No
4. Birch Road/ SR- 125 SB Ramps	Signal	7.4	A	11.4	B	7.3 / 11.3	A/B	7.0% / 6.0%	No
5. Birch Road/ SR- 125 NB Ramps	Signal	3.0	A	7.1	A	2.4 / 5.1	A/A	8.0% / 7.0%	No
6. Birch Road/ Millenia Road	Signal	23.2	C	41.1	D	20.7 / 34.4	C/C	9.0% / 8.0%	No
7. Birch Road/ Orion Avenue	Signal	13.7	B	22.7	C	11.9 / 21.4	B/C	4.0% / 8.0%	No
8. Birch Road / Eastlake Parkway	Signal	32.9	C	54.3	D	29.9/52.6	C/D	1.0%/1.0%	No



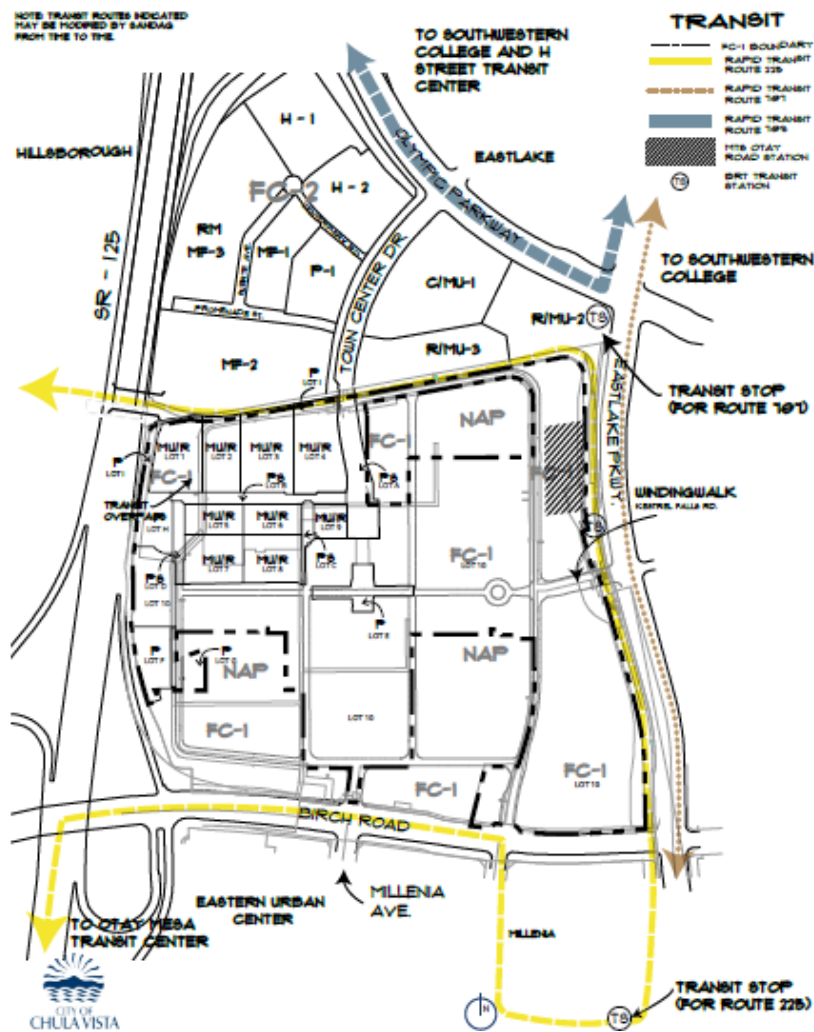
**Exhibit 7  
Circulation**

## Transit

The Otay Ranch Town Center site is served by the MTS. Routes 707 and 709 provide transit service along FC 1 frontage on Eastlake Parkway. SANDAG is administering the BRT line (Route 225) between the Intermodal Transportation Center (ITC) at the Otay Mesa International Border Crossing Port of Entry (POE) in the City of San Diego, the Otay Ranch communities in Eastern Chula Vista, and downtown San Diego, approximately 21.6-miles. The BRT stops at the Otay Ranch Town Center – northwest corner of Eastlake Parkway and Main Street/Kestrel Falls Road (Exhibit 8).

## Bicycle Routes & Pedestrian Trails

Off-street trail routes that connect to the community-wide system of Otay Ranch as well as the City’s regional system are included as components of the perimeter arterials of the FC 1 Project. The proposed Pedestrian Circulation system, based on the current site plan for parcel FC 1, is illustrated in Exhibit 9. Bicycles will share the traffic lanes with motor vehicles on the internal streets due to the low (25 mph) speed limit, Exhibit 10.



**Exhibit 8  
Transit**

Curb ramps and warning strips are present at each corner of the study intersections except the following:

- Olympic Parkway / Town Center Drive – No warning strips
- Olympic Parkway / Eastlake Parkway – No warning strips
- Eastlake Parkway / Kestrel Falls Road – No warning strips on east corners
- Birch Road / Millenia Avenue – No warning strips
- Birch Road / Orion Avenue – No warning strips
- Birch Road / Eastlake Parkway – No warning strips on east corners

Class IV Cycle Tracks are planned to be constructed along Olympic Parkway, Eastlake Parkway, and Birch Road, within the project vicinity.

The project should also dedicate right-of-way along the project frontages on Birch Road and Eastlake Parkway to accommodate future implementation of Class IV Cycle Tracks in accordance with the City’s Active Transportation Plan.



**Exhibit 9  
Pedestrian Circulation**

## B. POLICE

The Chula Vista Police Department (CVPD) provides law enforcement services to the area encompassing the project. The CVPD headquarters is located at 315 Fourth Avenue in Chula Vista. Currently, CVPD maintains a staff of approximately 270 sworn officers and approximately 134 civilian support personnel.

The Police Facilities and Equipment component of the Public Facilities Development Impact Fee (PFDIF) provides funding for additional police facilities and equipment that are necessary due to increased population caused by growth. The proposed project will be required to pay PFDIF, including the fee for Police Facilities and Equipment, based on the number of dwelling units and commercial acreage, prior to the issuance of certificate of occupancy; the fees shall be paid at the rate in effect at the time payment is made.

## C. FIRE AND EMERGENCY SERVICES

The City of Chula Vista Fire Department (CVFD) provides Fire and Emergency Medical Services (EMS) within the City boundaries, including the FC 1 project. The City also has countywide mutual and automatic aid agreements with surrounding agencies, should the need arise for their assistance. There are currently ten (10) fire stations serving the City of Chula Vista. The existing station network is listed below:

<b>Table C</b>			
<b>Current Fire Station Facilities</b>			
<b>Station</b>	<b>Location</b>	<b>Equipment</b>	<b>Staffing</b>
<b>Current Fire Station Facilities</b>			
Station 1	447 F St.	Engine 51/Truck 51/Battalion 51	Assigned: 27 - On Duty: 9
Station 2	80 East J St.	Engine 52	Assigned: 12 - On Duty: 4
Station 3	100 Moss St.	US&R <sup>8</sup> 53 + Tender & Trailer	Assigned: 12 - On Duty: 4
Station 4	850 Paseo Ranchero	Engine 54	Assigned: 12 - On Duty: 4
Station 5	341 Orange Ave..	Engine 55	Assigned: 12 - On Duty: 4
Station 6	605 Mt. Miguel Rd.	Engine 56/Brush 56	Assigned: 12 - On Duty: 4
Station 7	1640 Santa Venetia Rd.	Engine 57/Truck 57/Battalion 52	Assigned: 27 - On Duty: 9
Station 8	1180 Woods Dr.	Engine 58	Assigned: 12 - On Duty: 4
Station 9	1410 Brandywine Ave.	Engine 59	Assigned: 12 - On Duty: 4
Station 10	1715 Millenia Ave.	Engine 60	Assigned: 12 - On Duty: 4
<b>Planned Fire Station Facilities</b>			
	Bayfront	New Engine/ New Truck	Unknown
	Village 8 West	New Engine/ New Truck	Unknown

Source: CVFD

The closest CVFD stations to the project site are:

- Fire Station #10, located in the Millenia – 0.5-miles.
- Fire Station #7, located in Village 2 – 1.5-miles.
- Fire Station #8, located in Eastlake III – 2.5-miles.

The PFDIF includes a fee to finance fire suppression facilities (buildings and equipment) that are caused by increased population due to growth. Prior to the issuance of certificate of occupancy for any residential dwelling units or commercial property, the applicant(s) shall pay PFDIF in accordance with the fees in effect at the time of payment and phasing approved in this document.

#### D. SCHOOLS

School facilities and services in Chula Vista are provided by two school districts. The Chula Vista Elementary School District (CVESD) administers education for kindergarten through sixth grades. The Sweetwater Union High School District (SUHSD) administers education for the Junior/Middle and Senior High Schools of a large district, which includes the City of Chula Vista. Through the provision of development forecasts, school district personnel can plan and implement school facility construction and program allocation in line with development.

The project is proposed to consist of 840 multi-family residential dwelling units at build out. At completion, the proposed project could generate approximately 463 students using the following (2022) Student Generation Factors:

<b>Table D.1</b>				
<b>Student Generation Rates</b>				
<b>District</b>	<b>Single Family Detached</b>	<b>Single Family Attached (Condos, Duplex, Triplex)</b>	<b>Multi-Family (Apartments)</b>	<b>Weighted Average (All CFD DU)</b>
CVESD	0.3280	0.2710	0.2002	0.2948
SUHSD – Middle School	.1154	.0734	.0712	.10
SUHSD – High School	.2548	.1622	.1504	.22

*Source: CVESD & SUHSD*

By school category, the project is expected to generate the following students:

<b>Table D.2</b>				
<b>Estimated Project Student Generation</b>				
<b>Multi- Family Dwelling Units</b>	<b>Elementary (K-6)</b>	<b>Middle (7-8)</b>	<b>High School (9-12)</b>	<b>Total Students</b>
840	168	65	139	463

The project is proposed to consist of 840 multi-family residential dwelling units at build out. At completion, the proposed project could generate approximately 463 students using the 2022 Student Generation Factors. The breakdown is approximately 168 K-6, 65 middle school students and 139 high school students.

### **Chula Vista Elementary School District**

As noted in Table D.2, the build-out of the project would generate the need to house approximately 168 elementary school age students within the Wolf Canyon attendance area.

A new 800-student school (#46 - Muraoka) in Otay Ranch Village 2 opened in July 2017, providing relief to Wolf Canyon Elementary, which is nearing capacity. A second school in Village 2, which will accommodate 600 students, opened in July of 2024.

### **Sweetwater Union High School District**

The project is currently within the Eastlake Middle School and Olympian High School attendance areas. Both schools are at capacity and the Project will generate additional need for new schools.

The school district is working on updating its Facilities Master Plan and has met with the City to discuss potential high school and middle school sites. The district will need to acquire another 50+-acre site to accommodate future growth.

The residential dwelling units shall pay the state mandated school fee. Non-residential property will pay the State mandated school fee.

Prior to the issuance of each building permit for any residential dwelling units, the applicant(s) shall provide evidence or certification by the Sweetwater Union High School District and Chula Vista Elementary School District that any fee charge, dedication, or other requirement levied by the school district has been complied with or that the district has determined the fee, charge, dedication, or other requirements do not apply to the construction or that the applicant has entered into a school mitigation agreement. School Facility Mitigation Fees shall be in accordance with the fees in effect at the time of building permit issuance.

## **E. LIBRARIES**

An approximately 60,000 square foot state of the art library is under construction in Millenia and will serve eastern Chula Vista. It is projected to be open by the end of 2025. The project will contribute its fair share toward the construction of libraries by the payment of the Public Facilities Development Impact Fee (PFDIF). The proposed project will be required to pay PFDIF which includes a component for library capital costs, based on the number of dwelling units, prior to the issuance of certificate of occupancy; the fees shall be paid at the rate in effect at the time payment is made. Payment of the PFDIF represents the project's fair share contribution to create library space.

## **F. PARKS, OPEN SPACE, TRAILS, AND RECREATION**

The FC 1 site is currently entitled as Freeway Commercial with up to 960,000 square-feet of commercial area allowed. To date, only 673,564 square-feet of commercial space has been developed. GGP-Otay Ranch L.P., one of the two property owners of FC 1, desires to develop up to 840 dwelling units in the northwest quadrant of their property. The project would allow for residential units to be located within walking range of the Otay Ranch BRT stop, ensure transit-supportive densities near the BRT line, establish a compact walkable community by replacing surface parking, and provide additional open space and plazas for the community, in a fiscally sustainable manner. Population Ratio: Three (3) acres of neighborhood and community park land with appropriate facilities shall be provided per 1,000 residents east of I-805.

The Otay Ranch Town Center Project will generate an estimated population of 2,192 (840 dwelling units x 2.61 population factor). To meet the City threshold requirements, the amount of parkland dedicated is based on a standard of 3 acres per 1,000 populations (see Table F.1). The standard is based on State of California Government Code 66477, also known as the Quimby Act, which allows a city to require by ordinance the dedication of land or payment of fees for park or recreational purposes. The City's Parklands and Public Facilities Ordinance Chula Vista Municipal Code (CVMC) 17.10 (PLDO) is based on the Quimby Act. Based on the City's Parklands and Public Facilities Ordinance, the parkland requirement for the FC 1 project, if the project reaches the maximum density of 840 units, is approximately 6.57-acres. A review of the existing and approved park demands for Chula Vista east of I-805 including the project indicates the estimated 2020 demand of approximately 469.07-acres of Neighborhood and Community Parks. The 2020 estimated supply of park acreage east of I-805 is 708.31-acres, which is 239.24-acres more than the projected demand.

The PLDO requires development projects to provide land and improvements for parks and recreational facilities, allows for a credit against the payment of fees or dedication of land if the developer provides the park and recreational improvements, and permits the City to require a combination of dedication and payment of in-lieu fees if the City determines that the combination would better serve the public.

As noted above, the Project is required to provide up to 6.57-acres (usable) of developed parkland if the construction reaches the maximum density of 840 multi-family residential units, based upon the persons per household factor established by the PLDO of 2.61 persons per attached multi-family dwelling unit and 3.0-acres (usable) of park per 1,000 residents. If built in phases the amount of parkland provided in each phase shall be proportional to the units built as indicated in the below chart.

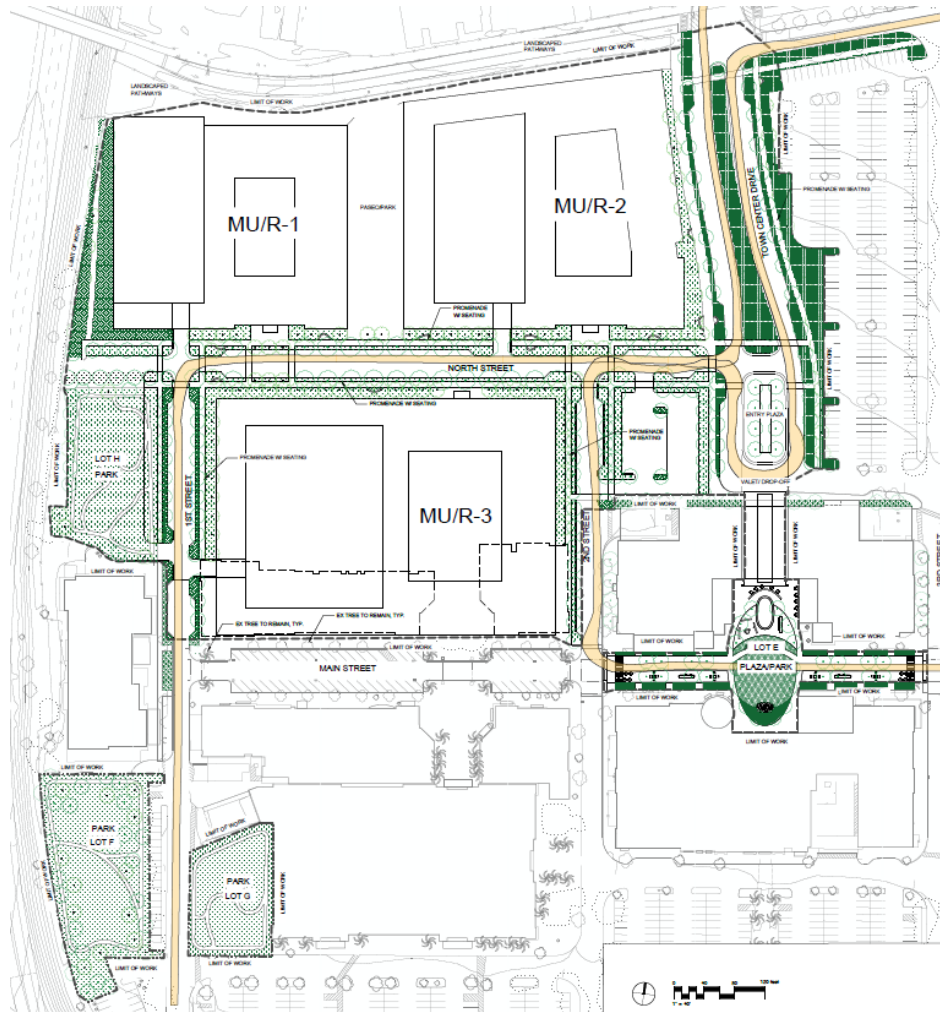
Due to the unique, urban, high-density nature of the Project and its proximity within the Otay Ranch Town Center mall, the project cannot provide suitable land to satisfy the entire 6.57-acres (usable) parkland requirement solely through the dedication and improvement of parkland. As a result of the urban, high-density nature of the Project, public interest and the park and recreation needs of the Project’s future residents would be better served through a combination of parkland dedication, parkland development improvements, and in-lieu fees.

The parkland obligation for the first 350 units developed as part of the Project shall be satisfied via the provision of on-site privately maintained parkland, which shall be open to the public, at a rate of 0.80-acres (usable) of parkland for every 100 residential units, as outlined in the below table. After construction of the 350<sup>th</sup> residential unit, the remaining parkland obligation of up to 3.77-acres will be satisfied via payment of in-lieu park benefit fees. The park benefit fee amount is equal to the Parkland Acquisition and Parkland Development fees at the time of building permit issuance for any building permit for the Project. Upon the Building Permit Triggers listed below, the applicant must have submitted a formal submission package for the design for the required usable parkland acreage for the applicable Project phase to the City of Chula Vista.

**Table F  
Building Permit Triggers for Park Development**

<b>Building Permit Trigger</b>	<b>Lettered Park Lot per Tentative Map</b>	<b>Parkland Acreage (with public easement)</b>
100th residential unit	Lot H	0.80
150th residential unit	Lot G	0.40
262nd residential unit	Lot F	0.90
350th residential unit	Lot E	0.70
<b>Total</b>		<b>2.80</b>





**Exhibit 10  
Landscape Concept Plan**

Chapter 17.10 of the CVMC, as amended, governs the financing of parkland and improvements. Included as part of the regulations are Park Acquisition and Development (PAD) fees established for the purpose of providing neighborhood and community parks. The Ordinance provides that fees be paid to the City at Building Permit issuance and may be deferred to final inspection.

The project is responsible for both the park development component and the acquisition component PAD Fees. The project parkland demand is 6.57-acres based on CVMC 17.10. The project will meet its parkland obligation of 6.57-acres through the provision of a 2.8-acre public park enhanced to a value equivalent to 6.57-acres of parkland, on a prorate basis.

Park obligation will be satisfied pursuant to Ordinance 3345 and the City approved Development Agreement between the City and the Developer, which was approved and adopted by the Chula Vista City Council on (City Council date). The agreement outlines the Developer’s 6.57-acre park obligation requirement based on the recently approved 840 residential units. The developer provides 2.8-acres of passive park and plaza space within

the FC 1 area and shall pay a Park Benefit fee (which is equivalent to the City's PAD fee for the land and improvements for 3.84-acres of park) to the City for to be used towards other parks in Otay Ranch.

Generally, the developer's obligation of 6.57-acre parkland dedication and improvement is satisfied by the following:

- Dedicate 2.8-acres in a permanent park easement.
- Develop a highly amenitized park and plaza areas.
- Developer shall invest the value equivalent of the dedication and improvement requirement for the 3.84-acre park development above that would be typical for a 2.8-acre park/plaza. The Developer's value equivalency is based on the acquisition and development components of the PAD Fees as required by the City.
- Based on City standards in effect as of October 2018.
- Payment of Park Benefit fee in the amount required by the CVMC for each unit above 350<sup>th</sup> dwelling unit, at the time of Building Permit issuance.

Owner shall receive PAD credits by satisfying its actual park obligations by the following:

- The Developer shall grant the City a permanent easement for 2.8-acres of the FC-1 site for public usage, as described in the Agreement, to the satisfaction of the Director of Development Services.
- The Park and Plaza shall generally be located as depicted in Exhibit 10, with the final location subject to City approval.
- To create an extraordinary public space, the Park and Plaza shall generally consist of the elements described in the Development Agreement. Developer shall invest substantially more to the development and granting of the Park and Plaza than would be typical for a City standard park, up to and including the value equivalent to the dedication and improvement required to satisfy the Developer's park obligation for the 840 residential units constructed in FC 1, as calculated at the time park obligations for the Project become due.
- The parkland obligation for the first 350 units developed as part of the Project shall be satisfied via the provision of on-site privately maintained parkland, which shall be open to the public, at a rate of 0.80-acres (usable) of parkland for every 100 residential units, as outlined in the below table. Developer shall pay Park Benefit fee.

Prior to issuance of each building permit for any residential dwelling units, the Developer shall demonstrate the required park area has been provided and pay the Recreation Facility Development Impact Fees (part of the Public Facilities Development Impact Fee) in accordance with the fees in effect at the time of building permit issuance.

## **G. WATER**

The OWD provides water service for the existing Otay Ranch Town Center also known as FC 1 project. The Water District has existing facilities in the vicinity of the project site that can provide sufficient water services to support the proposed density at the Otay Ranch

Town Center project. In order to determine whether the facilities proposed in these aforementioned studies are adequate for the proposed redevelopment, Dexter Wilson prepared a water study specific to the FC-1 SPA amendment to address the addition of 840 dwelling units, dated February 17, 2023. The phasing and financing of water facilities in this PFFP is based on the FC-1 Dexter Wilson Study.

The design criteria implemented to evaluate the potable and recycled water systems for the proposed Otay Ranch Town Center project are established in accordance with the current OWD Master Plan. The design criteria are utilized for analysis of the existing water system as well as for design and sizing of proposed improvements and expansions to the existing system to accommodate demands in the study area.

**Water Conservation Plan (WCP)**

A WCP is required for all major development projects (50 dwelling units or greater, or commercial and industrial projects with 50 EDUs of water demand or greater). This plan is required at the SPA Plan level or equivalent for projects which are not processed through a Planned Community Zone.

Based on information contained in the 1989 SDCWA Annual Report, average water use within the OWD was 220 gallons per day per capita (20,469.7 AF for a population of 83,000). Based on 2007 data from the OWD 2008 Master Plan, per capita water usage dropped to approximately 189 gpd (33.26 mgd for a population of 186,000). Based on the OWD 2015 Water Facilities Master Plan Update per capita water usage dropped to approximately 135 gpd. These per capita numbers include non- residential demands and indicate the effectiveness that the conservation measures are having. It is expected that this trend will continue as adopted guidelines are increasingly focused on reducing per capita water use.

**FC-1 Potable Water Demand**

Table G.1 summarizes the previously approved development in the FC-1 area along with the proposed development. The projected water demands for the Otay Ranch Town Center will be included in the WSAV report to be prepared for the project.

<b>Table G.1 FC 1 Potable Water Demand</b>		
<b>Land Use</b>	<b>Approved</b>	<b>Proposed</b>
MF Residential Unit	0 Units	840 units
Park/Plaza	0-acres	2.56-acres
Private Streets	0-acres	2.93-acres
Commercial	87.25-acres	71.51-acres

*Source: Dexter Wilson Engineering, Inc.*

Table G.4 summarizes the projected water demands based on the proposed SPA Amendment. As shown, the projected water demand increased by 101,976 gpd in the current scenario as compared to the currently approved land uses. The increase in

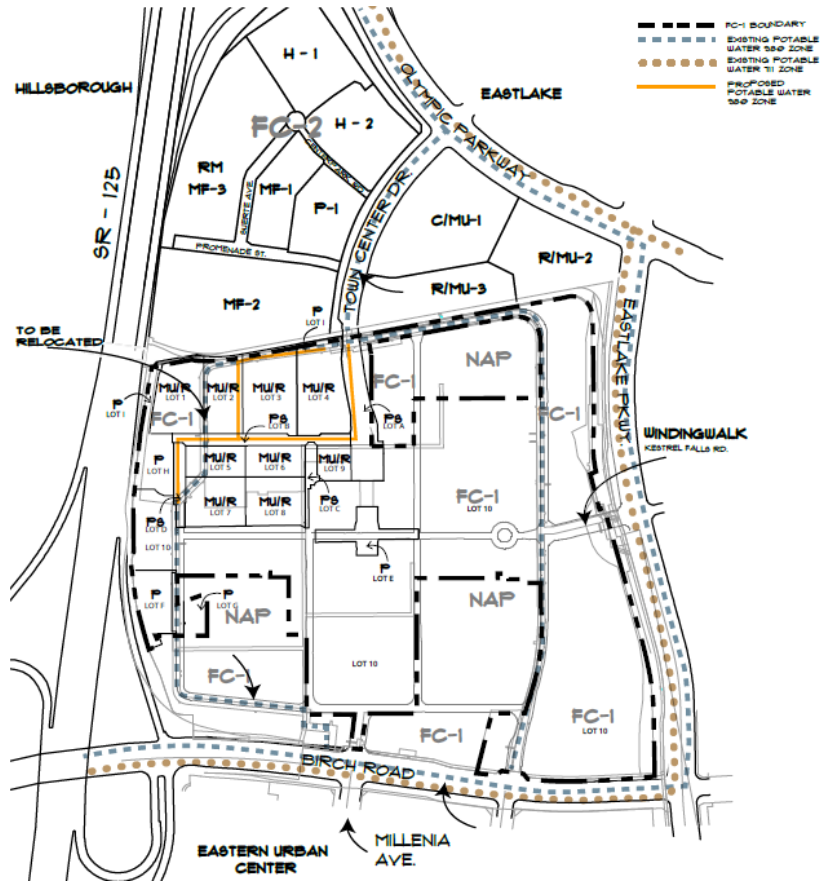
demand is a result of the added multi-family residential units despite the reduction in water demand factors in the 2015 Water Facilities Master Plan Update. These updated water demand factors for residential development are based on actual usage data and reflect lower projected usage per unit because of water conservation efforts in recent years. Water demands will be reduced with water conservation measures. Water conservation measures for the project will be described and analyzed in the Water Conservation Plan to be prepared for the report.

As shown by Table G.2, there was an increase in demand for the project as result of the proposed redevelopment. This information will be provided by the developer to OWD for their use in regional water supply planning. The sizing of the existing 12-inch water lines on-site, the 12-inch water line in Birch Road, the 20-inch line in Eastlake Parkway, and the 12-inch line in Town Center Drive is adequate to support the proposed development per the February 17, 2023, water study prepared by Dexter Wilson Engineering, Inc. for the redevelopment project; however, the project proposes to relocate a portion of an existing 12-inch public water line in the northwest portion of the project site to accommodate the redevelopment.

The City of Chula Vista utilizes the Uniform Fire Code for determining required fire flows and durations for new development. Specific flows will ultimately depend on building type and size. The approved Freeway Commercial SPA was based on the 1995 OWD Master Plan that used 5,000 gallons per minute (gpm) flow for 5-hours in assessing storage capacity adequacy, necessary pumping capacity and distribution piping requirements.

<b>Table G.2</b>				
<b>Otay Ranch Town Center Water Demand Summary</b>				
<b>Land Use</b>	<b>Acres</b>	<b>Building Units</b>	<b>Unit Demand Factor</b>	<b>Total Demand (gpd)</b>
<b>Approved Plan</b>				
Commercial	87.25	---	1,785 gpd/ac	155,741
<b>Subtotal</b>				<b>155,741</b>
<b>Proposed Plan</b>				
Existing Commercial	70.66	--	1,607 gpd/acre <sup>1</sup>	113,551
Proposed Multi-Family Residential	---	840	170 gpd/unit <sup>1, 2</sup>	142,800
Proposed Commercial	0.85	---	1,607 gpd/acre <sup>1</sup>	1,366 191
<b>Subtotal</b>				<b>257,717</b> <b>4,369</b>
<b>Increased Water Demand</b>				<b>101,976</b> <b>98,628</b>
<sup>1</sup> Assumes recycled water to be used for irrigation. <sup>2</sup> Based on 2015 Water Facilities Master Plan (OWD) <sup>3</sup> Acreage of entire existing Otay Ranch Town Center (87.25 acres) reduced by 16.59 acres (redevelopment area).				

Source: Dexter Wilson Engineering, Inc.



**Exhibit 11  
Potable Water**

**Otay Ranch Town Center Recycled Water Demand**

Within the Otay Ranch Town Center Project, recycled water will be used to irrigate street parkway landscaping, manufactured slopes along the circulation areas, commercial landscaping, open space, and park area. Dexter Wilson estimated projected recycled water demands for the proposed project are approximately 31,300 gpd. Table G.3 contains a summary of the projected recycled water demands for the project.

Table G.3 Otay Ranch Projected Recycled Water Demands					
Land Use 1	Quantity	Recycled Water Factor <sup>21</sup>	Net Recycled Acreage	gpd/ac.	Average Demand (gpd)
<b>Approved</b>					
Commercial	87.25	10%	8.7	2,155 gpd/acre	18,813
<b>Subtotal:</b>					18,813
<b>Proposed</b>					
Existing Commercial <sup>1</sup>	70.66-acres	10%	7.07	1,900 gpd/acre	13,433
Mixed-Use/Multi-Family Residential	10.59-acres	15%	1.59	1,900 gpd/acre	3,021
Park/Plaza	2.56-acres	100%	2.56	1,900 gpd/acre	5,833
<b>Subtotal</b>					<b>22,287</b>
<b>Increased Recycled Demand</b>					<b>3,474 gpd</b>

<sup>21</sup> Percentage irrigated is based on WRMP

<sup>1</sup> Acreage of existing Otay Ranch Town Center (87.25 acres) reduced by 16.59 acres (redevelopment area).

Source: Dexter Wilson Engineering, Inc.



**Exhibit 12  
Recycled Water**

## **Proposed Facilities**

The proposed project shall be responsible for constructing all potable and recycled water improvements necessary to serve the project, which includes but are not limited to relocating a portion of the existing 12-inch public water line in the northwest portion of the Town Center Drive and associated connections and upgrades (see Exhibit 11). Improvements to the public recycled water system are not anticipated (see Exhibit 12). Further, the project shall adequately provide potable and recycled water service without relying on any proposed water construction phasing by other developments.

The approved “SAMP Freeway Commercial” dated January 2018, by Dexter Wilson identified water facilities to provide the appropriate level of water service to the currently Approved Freeway Commercial project. The backbone system sizing will remain the same; however, a portion of the existing 12-inch public water line in the northwest corner of the project will be relocated to accommodate the proposed redevelopment. The potable and recycled water systems will be designed and the costs will be identified by phase of development. The Developer shall be responsible for constructing all potable and recycled water improvements necessary to adequately serve the project. The developer shall request and deliver to the City a service availability letter from the OWD prior to a final map being approved for the Otay Ranch Town Center parcel. The developer shall provide the OWD the projected increased water demand for the project.

## **H. SEWER**

Sewer service to the project site is provided by the City of Chula Vista. The existing Otay Ranch Town Center site currently flows south towards Birch Road. The capacity of the off-site sewer facilities to serve the project has been analyzed in the “Overview of Sewer Service for the Otay Ranch Town Center Redevelopment” dated October 10, 2022, by Dexter Wilson Engineering, Inc. This study is referred to as the Dexter Wilson Sewer Study throughout this PFFP. The study includes an analysis of the Poggi Creek Interceptor.

The Project area is within the City of Chula Vista’s Poggi Canyon Sewer Basin. It is subject to the Poggi Canyon Sewer DIF. Sewage generated within the Project will ultimately flow to the Poggi Canyon Interceptor in Olympic Parkway. The proposed on-site collection system serving the project will drain southward to an existing 10-inch line in Birch Road. From Birch Road sewage is conveyed west to La Media Road and then north in La Media Road to the Poggi Canyon Interceptor in Olympic Parkway.

The existing Poggi Canyon Interceptor currently flows west along Olympic Parkway to Brandywine eventually connecting to the Salt Creek Interceptor, which ultimately connects to the Metro system facilities just west of Interstate 5.

Table H.1 summarizes the previously approved development in the Otay Ranch Town Center along with the new development currently being proposed.

<b>Table H.1 Freeway Commercial (FC-1)</b>		
<b>Land Use</b>	<b>Approved<sup>2</sup></b>	<b>Proposed</b>
MF Residential Units	0 units	840 units
Park/Plaza	0-acres	2.56-acres
Private Streets	0-acres	2.93-acres
Commercial	87.25-acres	71.51-acres

*Dexter Wilson Engineering, Inc*

An evaluation of the proposed land use change impact will have on the sewer collection system has been prepared by Dexter Wilson Engineering. This evaluation includes an estimate of the projected sewage flows. Table H.2 provides a comparison between projected sewer flows from the approved land use plan and the current land use plan proposal, per the proposed Freeway Commercial Amendment. The result of the evaluation is that there is a total increase of approximately 132 EDUs over and above the current land use plan due to the addition of 840 dwelling units.

The wastewater master plan evaluates sewer facilities from two aspects, the current and future adequacy of trunk sewers and the future wastewater treatment facilities.

The City’s current sewer facilities are adequate to service the project now and into the near future. (See Table H.3). However, additional treatment capacity will be required as the City begins to approach build-out projections.

The recommended on-site sewer system for the Otay Ranch Town Center consists of removing portions of the existing onsite gravity sewer lines to accommodate the redevelopment and constructing new 8-inch public sewer lines to serve the new buildings. Based on the average flow presented in Table H.2 and a peak factor of 1.85 from the City of Chula Vista 2014 Wastewater Collection System Master Plan the projected peak flow for the entire project (existing plus proposed) is 0.47 mgd. The Dexter Wilson Sewer Study shows that the existing onsite sewer lines downstream of the project have adequate capacity for the project.



<b>Table H.2</b>				
<b>Otay Ranch Town Center Sewer Flow Summary</b>				
<b>Land Use</b>	<b>Acres</b>	<b>Building Units</b>	<b>Generation Factor</b>	<b>Average Flow (gpd)</b>
<b>Poggi Canyon Sewer Basin 2009 DIF Study (Approved Plan)</b>				
Commercial	87.25 <sup>1</sup>	---	2,500 gpd/acre	218,125
<b>Proposed Plan</b>				
Existing Commercial <sup>2</sup>	70.66	--	1,401 gpd/acre	98,995
Multi-Family Residential	--	840	182 gpd/acre	152,880
Retail	0.85	---	1,401 gpd/acre	1,191
<b>Subtotal</b>				<b>253,066</b>
<b>Increased Sewer Flow</b>				<b>34,941</b>
<b>Increased Sewer EDUs from current approval <sup>2</sup></b>				<b>131.9</b>

*Dexter Wilson Engineering, Inc.*

<sup>1</sup> Acreage of the Otay Ranch Town Center site was presented as 81.92 acres in the Poggi Canyon Sewer Basin 2009 DIF Study. Current numbers show the site has a total area of 87.25 acres. Therefore, the acreage was increased from 81.92 acres to 87.25 acres for this analysis.

<sup>2</sup> Acreage of existing Otay Ranch Town Center site (87.25 acres) reduced by 16.59 acres (redevelopment area).

<sup>3</sup> Based on 265 GPD/EDU.

<b>Table H.3</b>						
<b>City of Chula Vista</b>						
<b>Sewage Flow &amp; Treatment Capacity</b>						
<b>Million Gallons per Day (mgd)</b>	<b>Fiscal Year 2018</b>	<b>Fiscal Year 2019</b>	<b>Fiscal Year 2020</b>	<b>Projection for next 18 months</b>	<b>Projection for next 5 years</b>	<b>Projection for "Build-out"*</b>
Average Flow	15.2	15.9	16.6	17.0	17.5	20.760
Capacity	20.864	20.864	20.864	20.864	20.864	20.864

\* Buildout Projection based on 2020 Annual Report

*Source: GMOC 2020 Annual Report*

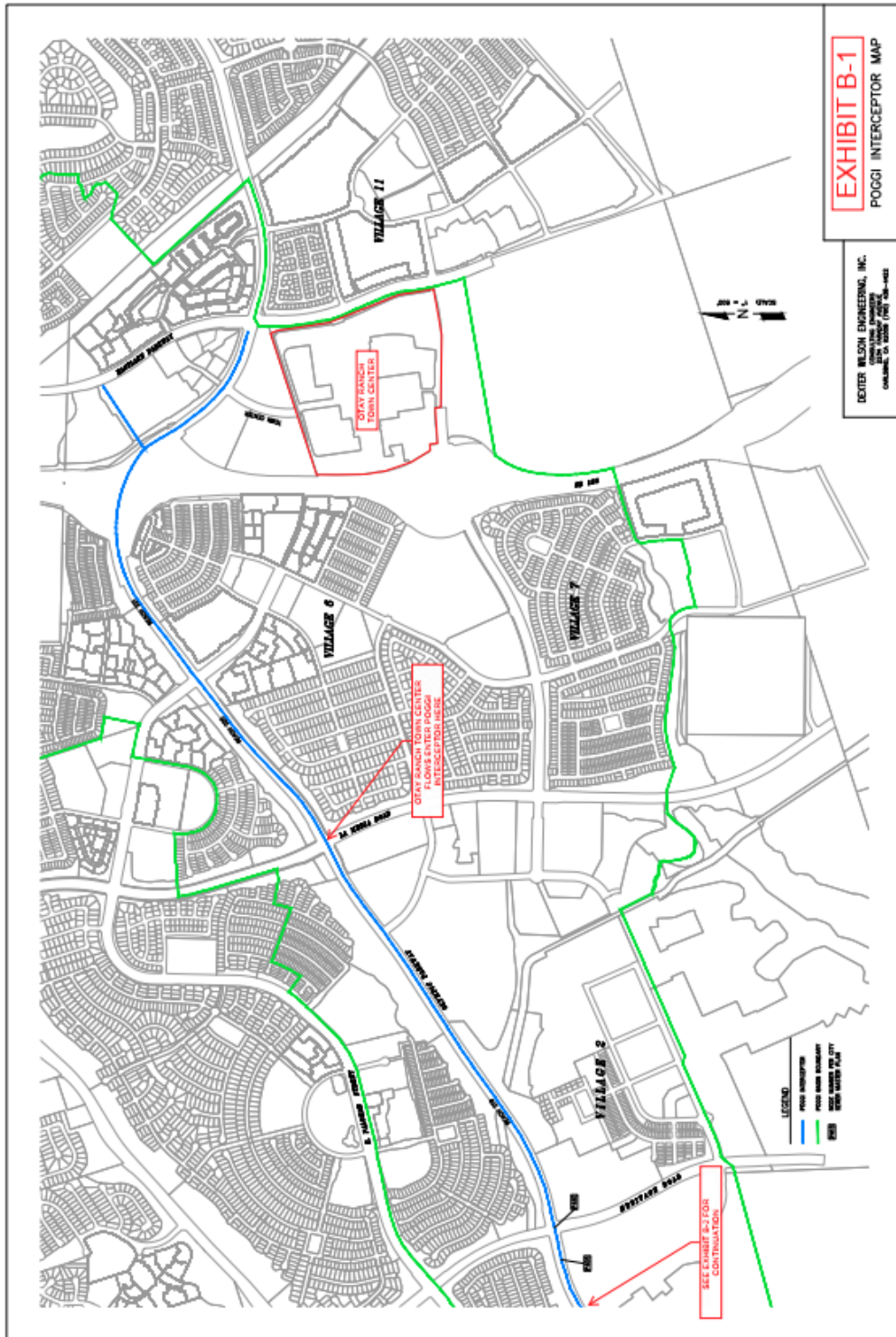
All gravity sewers will be designed to convey peak wet weather flow. For pipes with diameter of 12-inches and smaller, the sewers will be designed to convey this flow when flowing half full. All new sewers will be designed to maintain a minimum velocity of two-feet (2') per second (fps) at design capacity to prevent the deposition of solids.

The applicant for the Otay Ranch Town Center project shall:

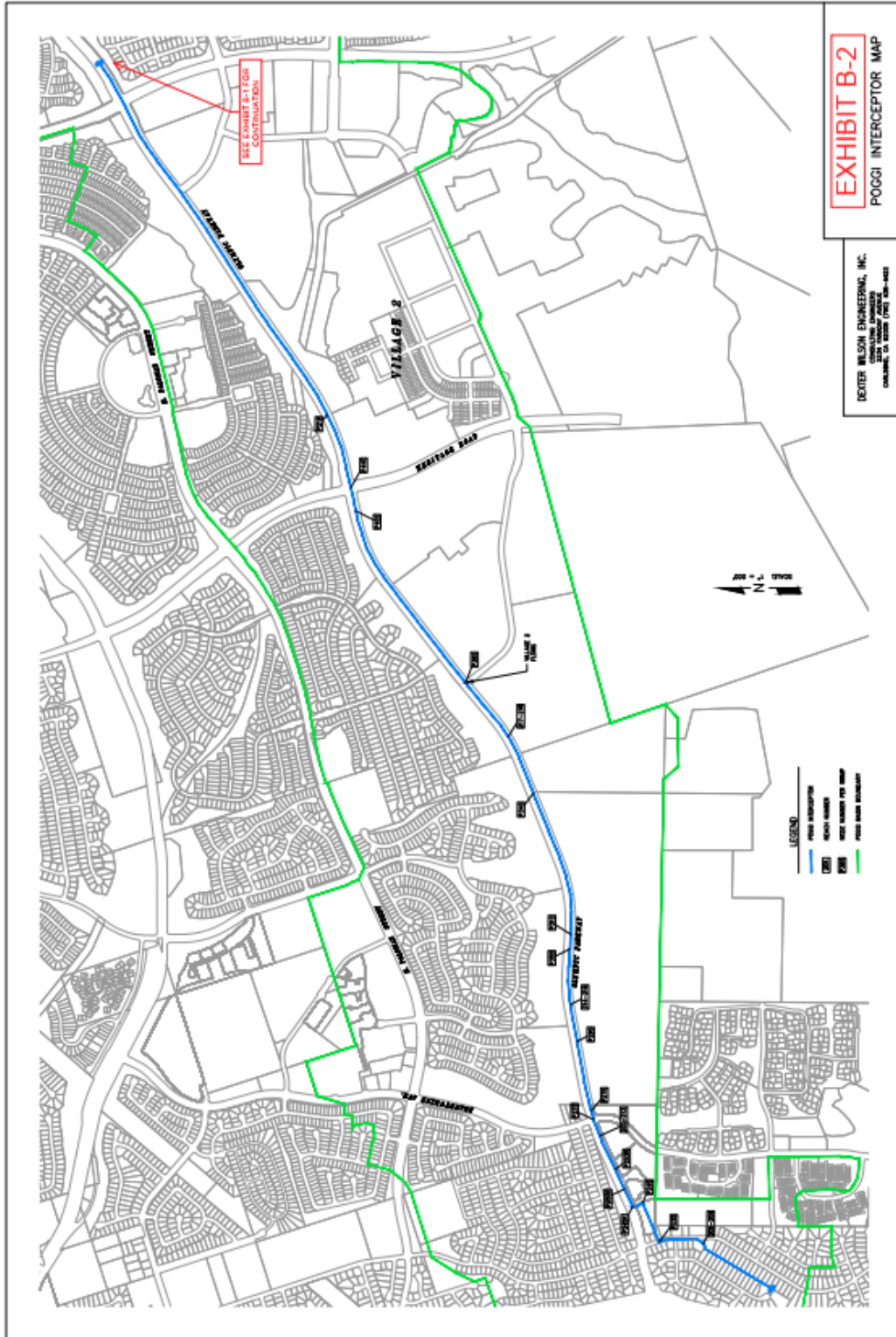
- Pay the Sewer Capacity Fee and the Poggi Canyon Sewer DIF at the rates in effect at the time of payment.
- Comply with Section 3-303 of the City of Chula Vista Subdivision Manual.
- Construct all on and off-site sewer lines and connections as required by the City Engineer to serve the project.

Prior to each final map the developer shall either demonstrate that Poggi Sewer has adequate capacity or upsize the inadequate segment, all to the satisfaction of the Director of Development Services and the City Engineer.

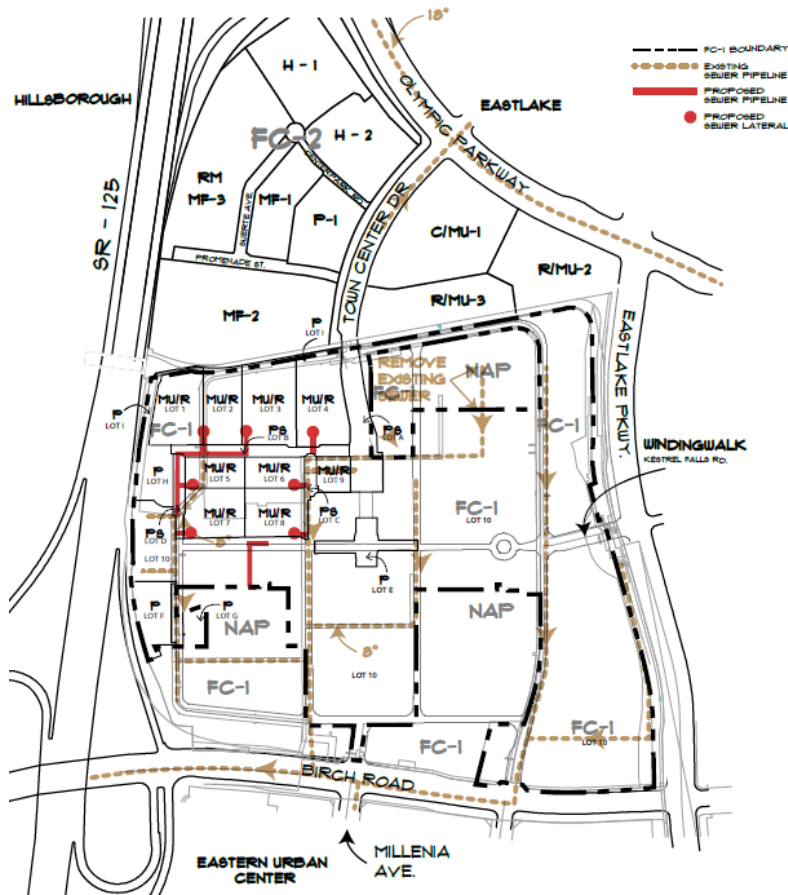
Prior to the first final map, Developer shall fund the updates of the Poggi Canyon Sewer DIF to include the projects proposed additional units. Further, prior to the first final map developer shall agree not to protest the update of the Poggi Canyon Sewer DIF.



**Poggi Interceptor Map  
Exhibit 13.1**



**Poggi Interceptor Map  
Exhibit 13.2**



**Exhibit 14  
Sewer Plan**

## I. DRAINAGE

Otay Ranch Town Center project existing conditions and proposed drainage improvements are identified in the “Drainage Study for Otay Ranch Town Center” April 25, 2023, by Hunsaker & Associates, which is referred to as the Hunsaker Drainage Study throughout this PFFP. The Hunsaker Drainage Study identifies the Pre-Development and Post-Development Conditions flow rates for 50-year and 100-year storm events; the required size of the proposed storm drain facilities needed to route the expected run-off through the developed site; and a capacity analysis and recommendation for the existing storm drain capacity once the site is developed.

The existing project storm water quality conditions and proposed water quality improvements are identified in the Hunsaker Storm Water Quality Management Plan (SWQMP). The Hunsaker report was prepared to implement the methods and procedures as described in the City of Chula Vista Standard Best Management Practice (BMP) design manual (BMPDM), the Jurisdictional Runoff Management Program, and the Storm Water Management and Discharge Control. The treatment of the run-off from the project is addressed in the SWQMP. The proposed design will utilize on-site Low Impact Development (LID), BMPs, an underground storage facility and proprietary biofiltration BMPs to treat the 85<sup>th</sup> percentile flow from the development address hydromodification requirements.

The Otay Ranch Town Center project is under the jurisdiction of the San Diego Regional Water Quality Control Board (SDRWQCB). The project is subject to the National Pollutant Discharge Elimination System (NPDES) requirements both during and after construction. NPDES requirements stem from the Federal Clean Water Act and are enforced either by the State Water Resources Control Board (SWRCB) or the Regional Water Quality Control Board (RWQCB) for the region in which the project is located.

The gross project area is approximately 16.59 acres including all high-density residential areas. Due to the imperviousness increase associated with the redevelopment, compared to existing conditions, it is anticipated that peak flows generated from the site will slightly increase at the western connection point. Probably, the existing storm drain downstream has enough capacity to handle the increase in run-off as this storm drain was designed based on the assumption that the entire site would be developed as a commercial development with a run-off coefficient of 0.85, while the existing conditions hydrology analysis used runoff factor associated with the actual land use for each subarea (e.g. 0.3 runoff factor was used for the ballfield area). However, the proposed hydromodification and water quality storage underground facility was recognized for peak flow detention to reduce the proposed flows to be equal or less than the existing conditions. Detention analysis for the underground storage facility was addressed in the Hunsaker Drainage Study.

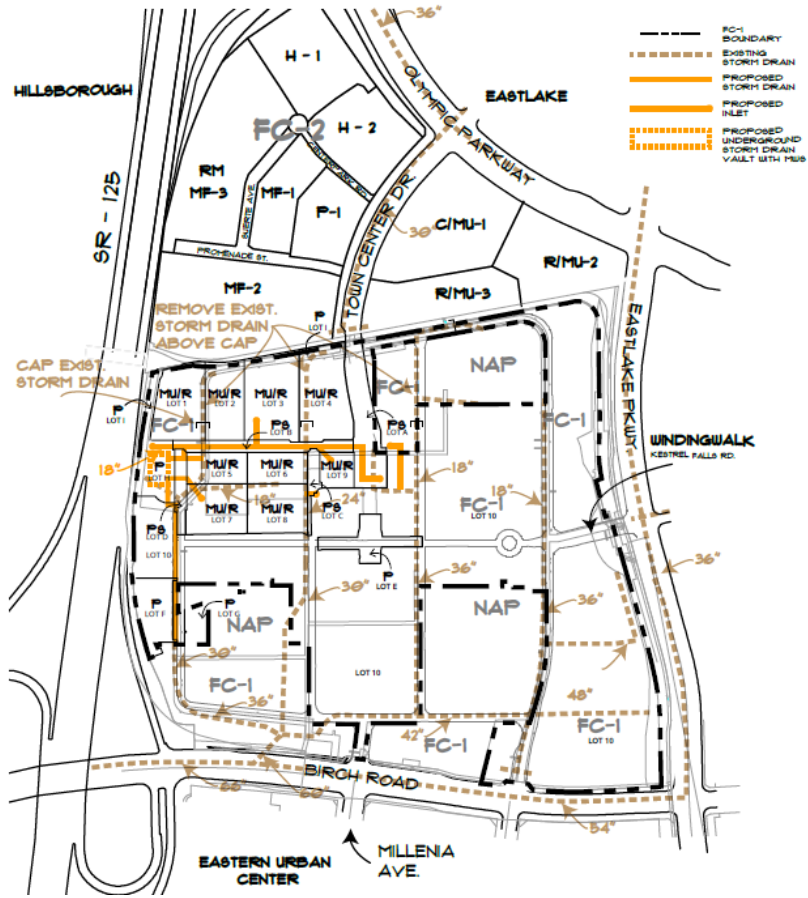
In general, run-off from the redeveloped site will drain south towards North Avenue. Inlets placed throughout the site will collect the runoff and the storm drain will convey it towards the storm drain system. This storm drain system will convey flows to the proposed underground storage facility located south of North Avenue.

The values in Table I below are the cumulative flows from the project area for the Proposed Conditions (re-developed condition).

Refer to Exhibit 2, Proposed Hydrology Map in Chapter 5 of Hunsaker Drainage Study for watershed boundary associated with the project area proposed conditions.

<b>Table I</b>			
<b>Site Run-off Flows Proposed Condition</b>			
<b>Project Subarea</b>	<b>Area (acres)</b>	<b>Q50 (cfs)</b>	<b>Q100 (cfs)</b>
Point of Connection to the western storm drain	14.82	32.15	Unattenuated flow = 37.14 Attenuated peak flow =21.62
Point of Connection to the Central storm drain	0.36	1.14	1.32
Point of Connection to the eastern storm drain	2.20	6.99	8.08

Source: Hunsaker and Associates



**Exhibit 15  
Drainage Plan**

Urban run-off discharged from municipal storm water conveyance systems has been identified by local, regional, and national research programs as one of the principal causes of water quality problems in most urban areas. The Municipal Storm Water Pollutant Discharge Elimination System (NPDES) Permit (Municipal Permit), reissued on May 8, 2023, (Order No. R9-2013-0001 and R9-2015-01000) to the City of Chula Vista, the County of San Diego, the Port of San Diego, and 17 other cities in the region by the SDRWQCB, requires the development and implementation of storm water regulations addressing storm water pollution issues in development planning and construction associated with private and public development projects.

The Hunsaker SWQMP and the “Infiltration feasibility condition letter” by GEOCON indicates that due to the FC-1 onsite type “D” soils that infiltration is not recommended. Therefore, infiltration BMP’s or LID features are not proposed. Hunsaker designed the storm drain system and layout to address peak flows as well as to integrate water quality and hydromodification features needed to comply with the City of Chula Vista BMP Design Manual requirements.

The Mixed-Use/Residential site is located within the northwestern portion of the FC-1 site. It is south of the BRT pathway, west of Town Center Drive, east of SR-125. The redevelopment will consist of up to 840 multi-family dwelling units, associated streets,

sidewalks, and park areas. Utilities such as sewer, water, and storm drain will connect to existing facilities adjacent to the site. Water quality and hydro-modification facilities will also be constructed on-site for mitigation of site run-off.

Drainage facilities will be built as part of the Otay Ranch Town Center FC-1 Mixed-Use/Residential development and will include storm drain inlets, and cleanouts. The storm drain from the site will connect downstream to the existing storm drain which was constructed as part of the existing site improvements. The proposed flows from the area have been attenuated to meet the existing peak flow and the existing storm drain capacity.

Similar to the other areas within the FC-1 site, infiltration is not recommended for this site because of the type “D” soils. Therefore, infiltration BMPs are not proposed. The storm drain from this area will connect to the on-site storm drain.

The project areas will use an underground storage facility and a proprietary bio-filtration BMP downstream of it as treatment control BMPs. The underground storage facility was sized to store the required portion of the design captured volume (1.5 DCV), and the outlet structure of this storage facility was designed with an orifice to drawdown the 1.5 DCV within 36 hours. The proprietary bio-filtration BMP was sized to treat the flow from the underground storage facility using the elevation associated with the 1.5 DCV in the storage unit. The underground storage facility volume and outlet structure were designed to meet the hydromodification and peak flow attenuation requirements in addition to the water quality requirements.

Prior to issuance of each grading permit for Otay Ranch Town Center project or any land development permit, including clearing and grading, the project applicant shall submit a notice of intent and obtain coverage under the NPDES permit for construction activity from the SWRCB.

Prior to issuance of each grading permit, the City Engineer shall verify that parcel owners have incorporated and will implement post- construction BMPs in accordance with current regulations.

The project applicant shall comply with the Chula Vista Development Storm Water Manual limitation of grading requirements.

The project applicant shall comply, to the satisfaction of the City Engineer, with the City hydro-modification Criteria or the hydrograph modification management plan, as applicable.

The combination of proposed construction and permanent BMP’s will reduce, to the maximum extent practicable, the expected project pollutants and will not adversely impact the beneficial uses of the receiving waters.

- Prior to approval of the Site Plan by the Design Review Committee, whichever occurs first, applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the NPDES Municipal Permit (including the Final Model of the City of Chula Vista BMP Design Manual). The

- Applicant shall obtain the approval of the City Engineer of a SWQMP.
- The project shall comply with the recommended mitigation measures provided in the Hunsaker Drainage Study and the Hunsaker SWQMP, and the Environmental Impact Report for the project.
  - The project shall be responsible for the conveyance of storm water flows in accordance with City Engineering Standards. The City Engineering Division will review all plans to ensure compliance with such standards.
  - The project shall incorporate urban runoff planning in the Tentative Map and/or Site Plan.
  - The project shall be required to comply with all current regulations related to water quality for the construction and post construction phases of the project. Both the future land development construction drawings and associated reports shall be required to include details, notes and discussions relative to the required or recommended BMPs.
  - The project applicant will assure the maintenance of drainage facilities by a property owner's association that would raise funds through fees paid by each property owner and/or participation in a CFD established over the entire project to raise funds through the creation of a special tax for drainage maintenance purposes.
  - Additional drainage analysis may be required at the tentative map phase of the project to demonstrate the adequacy of the proposed on-site storm drain system(s) and the existing storm drain connections.
  - Future drainage reports shall be prepared by the Applicant, as required by the City of Chula Vista, for the final engineering phase(s) of the project.
  - The project applicant shall comply with the Project FEIR Water Quality & Hydrology mitigation measures. A full discussion of these mitigation measures can be found in the Project FEIR.

## **J. AIR QUALITY**

“A Fourth Addendum to the EIR Otay Ranch Freeway Commercial Sectional Planning Area (SPA) Plan Planning Area 12”, June 23, 2023, City of Chula Vista provides more specific detail regarding the proposed modifications for the approval of the SPA Plan Amendment, and Freeway Commercial South Master Precise Plan Amendment to allow 840 residential units and reduce the allowable commercial area to 816,000 Square-feet.

The “Freeway Commercial South Otay Ranch Town Center Air Quality Improvement Plan” dated June 2023, by Ldn Consulting Inc. (Ldn Report), was the basis of the Fourth Addendum. SRA prepared a technical memorandum evaluating the impacts associated with the proposed density increase amendment. The Ldn Report and memorandum evaluated the potential for adverse impacts to the ambient air quality due to construction and operational emissions resulting from the project. The report indicates that construction would result in a temporary addition of pollutants to the local air shed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials.



The project applicant shall comply with the FEIR and the Report Air Quality mitigation measures. A full discussion of these mitigation measures can be found in the aforementioned documents.

## **K. CIVIC CENTER**

New development has an impact on City owned facilities such as the Civic Center. A component of the PFDIF, is funding for expansion to the City's Civic Center. The PFDIF shall be paid prior to final inspections, at the rate in effect at the time payment is made. It represents the project's impact to the Civic Center.

## **L. CORPORATION YARD**

The City's Corporation Yard is impacted by new development. A component of the PFDIF is for funding expansion of the City's Corporation Yard. The PFDIF shall be paid prior to final inspections, at the rate in effect at the time payment is made. It represents the project's impact to the Corporation Yard.

## **M. FISCAL ANALYSIS / COMMERCIAL LANDS ANALYSIS**

The Otay Ranch Town Center fiscal impact analysis was prepared in accordance with the City's SPA Fiscal Impact Analysis (FIA) Framework. As prescribed in the SPA Fiscal Impact Framework, using the City's Fiscal Impact Analysis Model (City Fiscal Impact Model). HR&A's report (Otay Ranch Town Center Fiscal Impact Analysis, July 2023) used the City Fiscal Impact Model to estimate fiscal revenues and expenditures expected to grow proportionally with new development. HR&A made two adjustments to the City Fiscal Impact Model to calculate property tax and sales and use tax revenue from the project. As part of the property tax revenue calculation, HR&A used capitalized value less land value as a proxy for constructed assessed value. HR&A also adjusted the sales and use tax calculation to account for resident spending at the on-site retail. The analysis concluded a positive annual net fiscal impact with the proposed project.

HR&A also prepared a Market and Commercial Lands Analysis, date July 2023, which concluded:

- Retailers are rethinking their strategies and large retailer like Macy's, Nordstrom, and Bloomingdales are moving towards smaller footprint store models;
- Retail uses at the site would likely capture demand from the General Merchandise and Clothing and Clothing Accessories retail demand categories;
- There is demand for more than 22,000 residential units in the Chula Vista South Bay region;
- There is demand for at slightly higher intensity;
- There is limited near-term traditional retail demand and strong multi-family demand.

## **N. PUBLIC FACILITY FINANCING**

The proposed project will finance public facilities primarily by paying development impact fees or constructing facilities required by subdivision exactions using private funding source.

### **Development Impact Fee Programs**

City of Chula Vista Municipal Code Section 3.42.101, the Chula Vista City Council must adopt a fee schedule. The proposed project must comply with the City of Chula Vista Development Master Fee Schedule, Chapter 16. Development and In-Lieu Fees were last revised in October 2023 and are indexed each October 1. Section 3.42.101 of the Chula Vista Municipal Code requires the proposed project to comply with the most current version of the Chula Vista Development Master Fee Schedule, Chapter 16, at the time fees are paid.

Otay Ranch Town Center project is subject to fees established to help defray the cost of facilities that benefit Otay Ranch Town Center.

### **Subdivision Security**

The Proposed Project will be developed in phases over several years. As public improvements are complete, security provided for the Proposed Project in accordance with the Subdivision Map Act and the Municipal Code should be reduced to reflect the completed improvements. Accordingly, the process described herein will apply to bonds for Grading and Drainage, Public Improvements, and Landscape and Irrigation, but will not apply to Survey Monumentation bonds. Applicant may submit to the City not more often than once every six months a detailed engineer's estimate identifying with respect to each bond the costs to complete the remaining improvements secured by such bond ("Cost to Complete"). The City will review and approve or disapprove the Costs to Complete, and if disapproved, Applicant may resubmit a modified estimate of Cost to Complete for City review. Upon approval of the Costs to Complete by the City, the amount of the applicable bond may be reduced to an amount equal to 110% of the Costs to Complete. If approved by the City, the reduced amount will be communicated to the bonding company in a letter. Based on the City's communication, the bonding company may issue a bond reduction rider to reduce the principal amount of the bond to the reduced amount approved by the City. However, the bond amount may never be reduced by this process to less than 15% of the original estimate of the costs of the applicable improvements.