

December 20, 2023

Ms. Katherine Shipley
Land Acquisition Manager, Land & Housing Development
Brookfield Properties Development LLC
c/o Brookfield Properties
733 8th Avenue
San Diego, California 92101

LLG Reference: 3-20-3254

Subject: **Otay Ranch Town Center Reimagined, Parking Assessment**
City of Chula Vista

Dear Ms. Shipley:

Linscott, Law & Greenspan, Engineers (LLG) has prepared this parking study for the Otay Ranch Town Center Reimagined Project in Chula Vista to determine the proposed parking to be provided versus the parking required per City standards.

Figure A depicts the Project location.

A. INTRODUCTION / PURPOSE OF REPORT

The Otay Ranch Town Center project was previously approved for 960,000 square feet of retail development on the property according to the Otay Ranch Freeway Commercial SPA Plan and associated Environmental Impact Report (EIR). To date, 669,700 square feet (SF) of retail building area has been built at the Town Center.

It is proposed to modify the land use by including a mix of residential land uses. Of the remaining 290,300 of the approved square footage, 144,000 SF is proposed to be replaced by 840 multi-family residential units and the remaining 146,300 SF will be retail uses. Development would be centered within the northern portion of the site.

Figure B depicts the Project Site.

B. REVIEW OF CITY REQUIRED PARKING

The Proposed project includes retail and residential parking. However, the mix of the residential units is not known at this time. Based on the Table C Parking Requirements, *PC District Regulations, Otay Ranch Freeway Commercial Sectional*

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Planning Area (SPA), adopted April 1, 2003 (Parking Requirements), the parking required is as follows:

1. Major Regional Retail facility (greater than 500,000 SF):

- 4.5 spaces per 1,000 SF as an overall blended total for all uses (including shared park & ride spaces).

The existing retail is 669,700 SF and the proposed project will add 143,600 SF.

2. Mixed-Use (Residential):

- Studio units: 1.0 spaces/unit
- 1-bedroom units: 1.25 spaces/unit
- 2-bedroom units: 1.5 spaces/unit
- 3-bedroom units: 2.0 spaces/unit
- Guest parking ratio of 0.25 is included in the above ratios
- Affordable Housing units: 0.5 spaces/unit, per state standard

The Project proposes 840 multi-family units. The classification of the type of units is not known at this time. Hence accurate parking spaces cannot be provided at this time.

Table A summarizes the required parking for the existing and proposed land uses. As seen in *Table A*, The parking provided currently is 3,773 spaces. Based on the Parking Requirements, the parking requirement for the existing retail is 3,014 spaces. The 146,300 SF retail will require another 658 spaces for a total of 3,672 spaces. Therefore, the parking provided can accommodate the existing and future parking requirements with an excess of 101 spaces.

The mix of the proposed 840 mixed use units is not known at this time. The parking requirement is different for the studio, 1-bedroom, 2-bedroom, 3-bedroom and affordable units. Therefore, it is not possible to estimate the required parking for the residential units without knowing the number of each type of unit. The Project will provide residential and visitor parking per the city code listed above, when the mix of units is finalized.

TABLE A
OTAY RANCH TOWN CENTER - PARKING REQUIRED

Description	Quantity	Parking Rate	Spaces Required	Spaces Provided
Regional Retail facility				
Existing	669.7 KSF	4.5 /KSF	3,014	
Additional	146.3 KSF	4.5 /KSF	658	
Subtotal Retail	<i>816.0 KSF</i>		<i>3,672</i>	<i>3,773</i>
Residential	Not known at this time as explained in Section B Review of City required parking			

Footnote:

- a. Table C Parking Requirements, *PC District Regulations, Otay Ranch Freeway Commercial Sectional Planning Area (SPA)*, adopted April 1, 2003.

C. CONCLUSION

There is adequate parking available for the proposed 146,300 SF of retail. However, the mix of mixed-use units is not known at this time and the required parking will be estimated at the time of applying for the building permits and parking at the standard rate will be provided. There is an excess of 101 retail parking spaces. These will be used for residential uses, and any additional required parking will be provided per City code when the mix of residential units is finalized.

Please call with any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal



Narasimha Prasad
Senior Transportation Engineer

cc: File

Table

Table 1 Minimum City Required Parking

Figures

Figure A Location Map

Figure B Site Plan

Attachment

Table C Parking Requirements, *PC District Regulations, Otay Ranch Freeway Commercial Sectional Planning Area (SPA)*, adopted April 1, 2003

FIGURES



Figure A

Project Location

Otay Ranch Town Center Reimagined

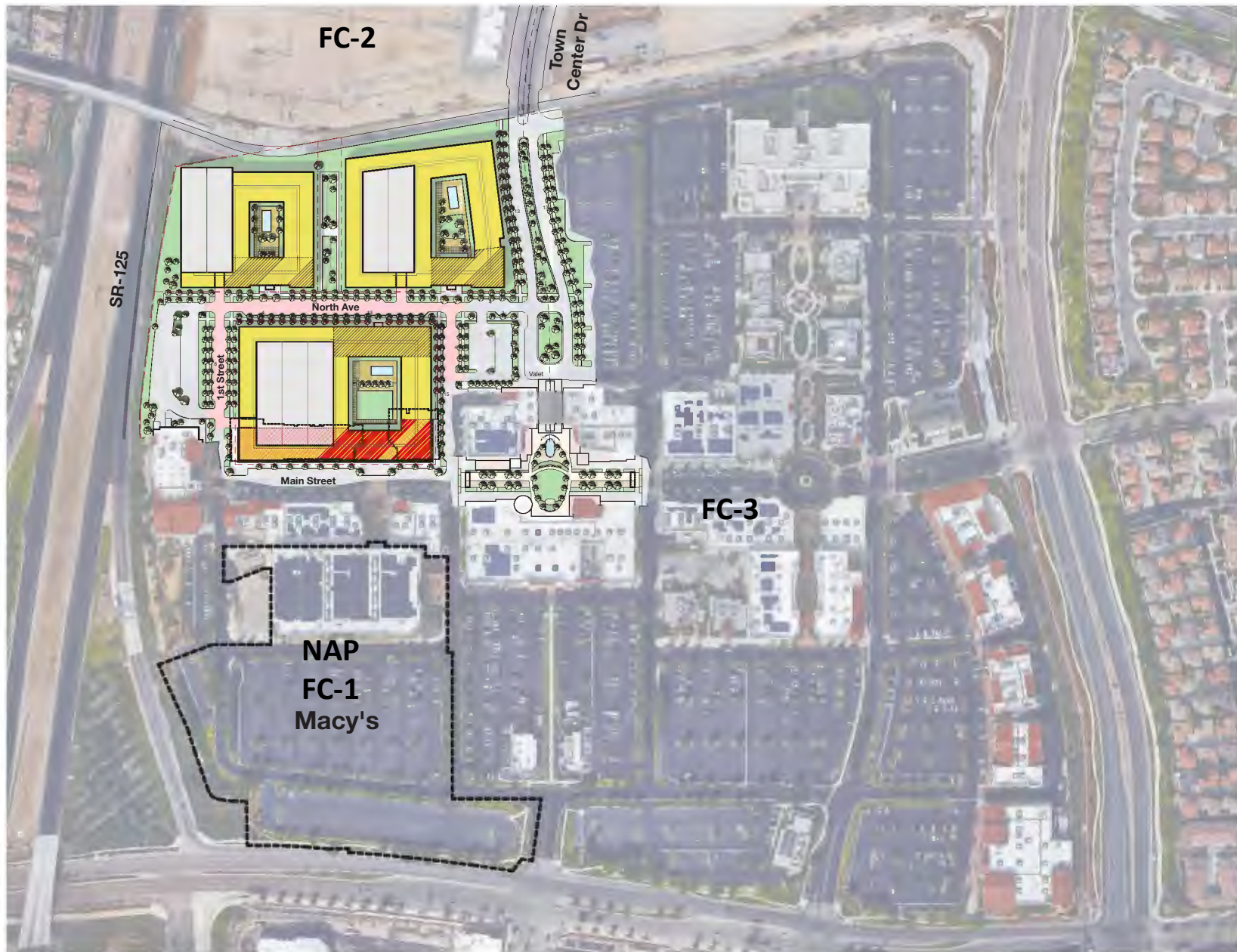


Figure B

Site Plan

ATTACHMENT

PC DISTRICT REGULATIONS

Otay Ranch Freeway Commercial Sectional Planning Area (SPA)

Adopted April 1, 2003
by Resolution No. 2003-132, Ordinance No. 2903

*Amended September 21, 2004
by Resolution No. 2004-300, Ordinance No. 2977*

*Amended by Resolution No. 2016-187 on September 13, 2016
and
Adopted by Ordinance No. 3376 on September 20, 2016*

*Amended by Resolution No. 2019-214 June 18, 2019
and
Adopted by Ordinance No. 3459 on July 23, 2019*

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**TABLE C
PARKING REQUIREMENTS**

LAND USE	MINIMUM OFF-STREET PARKING REQUIRED
Commercial (FC-1 and Hotel)	
Administrative & professional services offices	1 space/300 square feet of gross floor area; minimum 4 spaces
Appliance, furniture, home furnishings store	1 space/600 square feet of gross floor area
Auto or truck sales	1 space/10 car storage/display spaces
Bowling alley or billiard hall	5 spaces/alley plus 2 for each billiard table plus required parking of any other uses on the site
Eating & drinking establishment (non-fast food)	1 space/each 2½ seats or 1 space/50 square feet of seating area where there are no fixed seats
Fast food restaurant w/ drive-in or drive through	1 space/each 7 seats plus 1 space per employee, minimum 15 spaces and on-site queue line for at least 8 vehicles when drive through is included
Gasoline dispensing and/or automotive services stations	2 spaces plus 4 for each service bay
Hotel or motel	1 space per room
Medical, dental or veterinary office or clinic	1 space/200 square feet of gross floor area; minimum 5 spaces
Theater, movie	1 space/3½ seats
Shopping Center and General Commercial, not otherwise listed	1 space/200 square feet of gross floor area (5:1000 sf) Max. 10% of sq. ft. may be restaurants on this basis.
Major Regional Retail Facility (>500,000 square feet)	4.5 spaces per 1,000 square feet as an overall blended total for all uses (including shared park & ride spaces).
Public and Semi-public Uses	
Day nurseries, daycare schools, nursery schools	1 space/staff member plus 2 spaces/5 children or 1 space/10 children if adequate drop-off facilities are provided. Drop-off facilities must be designed to accommodate a continuous flow of passenger vehicles to safety load and unload children. The adequacy of proposed drop-off facilities shall be determined by the Zoning Administrator.
College or vocational school	1 space/2 faculty member or employee plus 1 space/3 students
Place of public assembly	1 space/3½ seats within the main auditorium or 1 space/45 square feet of gross floor area within the main auditorium where there are no fixed seats
Public utilities, civic uses	To be determined by the Zoning Administrator

TABLE C- CONTINUED

LAND USE	MINIMUM OFF-STREET PARKING REQUIRED*
West Residential	
RM	2 assigned covered spaces/unit plus minimum 0.33 guest spaces/unit. Tandem garage spaces are permitted. A two-car tandem garage will count as 1.75 parking spaces. The remaining 0.25 spaces will be provided as common unassigned parking.
Senior, Congregate Care, or Affordable Housing	To be determined by Design Review. Tandem spaces are permitted. Parking requirements may be reduced for developments restricted to Affordable and Senior Citizens at the discretion of the Planning Commission through a Conditional Use Permit procedure.
Mixed-Use**	
R/MU	Studio units: 1.0 spaces/unit 1-bedroom units: 1.5 spaces/unit 2-bedroom units: 2.0 spaces/unit 3-bedroom units: 2.25 spaces/unit Guest parking ratio of 0.33 is included in above ratios.
C/MU	4 spaces per 1,000 sq. ft.

* Parking on Town Center Drive shall not be used to satisfy residential parking requirements.

**Parking on Town Center Drive may be used to satisfy the Commercial component of Mixed-Use parking requirements.

b. Handicapped Parking Requirements

- a. Handicapped parking for residential uses shall be provided at the rate of one space for each dwelling unit that is designated for occupancy by handicapped persons.
- b. Handicapped parking spaces for all uses, other than residential, shall be provided at the following rate:

**TABLE D
REQUIRED HANDICAPPED PARKING**

NUMBER OF AUTOMOBILE SPACES PROVIDED	NUMBER OF HANDICAPPED SPACES REQUIRED
1 – 25	1
26 – 50	2
51 – 75	3
76 – 100	4
101 – 150	5
151 – 200	6
201 – 300	7
301 – 400	8
401 – 500	9
501 – 1000	2% of Total Spaces
Over 1000	20 plus 1 space for every 100 spaces (or fraction thereof) over 1001

- 2) Handicapped parking spaces required by this section shall count toward fulfilling off-street automobile parking requirements.

c. Bicycle Parking Requirements

Commercial uses are required to install bicycle parking facilities providing a minimum of four bicycle parking spaces per tenant/user greater than 25,000 square feet. Bicycle parking facilities shall be stationary storage racks or devices designed to secure the frame and wheel of the bicycle. Bicycle parking facilities shall be distributed throughout the commercial center and located in close proximity to the entrance of each commercial use requiring provision of the facility.

Commercial uses in FC-2 that are specifically related to bicycle sales and repair should consider providing changing rooms and showers.

d. Motorcycle Parking Requirements

Motorcycle parking areas shall be provided for all uses at the following rate:

- Uses with 25 to 100 automobile parking spaces shall provide one designated area for use by motorcycles (minimum two spaces).
- Uses with more than 100 automobile parking spaces shall provide motorcycle parking areas at the rate of one motorcycle parking area (minimum two spaces) for every 100 automobile parking spaces provided.

e. Fuel Efficient Vehicle Parking Requirements

Parking spaces for electric vehicles, if provided, shall satisfy the amount of conventional parking space requirements. The project shall meet all City of Chula Vista requirements for electric vehicle parking.

f. On-Street Parking

On-street parking may be permitted on the internal streets and drives, subject to approval by the City Engineer. Any approved on-street parking may be applied to meet the parking requirements for adjacent uses. The assignment of specific spaces to individual buildings/uses shall be made in the Design Review approval, or as specified on an approved the Master Precise Plan.

On-street parking restrictions, enforcement, and provisions for dual-use spaces shall be under the control of the home or business owners association for the mixed-use area in MU.

3. Loading Facilities

- a. Adequate loading area shall be provided for each building and/or user such that loading operations do not interfere with public access and circulation. If feasible, separate access and circulation routes shall be provided for loading and service areas.
- b. Loading and service areas shall be located to the rear of buildings to minimize visibility from right-of-ways, circulation conflicts and adverse noise impacts, unless specifically approved in Design Review. Any loading and/or service area which would be visible from Olympic Parkway, EastLake Parkway or Birch Road shall be adequately screened to maintain the streetscape appearance.
- c. Loading facilities shall be adequately screened from adjacent land uses along the boundary of FC-1 and FC-2 by walls and covered trellises.

- d. Loading/unloading facilities shall implement Best Management Practices (BMPs) to prevent pollution of the storm drainage systems. Storm drain inlets shall not be located near the loading/unloading areas.

4. General Provisions

- a. Parking facilities, for both motor vehicles and bicycles, shall be provided for any new building constructed; for any new use established; for any addition or enlargement of an existing building or use; and for any change in the occupancy of an existing building.
- b. For additions or enlargement of any existing building or use, or any change of occupancy or manner of operation that would increase the number of parking spaces required, the additional parking spaces shall be required only for such addition, enlargement or change, not for the entire building or use, unless required as a condition of approval of a Conditional Use Permit.
- c. The required parking facilities needed for any development shall be located on the same site or, if an irrevocable access and/or parking easement is obtained, the parking may be on an adjacent site. Property within the ultimate right-of-way of a Commercial Promenade Street may be used, to the extent available, and subject to sight distance criteria per City standards, to provide required on-site parking or loading/unloading facilities so long as at least one stall is provided on site.
- d. All required off-street parking spaces shall be designed, located, constructed, and maintained to be fully usable during workday periods or as needed by the use of the premises. Temporary uses for which a temporary use permit has been secured may utilize parking areas as allowed by the temporary use permit.
- e. Where the application of these schedules results in a fractional parking space, the fraction shall be rounded to the higher whole number.
- f. The parking requirement for uses not specifically listed in the matrix shall be determined by the approval body for the proposed use on the basis of requirements for similar uses, and on any traffic engineering and planning data that is appropriate to the establishment of a minimum requirement.
- g. In situations where a combination of uses are developed on a site, parking shall be provided for each of the uses on the site according to the schedule given in this section.
- h. Parking areas shall be separated from buildings by landscaping, bollards, and/or a raised concrete walkway. Parking lots shall be designed so that pedestrians will generally walk parallel to the flow of vehicles when approaching the adjacent building.

- i. All parking facilities required by this section shall be maintained in good operating condition for the duration of the use requiring such facilities. Such facilities shall be used exclusively for the parking of vehicles. Parking facilities shall not be used for the storage of merchandise, or, for the storage or repair of vehicles or equipment. Parking facilities shall not be used for the sale of merchandise, except on a temporary basis, pursuant to Section V.B Temporary Uses.
- j. A maximum of five drive-through facilities for fast food restaurants are permitted within the Freeway Commercial SPA.

5. Parking Screening Requirements

Off-street parking areas for more than five vehicles, adjacent to a public street, shall be effectively screened by a ten-foot wide landscaped strip. The requirements specified herein may be eliminated in whole or in part where, in the opinion of the zoning administrator, such requirements are not necessary for the proper protection of abutting property because of substantial grade differentials, the existence of adequate walls or other equally valid reasons.

6. Parking Area Landscaping

- a. Parking areas shall be landscaped in accordance with the City's Landscape Manual and Freeway Commercial SPA Design Plan (Section II.A.4).
- b. Any unused space resulting from the design of the parking area shall be used for landscaping purposes, if determined to be of appropriate size and location. Refer to the Freeway Commercial SPA Design Plan (Section II.C.6) for additional guidelines relating to parking lot landscaping.
- c. All landscaped parking lot islands shall have a minimum inside dimension (landscaped area) of three feet and shall contain a twelve-inch-wide walk adjacent to the parking stall and be separated from vehicular areas by a six inch high, six inch wide concrete curbing.
- d. All landscaped areas shall be irrigated automatically with reclaimed water and kept in a healthy and thriving condition free from weeds, debris and trash.

7. Parking Area Lighting

All parking facilities shall have lighting in accordance with City of Chula Vista standards. The lighting shall be designed and installed with cut-offs to confine direct rays to the site. Parking lot light standards shall be a maximum height of 35 feet from the finished grade of the parking surface in the major parking fields and directed away from the property lines. Light standards in pedestrian oriented areas shall not exceed 12 feet in height.