

SPA PLAN

FREEWAY COMMERCIAL (South Portion) OTAY RANCH TOWN CENTER Sectional Planning Area (SPA)

Adopted April 1, 2003, by Resolution No. 2003-132
Amended September 14, 2004, by Resolution No. 2004-300
Amended August 14, 2007, by Resolution No. 2007-226
Amended on May 26, 2015, by Resolution No. 2015-114
Amended September 13, 2016, by Resolution No. 2016-187
Amended June 18, 2019, by Resolution No. 2019-123

Project Sponsor:
GGP-Otay Ranch L.P.
733 Eighth Street
San Diego, CA 92101
Contact: Tony Pauker
(858) 794-6157

Prepared by:
Atlantis Group
2488 Historic Decatur Road, Suite #220
San Diego, CA 92106
Contact: Ted Shaw
(619) 523-1930
tshaw@atlantissd.com

**FREEWAY COMMERCIAL
SOUTH PORTION
OTAY RANCH TOWN CENTER
SECTIONAL PLANNING AREA (SPA) PLAN**

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I. INTRODUCTION	1
A. BACKGROUND, SCOPE & PURPOSE OF THE PLAN	1
B. RECORD OF AMENDMENTS	3
C. LOCATION AND REGIONAL SETTING	4
D. COMMUNITY STRUCTURE	5
E. LEGAL SIGNIFICANCE/EIR	7
F. SPA PLAN CONSISTENCY WITH OTAY RANCH GDP/PC ZONE DISTRICT	7
G. RELATED DOCUMENTS	15
H. PLANNING PROCESS	15
1. Chula Vista General Plan	15
2. Otay Ranch General Development Plan	16
II. DEVELOPMENT CONCEPT	17
A. DESIGN INFLUENCES	17
1. Site Characteristics and Visual Context	17
2. Surrounding Land Uses	17
B. LAND USE PATTERN	18
C. DENSITY TRANSFER	19
D. HOUSING PROGRAMS	20
E. URBAN DESIGN CONCEPTS	21
F. LANDSCAPE DESIGN CONCEPTS	25
G. FREEWAY SIGNAGE PROGRAM	28
H. AGRICULTURAL PLAN	28
III. MOBILITY	29
A. INTRODCUTION	29
B. PROJECT ACCESS	29
1. Regional Access	29
2. Local Access	30
C. PROJECT CIRCULATION NETWORK	30
D. STREET STANDARDS	31
1. Arterials and Major Roads	31
2. Town Center Drive	32
E. PHASING OF ROAD IMPROVEMENTS	34
F. TRANSIT PLANNING PRINCIPLES	34
G. BICYCLE ROUTES AND PEDESTRAIN TRAILS	37

IV. GRADING	39
A. INTRODCUTION	39
B. GRADING CONCEPT	39
C. GRADING POLICIES	40
D. STORM WATER QUALITY REQUIREMENTS DURING CONSTRUCTION	42
V. PARKS, RECREATION AND OPEN SPACE	45
A. INTRODUCITON	45
B. REQUIRED PARK LAND AND IMPROVEMENTS	45
C. OPEN SPACE	47
D. PRESERVE CONVEYANCE	47
E. PARK AND OPEN SPACE IMPLEMENTATION	48
VI. DEVELOPMENT PHASING	49
VII. PUBLIC FACILITIES	50
A. INTRODUCTION	50
B. POTABLE WATER SUPPLY AND MASTER PLAN	50
C. POTABLE EATER DEMAND	52
D. RECYCLED WATER SUPPLY AND MASTER PLAN	53
E. SEWER SERVICE	55
F. STORM WATER DRAINAGE SYSTEM	57
G. URBAN RUN-OFF	59
H. ROADS	62
I. SCHOOLS	63
J. CHILDCARE FACILITIES	63
K. POLICE AND FIRE SERVICES	64
1. Law Enforcement	64
2. Fire Protection and Emergency Medical Services	65
L. LIBRARY SERVICES	66
M. COMMUNITY PURPOSE FACILITIES	66

LIST OF TABLES

	<u>PAGE</u>
TABLE A: GDP Land Use	13
TABLE B: Estimate Required Park Land Dedication	46
TABLE C: Anticipated Development Phasing	49
TABLE D: Potable Water Demand	52
TABLE E: Recycled Water Demand	54
TABLE F: Sewage Generation	57

LIST OF EXHIBITS

	<u>PAGE</u>
EXHIBIT 1, Regional Vicinity	3
EXHIBIT 2, Location/SPA Boundaries	4
EXHIBIT 3, Community Structure	6
EXHIBIT 4, Adopted GDP Otay Valley Parcels	11
EXHIBIT 5 Site Utilization Plan	14
EXHIBIT 6, Design Influences	19
EXHIBIT 7, Landscape Concept	28
EXHIBIT 8, Circulation	31
EXHIBIT 9, SR-125, Olympic Parkway, and Eastlake Parkway Street Sections	33
EXHIBIT 10, Existing Streets Sections	34
EXHIBIT 11, Proposed Street Sections	35
EXHIBIT 12, Transit Plan	36
EXHIBIT 13, Pedestrian Circulation	37
EXHIBIT 14, Trail Section and Bicycle Circulation	38
EXHIBIT 15, Conceptual Grading Concept	41
EXHIBIT 16, Site Sections	42
EXHIBIT 17, Conceptual Phasing Plan	49
EXHIBIT 18, Potable Water Plan	53
EXHIBIT 19, Recycled Water Plan	55
EXHIBIT 20, Sewer Plan	58
EXHIBIT 21, Storm Drainage Plan	60
EXHIBIT 22, Fire Station Locations	66

**FREEWAY COMMERCIAL
SOUTH PORTION
OTAY RANCH TOWN CENTER
SECTIONAL PLANNING AREA (SPA) PLAN**

I. INTRODUCTION

A. Background, Scope & Purpose of the Plan

The Freeway Commercial Sectional Planning Area (SPA) represents the continued southward and eastward extension of the initial development approved in Otay Ranch SPA One, containing Villages One and Five, and the subsequent approval of Villages Six and Eleven immediately to the west and east, respectively, of the project site. The project also is a southward extension of urban development previously approved and constructed in the Eastlake Planned Community, immediately to the north. It is the Freeway Commercial component of the regional commercial, cultural, social, and public services center envisioned as the Eastern Urban Center (EUC) and freeway commercial area at the heart of the Otay Ranch Planned Community as established in the Otay Ranch General Development Plan (Otay Ranch GDP). As further detailed below, this SPA focuses on the changes to the FC 1, South Portion, of the Freeway Commercial portion of the area originally identified as EUC/Planning Area 12 in the Otay Ranch GDP. An Otay Ranch GDP amendment in 2001 separated the EUC and Freeway Commercial components into separate planning areas and the EUC planning area will be addressed in a separate future SPA plan. The GDP was amended in 2007, 2014, 2019, and 2021 to allow the existing land uses in this SPA Plan. The 2014 amendment was due to the changed conditions of development, including economic environment and housing market, a General Plan (GP) amendment and Otay Ranch GDP amendment were approved for the Freeway Commercial North (FC 2) site adding residential land use to the existing SPA (refer to the FC 2 Master Precise Plan, Promenade for details). The SPA Plan amendment to implement the GP and GDP amendments was approved in 2016 and modified in 2021.

This SPA Plan refines and implements the land use plans, goals, objectives, and policies of the Otay Ranch GDP. (The proposed contemporaneous Otay Ranch GDP Amendment renames the southern portion of the Freeway Commercial SPA to Otay Ranch Town Center.) This Plan addresses existing and planned land uses, public facilities, design criteria, circulation, and other development components for the Freeway Commercial SPA. Preparation and approval of this SPA Plan is required by the Otay Ranch GDP pursuant to Title 19, Zoning, of the Chula Vista Municipal Code. The objectives of this plan are to:

- Implement the goals, objectives, and policies of the Chula Vista General Plan, particularly the Otay Ranch GDP.
- Implement Chula Vista's Growth Management Program (GMP) to ensure that public facilities are provided in a timely manner and financed by the parties creating the demand for, and benefitting from, the improvements.
- Foster development patterns which promote orderly growth and prevent

urban sprawl.

- Maintain and enhance a sense of community identity within the City of Chula Vista and surrounding neighborhoods.
- Establish a regional freeway oriented commercial center which also reserves a public transit right-of-way (ROW or easement), station site and park-and-ride facility for extension of the San Diego regional public transit system to reduce reliance on the automobile to access uses within the center and destinations served by the transit system.
- Provide mixed-uses, including hotels, mixed-use commercial, residential and a park in the northern portion of the SPA consistent with the adopted Otay Ranch GDP.
- Promote synergistic uses between the mixed-use commercial center and uses in adjacent development areas to balance activities, services, and facilities.
- Contribute to the unique Otay Ranch image and identity which differentiates Otay Ranch from other communities.
- Implement development consistent with the provisions of the Otay Ranch resource conservation and management plans.
- Establish a land use and facility plan which assures project viability in consideration of existing and anticipated economic conditions.

This SPA Plan defines, in more detailed terms, the development parameters for the Freeway Commercial SPA, including the land use mix, design criteria, primary circulation pattern, and infrastructure requirements. Additionally, the character and form of the project will be implemented through a series of guidelines and development standards prescribed in the Freeway Commercial SPA, Planned Community (PC) District Regulations, Design Plan (DP), and other associated regulatory documents.

The SPA plan, once approved, is the implementation tool of the Otay Ranch GDP. It establishes design criteria for the site and defines precisely the type, amount of development permitted, and the City's standards for that development including major infrastructure improvements to be constructed by the developer.

The PC District Regulations adopted as part of this SPA Plan serve as an important tool through which the City will review and evaluate schematic, preliminary, and final plans for each individual project to be built within the SPA. The PC District regulations also establish standards for development and use within the planning area.

This SPA Plan is adopted as a supplement to other existing City regulations, focusing on the Otay Ranch Town Center development area. The specific provisions provided herein, including the PC District regulations and related SPA documents, shall supersede and replace the general standards established in other regulations, including the City Zoning Ordinance. If an issue is not addressed in this SPA Plan package, then applicable and appropriate City-wide regulations shall apply.

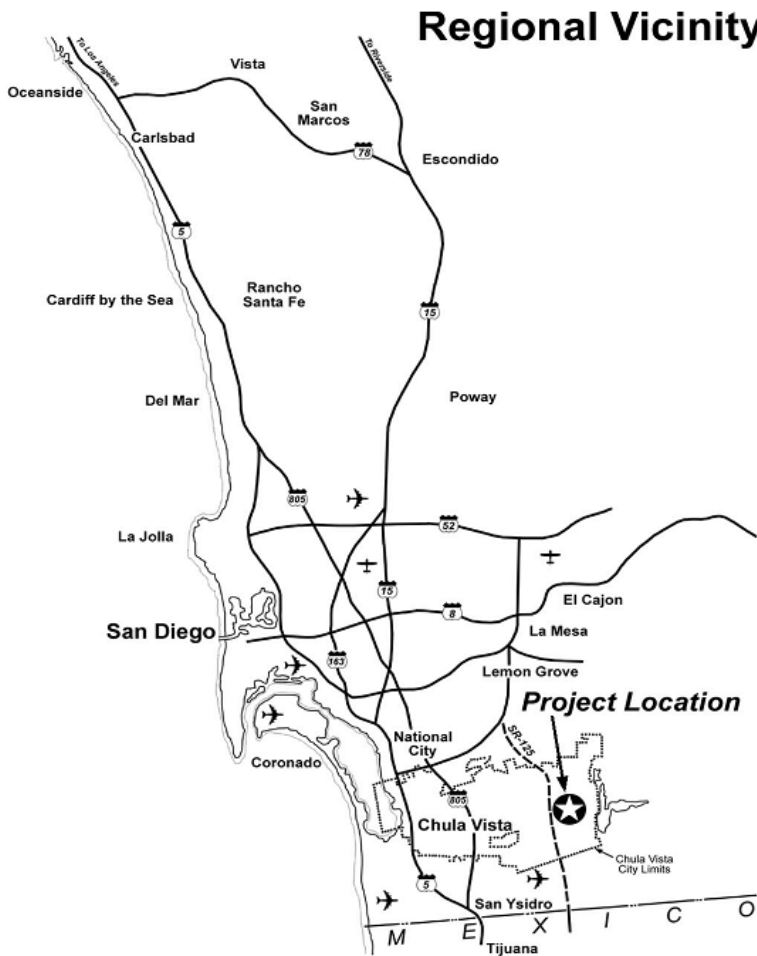


EXHIBIT 1, Regional Vicinity

B. Record of Amendments

The original SPA for the Freeway Commercial Village was adopted on April 1, 2003, Resolution 2003-132, then amended on September 21, 2004, Resolution 2004-300, September 13, 2016, Resolution 2016-187, on June 18, 2019, by Resolution No. 2019-123, and on ????, 2021, by Resolution No. 2021-???. The original SPA and Amendment have resulted in the current mix of land uses, intensities, and densities. As amended on ????, 2023, Resolution No. 2023-???, the SPA land use in the FC 1 area was changed to add and permit mixed-use residential development.

Commented [KS1]: Add information on the applicable dates and Ordinance or Resolution numbers.

Location/SPA Boundaries



EXHIBIT 2, Location/SPA Boundaries

C. Location & Regional Setting

Otay Ranch lies within the approximately 37,585-acre Eastern Territories Planning Area of the City of Chula Vista. The Eastern Territories Planning Area is bounded by Interstate 805 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. The Freeway Commercial SPA is in roughly the center of the Eastern Territories Planning Area (see Vicinity Map Exhibit 1)

The Freeway Commercial Village (PA 12) is in the north-central portion of the Otay Valley Parcel of the Otay Ranch GDP. This Plan Amendment will result in redesignating the northwest portion (approximately 16.57-acres) of the Freeway Commercial (FC 1) area from Freeway Commercial to Mixed-Use/Residential (MU/R) to allow up to 840 attached residential dwelling units (on the GGP-Otay Ranch L.P. property, see the R/MU area on Exhibit 5), and will extend Town Center Drive into the FC 1 portion of the SPA. The

current Otay Ranch GDP was initially adopted in October 1993 and has been amended many times over the past 29-years, most recently in 2021. Prior to the grading and construction of the area, The SPA project area includes approximately 120-acres SPA (85-acres in FC 1 and 35-acres in FC 2) consisted of gently rolling terrain. FC 2 consists of a mix of land uses such as Hotel, Residential, Commercial, Park, and Mixed-Use. The SPA area is currently bounded by State Route 125 (SR-125) on the west, Olympic Parkway on the north, Eastlake Parkway on the east, and Birch Road on the south (see Project Location/SPA Boundaries Exhibit 2).

The SPA is immediately adjacent to Otay Ranch Village Six, to the west across the SR-125 right-of-way, which has been substantially constructed. A commercial project, in the Eastlake Planned Community which, has been constructed immediately to the north. Village Eleven to east is substantially developed, and the EUC, to the south is under-construction.

Access to the site is provided via Birch Road, an east-west arterial, which forms the southern boundary of the entire SPA, Eastlake Parkway, a north-south arterial, which is the eastern boundary, and Olympic Parkway on the north. Freeway interchanges for SR-125 are located at Birch Road and Olympic Parkway.

FREEWAY COMMERCIAL 1	
Existing Land Use Entitlement	
FREEWAY COMMERCIAL	916,000 square-feet
Proposed Land Use Entitlement	
FREEWAY COMMERCIAL	816,000 square-feet
RESIDENTIAL/MIXED-USE	Up to 840 dwelling units
PLAZA and Park	2.56-Acres

D. Community Structure

The community structure of the Freeway Commercial SPA, at the broadest level, is established by the Otay Ranch GDP. This section is intended to highlight the major design features of the Freeway Commercial SPA Plan as an introduction to the project. A more detailed discussion of the project with respect to the provisions of the Otay Ranch GDP is provided in Section I.F SPA Plan Consistency with Otay Ranch GDP and the PC Zone, below.

Together, the Freeway Commercial SPA and the EUC are described in the Otay Ranch GDP as “the central commercial and office node for the entire ranch.” The EUC is further described as “an urban center, serving regional commercial, financial, professional, entertainment and cultural needs.” Although the Freeway Commercial SPA and the EUC are intended to function synergistically to meet these regional needs, the intended character and uses in each are distinctly different. The EUC is intended to be a mixed-use area including some medium to high rise buildings with landmark architecture and a highly urban character, providing social and activity areas such as pedestrian plazas, cultural arts facility, library, etc. The South Portion (FC 1) of the SPA is primarily designated for freeway-oriented commercial, intended for “regional uses which require an automobile

orientation near regional transportation systems;” however, residential (up to 840 dwelling units) is approved for the GGP-Otay Ranch L.P. ownership. The North Portion (FC 2) of the SPA is a mixed-use commercial and high-density residential, providing hotels and walkable transit-oriented housing opportunities with associated retail and a neighborhood park. The Otay Ranch GDP (as amended) allows the preparation and approval of separate SPA plans for the Freeway Commercial area and the EUC mixed-use area.

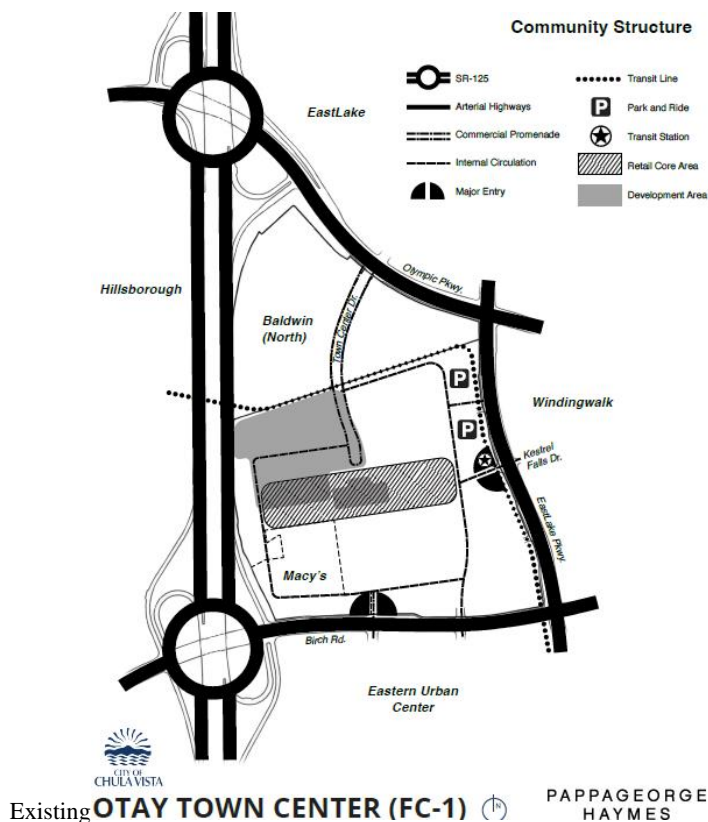


EXHIBIT 3, Community Structure

This SPA Plan addresses the South Portion of the existing Freeway Commercial SPA. For the most part, land use balancing and compatibility issues between the two areas have been resolved at the GDP/policy level; where necessary, each SPA Plan will provide greater development detail to ensure the overall EUC concept of the Otay Ranch GDP is achieved through the implementation of both SPA plans.

The structure of the Freeway Commercial SPA consists of commercial and residential land use designations with some buffers along the surrounding arterial roads in FC 1 and FC 2. Internal circulation consists of a perimeter internal street system in FC 1 are connected to the perimeter arterial by several connector entry streets. The second component is the public transit system with a dedicated right-of-way extending from an SR-125 overcrossing to a transit station in the eastern portion of the SPA and continuing south into the EUC and north into Eastlake. This structure is illustrated in Exhibit 3.

Given its automobile orientation, the primary connection between the Freeway Commercial SPA and adjacent Otay Ranch residential villages will be via the vehicular circulation system (arterial roads and SR-125 freeway). However, to encourage non-vehicular access the SPA includes a network of pedestrian and bicycle paths, and a dedicated public transit right-of-way and a Bus Rapid Transit (BRT) station for the public transit system to serve the surrounding area and regional service to Downtown San Diego. Adjacent to the BRT station is a park-and-ride component which allows for commuter parking to encourage use of the transit system to reach employment and other destinations in downtown San Diego and other areas served by the system.

E. Legal Significance/EIR

Adoption of the Freeway Commercial SPA Plan and the supporting documents in the SPA plan package by the City Council will establish the official development policy of the City of Chula Vista for the Freeway Commercial SPA. All future discretionary permits will need to be consistent with the Freeway Commercial SPA Plan to be approved.

The project is also subject to the requirements of the California Environmental Quality Act (CEQA). The provisions of CEQA will be implemented by the City as a part of the approval process for this SPA plan package. All mitigation measures identified and incorporated into the project as a part of the CEQA process, in the certified EIR and any addendums, shall be implemented through this SPA plan or other appropriate component of the SPA plan package. Implementation of mitigation requirements will be reviewed as defined in the mitigation monitoring program prepared for the project.

F. SPA Plan Consistency with GDP/PC Zone District

The Freeway Commercial SPA Plan must be consistent with the Chula Vista General Plan and the Otay Ranch GDP. According to the Otay Ranch GDP, consistency of the SPA Plan and subsequent discretionary applications with the Otay Ranch GDP is evaluated by the following criteria (GDP Part II Chapter 1 Section E Subsection 2):

Total land use acres for each individual village may not vary by greater than 15-percent of the designated acres as indicated on the overall project summary table of the Otay Ranch GDP, except for the reasons of environmental/wildlife corridor reservations.

- *Acres of mixed-use and medium-high- or high-density residential uses for a village may not exceed the GDP/SRP specified acres as indicated on the overall project summary table of the GDP/SRP, except as permitted by transfer as set forth below:*
- *Units may be transferred between villages in response to the location of major public facilities (i.e., BRT).*
 - *If the residential development is reduced at the SPA level, priority should be given to preserving the amount of land devoted to higher densities supporting transit and pedestrian orientation.*
 - *The total number of units within a village shall not exceed the total number of units as indicated on the Overall Project Summary Table of the GDP/SRP.*
 - *Design Plans shall be prepared for the Freeway Commercial area that indicate the intended character and guidelines for the land use components.*
 - *The Otay Ranch Overall Design Plan shall be accepted prior to or concurrent with the approval of the first SPA and shall be subject to review and approval by the City of Chula Vista and County of San Diego.*
 - *Village Design Plan shall be subject to review and approval concurrent with SPA approval, by the responsible jurisdiction.*

With respect to the last two criteria, the Overall Design Plan was adopted with approval of Otay Ranch SPA One and the Freeway Commercial (FC 1) Design Plan is being submitted with this SPA Amendment. Consistency is demonstrated in the following discussion which identifies the relevant provisions of the Otay Ranch GDP (as amended) for PA 12 and describes the appropriate responses included in this SPA Plan package.

As noted previously, the Freeway Commercial SPA site is only a portion of the Freeway Commercial/EUC site described in the Otay Ranch GDP as PA 12. The following description of the PA 12 site and setting taken from that document:

Planning Area 12 consists of approximately 367 acres and is in the center of the Otay Valley Parcel. It contains both the Eastern Urban Center (EUC) and the Freeway Commercial (FC) areas. The topography in this area consists of several broad knolls. Planning Area 12 is positioned at the center of the Otay Ranch Community, where three major circulation systems converge. These three systems include the open space network, SR-125 highway, and the proposed bus rapid transit system.

Open Space and Habitat: *This prominent site will be visible from many of the developed portions of the ranch. The area has been extensively farmed and is therefore devoid of sensitive habitat.*

Land Use: *The area is currently surrounded by developed or developing villages. SR-125 forms the western boundary of the EUC.*

Visual: *Planning Area 12 is situated along the higher elevations of SR-125. Therefore, it commands views in all directions of the mountains and the ocean.*

Relationship to Other Otay Ranch Villages: *Planning Area 12 is located adjacent to SR- 125 on its western edge. The EUC is west of Village 11, west of Village 10, and north of Village 9. This is the central commercial and office node for the entire ranch and will be physically linked with all other villages.*

Subsequent to the preparation of the Otay Ranch GDP quoted above, Otay Ranch SPA One comprising Villages One and Five was approved and necessary construction permits issued. With approval and development of SPA One, along with more detailed engineering studies, the alignment of the boundary arterials and SR-125 on the west, have been modified.

The Otay Ranch GDP also provides a basic description of the development to be included within the Freeway Commercial, development statistics, and a generalized map of land use locations and development policies (see General Development Plan Map Exhibit 4). The Otay Ranch GDP map and statistics were amended in 2001 in conjunction with the approval of the SPA Plan for Village Eleven. The Otay Ranch GDP amendment separated the statistics for the EUC and FC portions of PA 12 and revised the map to reflect modified perimeter road alignments. The amendment did not change the Otay Ranch GDP text which describes the intended development character of the project and lists some planning issues.

The description of the EUC (PA 12) in the Otay Ranch GDP text directly references the Freeway Commercial component included in this SPA. Thus, it cannot be used to judge consistency of the SPA Plan with the provisions or intent of the Otay Ranch GDP. However, the Otay Ranch GDP text provides a general description of the Freeway Commercial Land Use and policies for implementation (Part II Chapter 1 Section D.3.b):

Freeway Commercial

Adjacent to the EUC is approximately 120 acres of freeway commercial (Planning Area 12).

The Freeway Commercial contains two planning areas. South (FC 1 on Exhibit 62) provides for a mixture of uses suitable for, and dependent on, direct highway exposure, including large-scale uses which require sites primarily served by vehicular access such as: automobile centers; discount stores; warehouse outlets; membership clubs; and other large scale uses that require

freeway exposure. Mixed-Use/Residential for up to 840 residential dwelling units with the possibility of ground-floor commercial in the northwest corner of the FC 1 portion of the SPA. Public uses such as park amenities, a park-and-ride, and BRT transit facilities are also permitted.

Freeway Commercial North (FC-2 on Exhibit 62) is envisioned to provide hotels and high density residential in a mixed-use urban character setting that includes ancillary commercial uses and an urban park.

Freeway Commercial Policies

- *The actual amount and location of freeway commercial uses shall be established at the SPA level and Master Precise Plan levels.*
- *In Freeway Commercial South (FC 1), the freeway commercial land use category permits freeway-oriented, low scale buildings of three stories or less (heights will be established at the SPA level), as well as up to 840 residential dwelling units in two to six stories. The mass of the buildings shall be balanced with landscaped setbacks and landscaping within parking areas.*
- *In Freeway Commercial North (FC 2), the freeway commercial land use category permits hotels and high density residential in an urban character mixed-use setting, allowing for primarily 3 to 6-story mid-rise buildings (heights will be established at the SPA level).*
- *The mass of the buildings shall be balanced with usable active and passive open space areas including an urban park adjacent to commercial mixed-uses.*
- *Provide pedestrian-oriented features, such as tree-lined landscape parkways or hardscape with tree-wells, to buffer pedestrian sidewalks located next to roadways, transit routes and parking areas.*
- *Setbacks, which promote a pedestrian-oriented environment and prevent a "strip development" appearance, should be established at the SPA level.*
- *Landscaping shall create a well-kept and attractive commercial and residential environment. Large parking areas shall be landscaped to minimize heat gain and break up expanses of asphalt.*
- *A signage program for freeway commercial uses was prepared concurrent with the first freeway commercial uses. Developed separately, the north and south freeway commercial areas (FC 1 and FC 2 on Exhibit 62) will provide separate signage programs that ensures clear design ties between FC 1 and FC 2 to promote a sense of cohesion.*

In addition to the narrative description, the Otay Ranch GDP (as amended) includes land use statistics for the EUC and Freeway Commercial portions of PA 12, as shown in Table A below.

As noted previously, this SPA implements only the Freeway Commercial portion shown in the bottom portion of the table. The comparable statistics detailed by parcel are provided on the Site Utilization Plan (Exhibit 5). Note that the intent of the open space designation along the perimeter roads to provide an enhanced separation between the road and development area will be implemented by the “75-Foot Enhancement Buffer” shown on Exhibit 5. It should be noted that the Otay Ranch GDP statistics do not include the 24.1-acres of Freeway use shown on Exhibit 5. Since the net SPA acreage of 123.55-acres is within 15-percent of the GDP acreage (134.5), the acreage is consistent with the Otay Ranch GDP (as amended).

Development statistics for the proposed Otay Ranch Town Center project are shown on the Site Utilization Plan. The statistics on the Site Utilization Plan are based on planimeter readings to the nearest tenth acre; these statistics may change based on more precise engineering calculations. Minor adjustments to the acreages shown may be found consistent with SPA plan on future subdivision and site plans.

The Site Utilization Plan identifies two parcels (FC 1 and FC 2) which correspond to the two major ownerships of the property. Because of the independent ownerships, project plans have been designed and structured to allow the two parcels develop separately but in a coordinated manner.

The development concept depicted on the proposed Site Utilization Plan implements these policies. This implementation is further described in Section II. Development Concept in this SPA Plan, the Otay Ranch Town Center PC District Regulations and in the Otay Ranch Town Center Design Plan. These SPA level design and character responses to the Otay Ranch GDP policies establish standards and guidelines for subsequent planning and design approvals which assure the policies will be respected in final development plans.

TABLE A: Otay Ranch GDP Land Use

Planning Area 12 (EUC & Otay Ranch Town Center)													
Use	Dwelling Units				Acreage*****								Approx. Pop.
	SF	MF	Total	Dens	Res.	Park*	CPF**	Sch.***	C/ml****	Open Sp.	Art.	Total	
EUC		2,993	2,993	41.20	72.6	23.2	10.7	6.0	26.6		33.5	146.0	7,722
Regional Commercial									9.9			26.6	
Visitor Commercial									4.5			9.9	
Cultural									17.2			4.5	
Off-Low Rise/Bus.									10.4			17.2	
Off-Med/high Rise												10.0	
Other+										1.5		1.5	
EUC Subtotal		2,993	2,993	41.20	72.6	23.2	10.7	6.0	68.6	1.5	33.5	216.1	7,722
FC1		840	840	60.7	13.84	2.56*1 A	0**2 A B		69.8		37.5	123.7	2,167
FC2		900	900	33.7	26.7	2.0*1 A B	0,0**2 A B		6.3	1.3		36.3	2,340
FC Subtotal		1,740	1,740	43.26	40.54	4.56 A B	0 A B C		76.1	1.3	37.5	160.0	2,340
TOTAL		4,733	4,733	41.95	113.14	27.76	10.7	6.0	144.7	2.8	71.0	376.1	12,229

* Part of park acreage requirement have been allocated to community parks. Actual park size to be determined at the SPA level.
 Park acreage based on ratio of 3.0-acres per 1,000 persons
 *1 Total park acreage obligation for FC 1 is 6.57-acres (net) plus the applicable development fees, based on a maximum of 840 dwelling units. The project will provide 2.56-acre (net) in land, within the development areas, and in-lieu fees in an amount equivalent to the parkland and parkland improvement value of 4.01-acres. Total park acreage for FC 2 is 7.05-acres. The FC 2 project will provide 2.0-acres in land and 5.05-acres of in-lieu fees.
 ** CPF acreage based on ratio of 1.39 acres per 1,000 persons. Square footage equivalent may be considered at SPA Plan level.
 **2 Total CPF obligation for the FC 1 portion of the SPA is 3.01-acres. The FC 1 project will provide 3.01-acres of CPF land, equivalent leaseable space on-site, or in-lieu fee, per the Development Agreement. FC 2 total obligation is 3.24-acres which will be provided off-site.
 A. Acreage shown represents the on-site obligation for the project, as determined in the Development Agreement.
 B Acreage shown represents actual net site acreage not including additional Park and CPF obligation to be satisfied offsite.
 *** School acres will divert to residential if not needed for school
 **** May include mixed-use and multi-use.
 ***** The maximum permitted non-residential areas may alternatively be measured in sq. ft. up to the maximum projected yield of 3,487,000 sq. ft. for EUC; 6,000 sq. ft. for FC1; 12,000 sq. ft. for JPB portion within EUC; excludes FC2 area
 + Fire Station
 ++ 6.3 acres hotel and additional 15,000 to 30,000 sq. ft. of commercial component of Mixed Use Residential

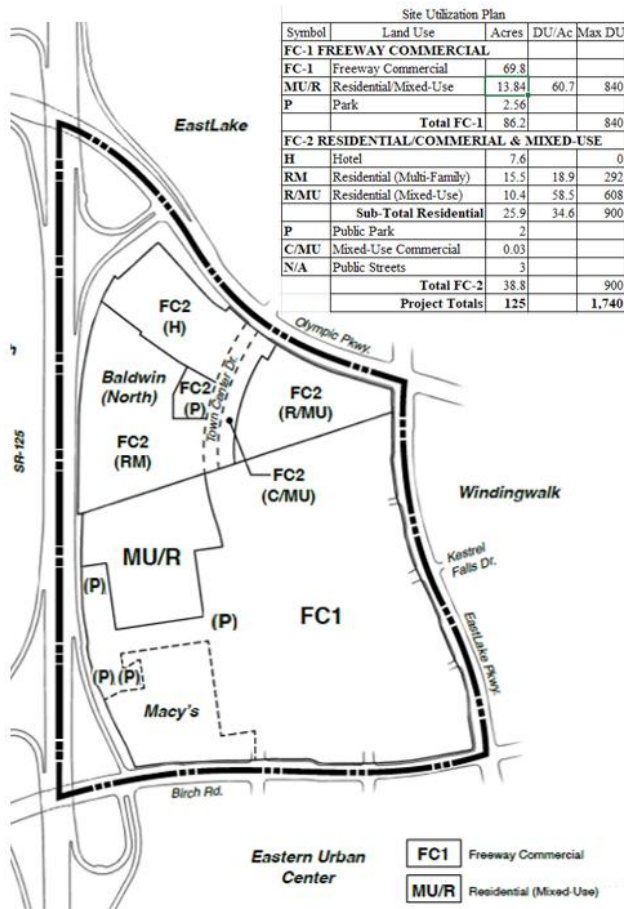


EXHIBIT 5 Site Utilization Plan

Consistency with the first “uses” policy is addressed in the PC District regulations which include land use regulations for all uses in the SPA. The regulations provide for a wide-range of commercial and residential uses either by right or with approval of a conditional use permit. These regulations also implement the second policy. The sign and graphic program required by the third policy is included in the Design Plan. The Otay Ranch GDP anticipated implementation of a dedicated transit right-of-way, transit station, and a park-&-ride within PA 12. These facilities have been implemented with the transit right-of-way located along the boundary between FC 1 and FC 2 and the eastern boundary of FC 1 (Eastlake Parkway) while the BRT station and park-&-ride were constructed on the northwest corner of Eastlake Parkway and Kestrel Falls Road.

G. Related Documents

There are several documents related to this SPA Plan. Prior to the preparation of this plan, the Chula Vista General Plan and Otay Ranch GDP established the broad policy level standards and requirements for planning each of the villages/SPAs in Otay Ranch. The Otay Ranch GDP also quantified the development intended within the SPA and established the PC Zoning implementation process.

All the other documents which are components of the SPA plan package (planning area design plan, planned community district regulations, public facility financing plan, *etc.*) have been prepared concurrently and based on this SPA Plan. Project level CEQA documents were also prepared concurrently, building upon the more broad-based environmental analysis completed at the Otay Ranch GDP level, to document potential environmental impacts and identify mitigation measures to reduce or eliminate such impacts.

After or concurrent with the approval of all the SPA level documents, subdivision maps and improvement plans will be prepared. These will provide the necessary details to construct the project described by the SPA level documents. These plans, the construction process and ultimate uses/activities within the SPA are required to be consistent with the applicable provisions of this SPA Plan and related documents. An index of SPA Plan requirements, including topics addressed in related documents is provided in Appendix A.

H. Planning Process

1. Chula Vista General Plan

At the broadest level, the planning process for the Otay Ranch Freeway Commercial begins with the Chula Vista General Plan which is the foundation for planning and land use decision making in the City of Chula Vista. Because of its overriding role, a determination of consistency between the General Plan and the Otay Ranch GDP was necessary and was made when the Otay Ranch GDP was originally adopted and for every subsequent amendment.

The role of the Otay Ranch GDP is that of an implementation tool for the General Plan, via the PC zoning process. As an implementation tool, the Otay Ranch GDP applies and details the broad policies of the General Plan to specific needs of the Otay Ranch project area. For example, the Land Use Element of the General Plan designates land uses for the Otay Ranch Freeway Commercial SPA in a more general manner but very similar to the Otay Ranch GDP Map. Similarly, the policy requirements of the other General Plan Elements are implemented/detailed in the Otay Ranch GDP which now serves as the primary guide for more detailed planning at the SPA level.

2. *Otay Ranch General Development Plan*

In 1993, the San Diego County Board of Supervisors and Chula Vista City Council jointly adopted the Otay Ranch General Development Plan/Subregional Plan for the 36-square mile master planned community of Otay Ranch. The Otay Ranch GDP includes plans for eleven urban villages, a golf course community, a resort village, the EUC (including the freeway commercial area), two industrial areas and two rural estate planning areas. The Otay Ranch open space system, consisting of 13,000+ acres, facilitates completion of the Chula Vista Greenbelt System, as articulated in the Chula Vista General Plan. With the SPA level planning and approval of various villages in Otay Ranch, the Otay Ranch GDP has been amended to keep it an authoritative guide to the development of the entire project.

The San Diego Association of Governments (SANDAG's) public transit system traverses four of the Otay Valley Parcel urban villages, with a Park and Ride facility located in the Freeway Commercial and in the EUC. Each of the villages/planning areas traversed is expected to include a transit station. A transit station and a park & ride has been constructed on the northwest corner of Eastlake Parkway and Main Street/Kestrel Falls Road.

The Otay Ranch GDP includes the Land Use Map, Facility Implementation Plan, Service/Revenue Plan, Village Phasing Plan, and Resource Management Plan. The Land Use Map depicts generalized facility locations, land use designation, and the open space system for Otay Ranch. The other Otay Ranch GDP components are focused on the provision of adequate public facilities and services as the community develops, fiscal (cost/revenue) balance to the City and County, project phasing and environmental resource protection.

Implementation of the City's PC Zoning, established by the Otay Ranch GDP, requires a SPA Plan be prepared. This document and all its related components, including the PC District Regulations; Design Plan; Air Quality Improvement Plan; Water Conservation Plan; Energy Conservation Plan; and Public Facility Finance Plan satisfy that requirement. Additional steps prior to construction include Subdivision Mapping; Design Review; and Building Permits with Site Plan and Architectural Review. And, for certain areas and uses, implementation will require approval of Master Precise Plans (MPP) or Conditional Use Permits (CUP's).

II. DEVELOPMENT CONCEPT

A. Design Influences

A number of factors influence the design of the Otay Ranch Freeway Commercial SPA. The primary design influence is the freeway and automobile oriented commercial center concept described in the Otay Ranch GDP. Other influences are landowner desires, site conditions and characteristics, such as landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation patterns.

Existing and planned adjacent development patterns, Chula Vista General Plan policies, and the Otay Ranch GDP provisions governing adjoining undeveloped land also influence the design of the Freeway Commercial SPA, including the regional open space system, off-site circulation, biology, public facility connections and the planned land uses for adjacent properties. These factors are briefly described below and depicted on the Design Influences Exhibit (Exhibit 6). The Freeway Commercial SPA design influences and requirements are also addressed in the Otay Ranch Town Center Design Plan.

1. *Site Characteristics & Visual Context*

The Freeway Commercial site is located south of Poggi Canyon between the alignment of SR-125 and the extension of Eastlake Parkway. The alignment of Olympic Parkway forms the northeastern boundary of the planning area. The alignment of Birch Road is the southern boundary of the SPA. The SPA is generally divided into areas, FC 1 and FC 2. FC 2 consists of Hotel, Residential, Commercial, and Park uses while FC 1 consists of Commercial, Mixed-Use, and Park uses.

The primary site exposure for freeway commercial uses (including residential and mixed-use residential) is the western edge of the planning area adjacent to the SR-125. However, the perimeter arterials are also all 6 to 8 lane roads which will carry significant traffic volumes and will provide exposure of the project's commercial uses to potential customers. Balancing landscaping and commercial exposure along these edges is a significant design issue addressed in the Design Plan.

As noted earlier, the FC 1 site is in two primary ownerships which are indicated with the property line bisecting the site in Exhibit 6.

2. *Surrounding Land Uses*

The Freeway Commercial SPA was also influenced by developing and planned surrounding land uses. Planned uses to the north are within the Eastlake Planned Community, while planned uses to the west, south and east are within the Otay Ranch GDP. Property north of Olympic Parkway is within the "Land swap" area of the Eastlake Greens SPA. The approved Eastlake Greens SPA plan designates freeway

commercial uses between SR-125 and Eastlake Parkway (similar to the uses proposed in this SPA), and 750 medium-high density residential units east of Eastlake Parkway, northeast of the project site. Olympic Parkway will separate the Eastlake development areas from Otay Ranch and the Freeway Commercial SPA.

Otay Ranch development to the east and west of the Freeway Commercial Center is the typical Otay Ranch “village” concept while the high intensity EUC is located to the south. The western edge of the SPA is SR-125 which will physically separate the freeway commercial area and Otay Ranch Village Six. Access to the site is via SR-125 interchanges at Olympic Parkway and Birch Road, along the respective arterials to site entries and via an entry from Eastlake Parkway.

Landscaped open space, 30 to 75-feet wide, within the “Enhancement Buffer” along a major road will be the edge condition on the other three (3) sides of the site. As noted earlier, the primary access mode/connection to the FC 1 site is expected to be via automobile. No special pedestrian, off-street or greenbelt connections to adjacent areas are proposed within the project or appropriate to the freeway commercial land use, except for the public transit system.

Pedestrian routes and pedestrian-oriented design features will be provided within the project along the internal streets, extending from the project entries to major destinations within the commercial center. In addition, the “Village Pathway” providing community-wide pedestrian and bicycle circulation connections will be located off-site, on the south side of Birch Road, and a regional trail is located along Olympic Parkway. The Mixed-Use FC-2 site and the Mixed-Use/Residential and Commercial uses within FC 1 will have a strong pedestrian focus within the SPA area. To create a pedestrian-friendly environment and encourage residents to walk, pedestrian sidewalks and pathways will connect residential, hotel, park, plaza, and commercial uses to each other and the adjacent shopping centers and BRT station. Implementation of the SPA’s land uses will result in a unique walkable urban environment with increased recreational value and connections to the surrounding villages and land uses. Throughout the SPA area, the street trees and landscaping will create a beautiful and enjoyable street experience. Intersections at project’s focal points will be enhanced with pavers. Street furnishings along ground floor level, with retail on Main Street, will activate the ground-plane through the use of outdoor seating, benches, and an extra-wide pedestrian plaza. Additionally, the BRT bridge, provides non-automobile connection to and from the villages on the west side of SR-125.

B. Land Use Pattern

The SPA’s land use pattern is that of a large commercial and mixed-use residential use areas surrounded by a band of landscaped open space and major circulation routes. The conceptual location of the internal street system shown on the Site Utilization Plan begins to establish the structure and pattern of development within the SPA. However, the configuration of development will be established as site plans for various components of the commercial and residential center are prepared. To assure that a consistent and coherent plan for the entire area is developed and implemented, a Site

Plan and Architectural approval shall be required for each parcel designated on the Site Utilization Plan to implement the mixture of residential and freeway commercial uses within this SPA. The required design review/approval process is detailed in the Otay Ranch Town Center SPA Design Plan.

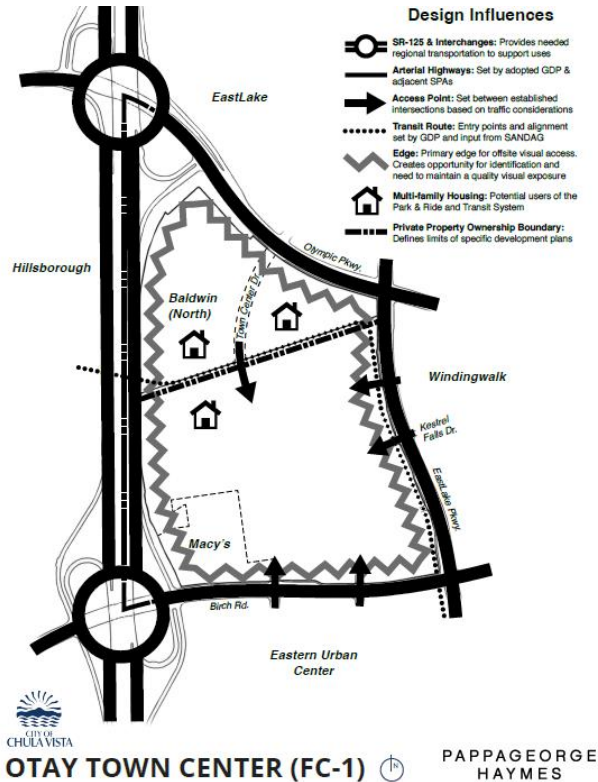


EXHIBIT 6, Design Influences

C. Density Transfer

The SPA Plan provides guidance for future development at the subdivision and improvement plan levels and is the basic reference for determining permitted land uses, densities, total units and required public facilities. The SPA Plan is not intended to be used in a manner that predetermines the development solution for each parcel. It is intended to reflect the City’s intent for determining the intensity, design, and desired character of use for the property. The development parcels and interior circulation indicated on the Site Utilization Plans is conceptual. Modifications to these configurations may occur as a part of the tentative tract map and Site Plan approval process.

Modifications to the SPA Plan exhibits and text, to reflect adjustments based on an approved tentative tract map and Site Plan, may be accomplished without a formal SPA amendment, through the substantial conformance procedure established in the PC District Regulations. The general location of Commercial and Mixed-Use parcels are illustrated on Figure 5. Further, the SPA Plan is not a guarantee that a certain dwelling unit yield will be achieved at the subdivision level. The maximum density of 840 residential dwelling units shall not be exceeded; however, actual dwelling unit yields for projects will be determined by field conditions, site plan and architectural review, and several external factors that influence the design and density of individual projects. Transfers in density from one parcel to another may be permitted subject to Part II, Chapter 1, Section E, Subsection 2.c of the Otay Ranch GDP.

Architectural approval (or Master Commercial Center Concept Plan with implementing site plans) shall be required for each parcel designated on the Site Utilization Plan to implement the mixture of residential and freeway commercial uses within this SPA. The required design review/approval process is detailed in the Otay Ranch Town Center Design Plan.

D. Housing Programs

The predominant land uses in the SPA are commercial and mixed-use residential. This SPA Plan permits multi-family housing in response to market demands. Residential housing falls with the 'Medium High' and 'High' designations.

The City of Chula Vista, along with all other cities in California is required by state law to have a Housing Element as a component of its General Plan. The Housing Element describes the housing needs of the community and responses necessary to fulfill them.

The Chula Vista Housing Element contains numerous objectives, policies, and related action programs to accomplish these objectives. Key among these policies is the affordable housing policy which requires that residential development with fifty (50) or more dwelling units provide a minimum of 10% of the total dwelling units for low- and moderate-income households, one-half of these units (5% of the total project) being designated to low-income and the remaining five-percent (5%) to moderate-income households.

To guarantee the provision of Affordable Housing opportunities, the City requires that a specific Affordable Housing Plan ("AHP") and agreement, consistent with the Housing Element, be prepared and signed by the Developer and the City. The AHP delineates how, when, and where affordable housing units are to be provided, intended subsidies, income and/or rent restrictions, and methods to verify compliance. These programs and policies shall be applied to the SPA plan development, as detailed in the Affordable Housing Plan included as a component of this SPA Plan. The Tentative Tract Map will be conditioned upon implementation of the Affordable Housing Plan, by requiring that an Affordable Housing Agreement be entered into between the applicant and the City prior to Final Map recordation. Refer to the Affordable Housing Agreement, which will be executed at the time of approval of the first Final Map.

E. Urban Design Concepts

The following discussion summarizes the basic urban design issues to be addressed in the Otay Ranch Freeway Commercial Center. The Freeway Commercial SPA Design Plan provides detailed guidance in addressing these issues and will be utilized to guide and review the designs to be developed at later, more detailed levels of planning and design.

1. Otay Ranch Town Center (FC 1) Policies:

- Provide appropriate sound attenuation for all required residential open space areas that are exposed to a noise level of 65 CNEL or greater.
- Provide appropriate sound attenuation for all public open space areas such as parks that are exposed to a noise level of 65 CNEL or greater.
- This planning area is envisioned to include up to 840-units of high-density residential in the mixed-use land use designation category with overall project density range of 18 to 56 units per acre.
- Close the middle portion of Main Street to vehicular traffic and create a centralized multi-use urban plaza which includes amenities that will attract visitors to the adjacent commercial and mixed-use/residential areas. Permit weekly and nightly events to enhance the resident and visitor experience.
- Integrate passive park areas with the Mixed-Use Residential buildings to encourage outdoor and pedestrian activity.

Encourage ground-floor activation through commercial, live-work, community spaces, leasing offices, and architectural features such as patios and porches along Main Street,

2. Otay Ranch Town Center (FC 1) Character Policies:

- Provide appropriate landscape parkways with trees to separate and buffer pedestrian sidewalks from residential uses adjacent to vehicular roadways and transit rights-of-way.
- Provide safe and accessible pedestrian connections to the existing bus routes, the BRT station, and the Park and Ride. Provide features to buffer pedestrians from the BRT travel lanes where pedestrian walkways are located along the travel lanes.
- Provide appropriate setbacks from the transit right-of-way to the residential units located on the south side of BRT lanes.
- To provide for a well-integrated mixed-use urban environment on the north side of Main Street, including vertical and horizontal mixing of uses, and pedestrian activation along other key pedestrian routes, as well as features to reduce vehicle speeds, such as speed tables, bulb-outs, and reduced travel lanes may be provided.
- The mixed-use/residential buildings may include commercial uses supporting a 24-hour environment.

- Orient Mixed-Use/Residential buildings in a manner that defines the primary pedestrian areas, creates a strong pedestrian connection between buildings, and provides for a continuous pedestrian experience.
- Provide a centralized multi-use park and open space system.

3. Otay Ranch Town Center (FC 1) Urban Design Policies:

- Emphasize an urban street scene by locating buildings adjacent to sidewalks and pedestrian-oriented spaces such as patios, plazas, malls, and squares.
- Mixed-Use/Residential buildings facing Main Street should include ground-floor commercial uses, with residential above, that support pedestrian activities such as dining, retail and entertainment, and cultural experiences.
- To create vitality and excitement, retail business and community activities should flow out from mixed-use buildings into well designed public space such as patios, plazas, malls, and squares.
- Enhanced pavement with landscaping should be provided in all usable urban spaces that allow for sidewalk cafes, street vendors, sidewalk entertainment and other inviting pedestrian features.
- Buildings should incorporate design features which complement a pedestrian scale, such as horizontal components, overhangs, facade detail, display areas, and pedestrian seating.
- Buildings shall exhibit an urban character using quality building materials, textures, and scale.
- Establish an urban identity using streetscape features and amenities, such as bollards, street furnishings, and enhanced pavement between vehicular driveways.
- Prominently locate urban parks and plazas between the mixed-use buildings.
- Town Center Drive should provide on-street parking as part of incorporating complete street techniques to reduce vehicular conflicts.
- Off-street parking should be primarily provided behind buildings or within parking podiums or parking structures to maintain pedestrian-orientation and preserve the character of the mixed-use environment. Garages fronting on internal streets shall be allowed on residential units.

4. Otay Ranch Town Center (FC 1) Parks and Open Space Policies:

- Application of the 3-acres per 1,000 residents standard would result in a requirement for approximately 6.57-acres of park and plaza areas for the development of up to 840 residential units. The Otay Ranch Town Center (FC 1) shall provide approximately 2.56-acres of passive park and plaza enhancements, and/or in-lieu fees to meet this obligation, as outlined in the Development Agreement.

- The purpose and intent of the Plaza and Park areas is to provide a variety of spaces within the Town Center to accommodate passive and active uses and to avoid duplicative features and designs. The plaza is intended to be a more urban space with hardscape areas that can be used for seating, strolling, temporary vendors/attractions, and potential live entertainment, such as performers. Additionally, the space can include enhanced landscaping while accommodating emergency access through the area.
- The park areas are envisioned as passive and active spaces. The uses for each will be determined during the Park planning process, but uses are expected to potentially include paths, seating, landscaping youth and adult oriented play areas/courts, lighting, dog park, and community garden; however, this list is not intended to be exhaustive or all inclusive. The uses and design of each space shall be considered separately during the Park planning process.

5. Freeway Commercial North (FC 2) Policies:

- Provide two hotels containing a total of 300 or more rooms.
- This planning area is envisioned to include up to 900-units of high density residential in the mixed-use land use designation category with overall project density range of 18 to 45 units per acre.
- Provide an urban park including amenities that will be a public attraction in addition to serving the surrounding high density residential.
- A minimum of 15,000 square feet of commercial uses shall be provided in a mixed-use land use designation.

6. Freeway Commercial North (FC 2) Character Policies:

- Provide appropriate landscape parkways with trees to separate and buffer pedestrian sidewalks from residential uses adjacent to vehicular roadways and transit right-of-ways.
- Provide safe and accessible pedestrian connections to the existing and anticipated routes to the planned Bus Rapid Transit (BRT) stations. Provide features to buffer pedestrians from the BRT travel lanes where pedestrian walkways are located along the travel lanes.
- Provide appropriate setbacks from the transit right-of-way to the residential units located on the north side of BRT lanes.
- In order to provide for a well-integrated mixed-use urban environment on both sides of Town Center Drive, and along other key pedestrian routes across vehicular circulation, pedestrian-oriented features such as speed tables, bulb-outs, and reduced travel lanes may be provided.
- Complete the connection of the tree-lined pedestrian sidewalk and landscaped parkway coming from the regional shopping center to the high density residential mixed-use areas.

- Hotels and high-density residential buildings may include commercial uses supporting a 24- hour environment.
- Freeway Commercial North (FC 2) Urban Design Policies:
- Orient hotels and high density residential mixed-use buildings in a manner that defines the primary pedestrian areas, creates a strong pedestrian connection between buildings, and provides for a continuous pedestrian experience.
- Emphasize an urban street scene by locating buildings adjacent to sidewalks and pedestrian-oriented spaces such as patios, plazas, malls and squares.
- Mixed-Use buildings facing Town Center Drive and primary pedestrian urban spaces should contain commercial uses that support pedestrian activities such as dining, retail and entertainment, and cultural experiences.
- To create vitality and excitement, retail business and community activities should flow out from mixed-use buildings into well designed public space such as patios, plazas, malls and squares.
- Enhanced pavement with landscaping should be provided in all usable urban spaces that allow for sidewalk cafes, street vendors, sidewalk entertainment and other inviting pedestrian features.
- Hotels and mixed-use buildings shall incorporate design features which complement a pedestrian scale, such as horizontal components, overhangs, facade detail, display areas, and pedestrian seating.
- Hotels and mixed-use buildings shall exhibit an urban character through the use of quality building materials, textures, and scale.
- Hotels and mixed-use buildings shall display urban design features characteristic of quality architectural design.
- Establish an urban identity through the use of streetscape features and amenities, such as bollards, street furnishings, and enhanced pavement between vehicular driveways.
- Prominently locate urban parks and plazas between the hotels and mixed-use buildings.
- Provide complementary commercial uses within the mixed-use environment that can easily be integrated with the adjacent hotels and the regional shopping center.
- Town Center Drive should provide on-street parking as part of incorporating complete street techniques to reduce vehicular conflicts.
- Off-street parking should be primarily provided behind buildings or within parking podiums or parking structures in order to maintain pedestrian-orientation and preserve the character of the mixed-use environment. Garages fronting on internal streets shall be allowed on residential units.

7. Freeway Commercial North (FC 2) Parks and Open Space Policies:

- Application of the 3-acres per 1,000 residents standard would result in a requirement for approximately 7.05-acres of parks considering the development of 900 residential units. Freeway Commercial North shall provide sufficient parkland, park enhancements, and/or in-lieu fees to meet this obligation.
- A centrally located urban park with amenities shall be provided at a highly visible location to encourage and attract public use. The park shall be accessible to all residents.

Guidelines addressing building siting and massing are provided in the Design Plan and MPP for FC 1 and FC 2, while development regulations limiting building height and requiring setbacks are included in the PC District Regulations. The balance of buildings and landscaping will be evaluated in the Site Plan review and approval process.

Designation of an Enhancement Buffer perimeter, landscaped and averaging 30 to 75-feet wide, will prevent a “strip development” appearance. Buildings will be clustered and oriented to internal parking areas and internal circulation routes rather than arterial streets. This design issue will also be evaluated in the Site Plan review and approval process which is required for all development within the SPA.

The PC District Regulations establish a minimum landscaping requirement while the Design Plan provides guidance for parking area design, including landscaping. Site Plan review will also address this design issue.

Signage and exposure for commercial uses is essential to their success. Signs oriented to SR-125 in particular, will be important to commercial operators and the community as a whole. This program is included in the Design Plan.

Lastly, although not identified in the Otay Ranch GDP policies, integration of the transit alignment, station and park-and-ride facility are important site planning issues. The design, location, and function of structures services both the Otay Ranch Town Center and adjacent villages.

These primary urban design issues are addressed in detail, along with a description of the required design review and approval process, in the Design Plans.

F. Landscape Design Concepts

As with urban design, the majority of landscape design and treatments for the commercial center will be developed at the site plan stage. The SPA-level overall landscape design concept for the Otay Ranch Town Center, focusing on peripheral streetscapes, is shown in the Landscape Concept Plan, Exhibit 7. It provides a conceptual design framework that will allow latitude and flexibility within the commercial center, while maintaining the overall landscape design goals and objectives throughout the community. A suggested

landscape palette for the development is provided in Master Precise Plan which is an Addendum to the Freeway Commercial SPA. Additionally, landscaping shall comply with the City's Landscape Manual, Design Manual, Shade Tree Policy, Street Tree Policy, Subdivision Manual, CVMC Chapter 17.10, Landscape Water Conservation Ordinance (CVMC 20.12), and Park Facilities Guidelines with an emphasis on water conservation, drought tolerance, and native and non-invasive plant materials.

The street system contributes to the community structure and the street landscape treatments will be used as community design elements. The peripheral arterials will each have distinctly different dominant tree species and/or planting patterns to create a specific appearance for each street category. As a designated scenic corridor, the Olympic Parkway streetscape will receive special attention.

Streetscape elements in the Landscape Concept include:

- Prime Arterial Streets (Olympic Parkway and Birch Road): Prime arterial streets shall have landscaping that incorporates the existing Ranch Theme in the Otay Ranch development. A specific theme tree shall run the length of the street in the right-of-way and within the median.

Olympic Parkway is designated as a Prime Arterial Street throughout the Otay Ranch development. The City has classified it as a major roadway through Chula Vista. The landscape design for this street will adhere to the *Olympic Parkway Landscape Master Plan* dated August 26, 1999. It will incorporate signage banners at designated intervals within the median. The banner locations will accompany "node areas" located on both sides of the street, where a specific planting scheme shall be used. This scheme will run the entire length of Olympic Parkway through Chula Vista.

- Major Arterial Streets (Eastlake Parkway): Major arterial streets shall have landscaping that incorporates the established Ranch Theme identified in the Otay Ranch Overall Design Plan. Landscaping will be primarily a deciduous theme tree mixed with some evergreen trees in the median. Evergreen canopy trees will flow along the right-of-way on both sides of the street. These trees will blend with the landscaping of adjacent parcels, the SR-125 intersection landscape design and the EUC landscape design.

In addition to the streetscapes, other significant elements of the Landscape Concept include:

- Entries: These areas surround the major points of entry to the Otay Ranch Town Center. These are located on each of the perimeter roads, where signalized intersections and full turn movements are proposed. A tree that differs from the surrounding landscape may provide a unique accent statement and feeling of arrival at these entry points. Entry monumentation will also be provided in these locations.

- Pedestrian Streetscape: Landscaping along certain internal streets will reflect a unique landscape with specific plant materials selected. The Pedestrian Streetscape streets will visually and physically connect the various major building and parking areas within the project area and link the future transit station to the residents of Village 11.
- SR-125 Slopes Landscape Zone: The area of the SR-125 freeway right-of-way landscaping is consistent with the criteria set forth in *SR-125 Design Guidelines* prepared by DeLorenzo Inc., dated June 21, 1999.
- 30-75-foot Enhancement Buffers: Generally, this area is limited to landscaping and accessory uses and structures which enhance the visual character of the streetscape (e.g., a landscaped parking area) or provide pedestrian oriented facilities (e.g., walkways, an outdoor plaza or dining area with overhead structure). Special landscape design will be provided in this area to extend the adjacent streetscape into the development area. The General Plan defines urban scenic corridor as a route that traverse an urban area, with the scenic corridor offering a view of attractive and exciting urban scenes. The nature of the proposed project is characteristic of an urban scenic corridor. A mixed-use residential building will have a prominent location at BRT Guideway and Town Center Drive, creating a lively pedestrian environment.

The landscape concepts herein, and in the Design Plan, along with detailed urban design and signage elements to be established with Design Review, will create a distinct “sense of place” for the SPA. All development shall comply with the requirements of the Chula Vista Landscape Manual adopted by Resolution No. 17735 in November 1994.

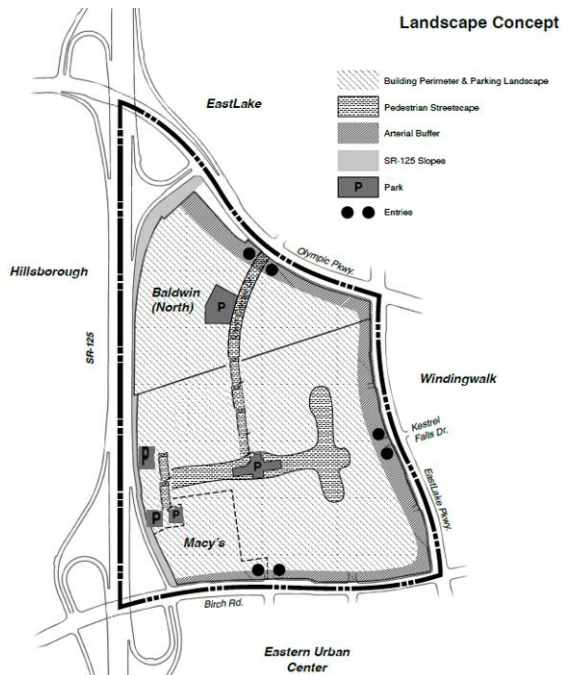


EXHIBIT 7, Landscape Concept

G. Freeway Signage Program

Freeway oriented signage is addressed in the Otay Ranch Town Center Design Plan. A limited amount of freeway-oriented signage, consistent with the SPA-wide graphic and signage program will be developed to identify commercial uses in the center.

H. Agricultural Plan

The Otay Ranch Mitigation Measures adopted with the Otay Ranch GDP require the preparation of an agricultural plan concurrent with the approval of any SPA affecting on-site agricultural resources. The Findings of Facts state that the agricultural plan shall indicate the type of agriculture activity being allowed as an interim use of the site and establish buffering guidelines intended to prevent potential land use interface impacts relative to noise, odors, dust, insects, rodents, and chemicals that may be associated with agricultural activities and operations.

Historical agricultural uses in the SPA area include dry farming, as well as cattle and sheep grazing. Crop production was limited to hay and grains due to limited water availability. Between 1950 and 1960, the agricultural products from the property were primarily grains and lima beans. The SPA and the surrounding Villages have replaced the previous agricultural uses within the area.

III. MOBILITY

A. Introduction

The Freeway Commercial SPA circulation plan provides for a transportation system which extends existing routes and constructs planned facilities. The circulation plan incorporates vehicular and non-vehicular modes of transportation.

The plan arranges roads into a hierarchy, organized by function, to facilitate access within the community, consistent with the Otay Ranch GDP and the City of Chula Vista General Plan Growth Management Element. The road classifications have been refined to reflect the specific opportunities and constraints of the Freeway Commercial SPA (*i.e.*, transit location, freeway commercial character, *etc.*).

The SPA Plan Public Facilities Financing Plan (PFFP) (see separate PFFP) establishes a transportation phasing plan with specific improvements and timing of circulation improvements to maintain the levels of service established in the City's Threshold Standards in the City's Growth Management Element of the General Plan.

Specific project access points, signalization, transit alignments, and internal circulation components will be determined by the City Engineer during the tentative tract map process, and site plan approval. Variations to the concepts herein may occur where safety or efficiency can be enhanced.

B. Project Access

1. Regional Access

Regional access to the project area is currently provided by I-805 via Olympic Parkway, which is located on the north side of the SPA. SR-125, at the western boundary of the project site, provides the primary north-south access for the traffic between State Route-905 to State Route-54 and both facilities provide regional east-west circulation. SR-125 has ramp facilities at Birch Road and Olympic Parkway which are located adjacent to the boundaries of the SPA. State Route 54 provides regional east-west circulation north of the project area and State Route 905 provides regional east-west circulation south of the project area.

The Otay Ranch GDP anticipated the eventual expansion of the regional transit system into the SPA. SANDAG built a BRT bridge over SR-125 which includes a non-automobile lane/path. The BRT lane extends along the common boundary between FC 1 and FC 2 then southerly abutting the west side of Eastlake Parkway through to the EUC. A transit station was built on the northwest corner of Eastlake Parkway and Main Street (Kestrel Falls Road). In addition to the BRT and transit station, a park-&-ride is located abutting the transit station.

2. Local Access

Local access to the SPA currently occurs along Birch Road, Eastlake Parkway, and Olympic Parkway. Both Birch Road and Olympic Parkway have interchanges with SR-125 and function as part of the regional access routes to the commercial center.

C. Project Circulation Network

The Otay Ranch sub-regional circulation system is based upon a hierarchy of streets and roads defined in the Otay Ranch GDP. These facilities are designed to create an integrated system of roads, cart paths, bike lanes, trails, and pedestrian ways. Bicycles will share the low-speed internal streets with vehicles, while pedestrians will have enhanced routes that are not always contiguous to the internal street system. This system, as it applies to the Freeway Commercial SPA is described below.

The perimeter circulation network is conceptually shown on the Circulation Plan (Exhibit 8), while the internal circulation system will be developed at the site plan stage of project design. On the northern, eastern, and southern SPA boundaries, Olympic Parkway (8 lane prime), Eastlake Parkway (6-Lane major), and Birch Road (6-Lane major from La Media Road to SR-125 and 6-lane prime from SR-125 to Eastlake Parkway) are designated Ranch Theme Streets (streetscape design designation defined in the Otay Ranch Overall Design Plan). SR-125 lays on the western edge of the SPA.

Project access is taken from each of the perimeter streets. Entries from each arterial are identified on the Site Utilization and Circulation Plans, and further illustrated on Exhibits 5 and 8. Existing and anticipated intersection locations are also shown in Exhibit 8.

D. Street Standards

This section describes in more detail each of the street types associated with the Freeway Commercial SPA. The right-of-way classifications, sizes, and street sections are based on standards adopted in the Otay Ranch GDP, and street standards adopted by the City. The final improvement designs will be determined as a part of the tentative map and final design approval process.

All circulation improvements shall maintain the following requirements:

- No visibility obstruction (slope, tree, shrubs, wall, *etc.*) greater than 3-feet in height measured from street grade, shall be placed within the sight visibility lines on corner lots unless otherwise approved by the City Engineer.
- Sight visibility lines, per City of Chula Vista Municipal Code and Chula Vista Design Standards, will be required on all plan submittals (grading, improvement, and final maps).
- All proposed sidewalks, pedestrian ramps and handicapped parking shall be designed to meet ADA standards and California Building Code requirements.

- Adequate bicycle facilities on arterial streets, acceptable to the City Engineer, shall be incorporated in the design of the project to encourage bicycle transportation. Interior streets and access routes shall have mixed flow.



EXHIBIT 8, Circulation

1. Arterials & Major Roads

Street standards for the roads at the perimeter of the SPA have been established in the Otay Ranch GDP, Circulation Element of the Chula Vista General Plan, and previous project development approvals. Roadway sections for the major perimeter streets are shown on Exhibit 9.

These large streets provide the regional transportation system. They are designed to operate at maximum efficiency, provide for automobile, and bus access to regional destinations including freeways. Prime Arterials and major roads cross each other at intervals of three-quarter miles or greater. Intersections on to these roads is restricted to village/planning area entries. The following facilities within the Freeway Commercial SPA project area are designated prime arterials:

- Olympic Parkway - 8-Lane (Enhanced Prime) Arterial
- Eastlake Parkway - 6-Lane (Major) Arterial
- Birch Road - 6-Lane (Prime) Arterial

The Otay Ranch GDP recognizes two types of arterial/major roads:

- Scenic Corridor (road within an open space scenic corridor)
- Prime Arterial or Major Road (road outside of an open space corridor)

Olympic Parkway is designated as a scenic highway. The Olympic Parkway scenic corridor concept is detailed in Exhibit 9, in the previous chapter. Landscape treatment of this facility is an especially important design and aesthetic consideration because it provides the identity for the Otay Ranch community and the Eastern Territories.

Non-scenic corridors within the Freeway Commercial SPA project area include Eastlake Parkway and Birch Road. These are similar in appearance to the scenic corridors in that they provide identity to Otay Ranch and are dominated by native or naturalized vegetation and landforms. However, these roadways also provide a transition from the informal ranch-wide character to the more formal character typical of the urban villages. Landscape treatment and design elements of these roads are addressed more fully in the Otay Ranch Town Center Design Plan.

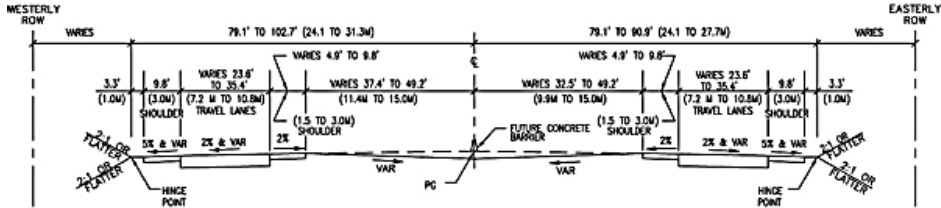
2. Town Center Drive

Town Center Drive is the entry to FC 2 from Olympic Parkway and extends into FC 1. It is a modified Village Entry Street. It has been modified to accommodate on-street diagonal parking, and other pedestrian features described in this SPA Plan and the Otay Ranch Town Center Design Plan.

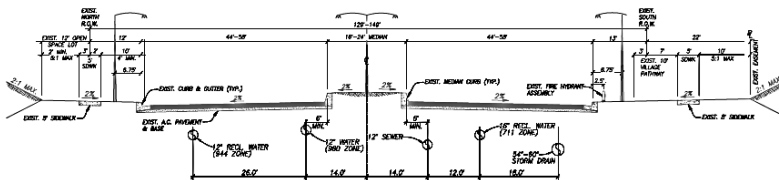
Town Center Drive shall meet the adopted Otay Ranch - Entry Street standards to the satisfaction of the City Engineer with the exception that the design standard shall be 25-mph (posted and as modified by the Street Section provided herein as Exhibit 11. In addition, Town Center Drive shall be designed to meet the following criteria: 1) in special cases, as determined by the City Engineer, the raised median can be replaced by a painted median to allow for future modifications to the left turn pockets based on actual left turn movements; and 2) parking on this facility will be allowed as determined by the City Engineer subject to sight distance studies.

Street Sections

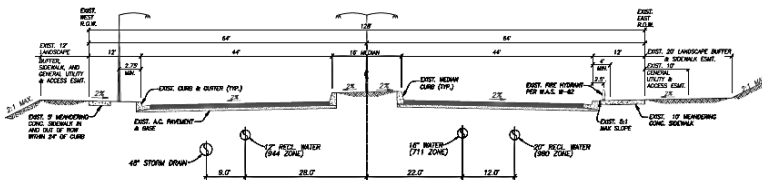
SR-125, Olympic Pkwy., & EastLake Pkwy.



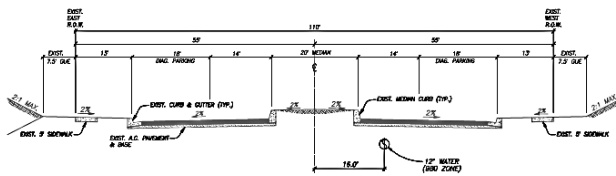
State Route 125



EXISTING 6-LANE TYPICAL PRIME ARTERIAL BIRCH ROAD (PUBLIC)
 REF. BY DMS. NO. 04/100
 SPEED LIMIT 30 MPH



EXISTING 6-LANE MAJOR ARTERIAL EASTLAKE PARKWAY (PUBLIC)
 REF. BY DMS. NO. 10/200
 SPEED LIMIT 30 MPH



EXISTING 4-LANE TOWN CENTER DRIVE (PUBLIC)
 REF. BY DMS. NO. 18/200
 SPEED LIMIT 30 MPH

EXHIBIT 9, SR-125, Birch Road, Eastlake Parkway, and Town Center Drive Street Sections

The section of the Town Center Drive varies by location to accommodate adequate turn pockets. Additionally, all details of Town Center Drive will be subject to approval by the City Engineer at the tentative subdivision and final design stages to ensure compliance with the functional and safety standards of all public streets.

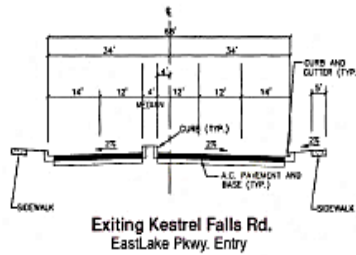
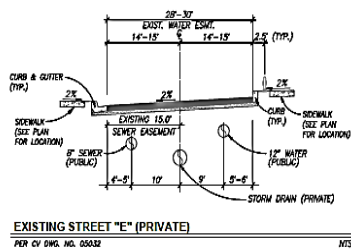
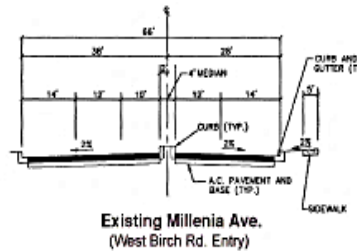
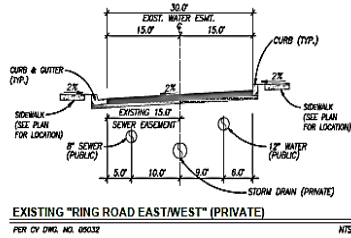


EXHIBIT 10, Street Sections

E. Phasing of Road Improvements

The phasing of community development concurrent with provision of adequate road capacity and access improvements is fully described in the Public Facilities and Financing Plan (PFFP). These improvements have been phased and designed to maintain an adequate level of service in the circulation system serving the Freeway Commercial SPA throughout the development process. The provision of adequate internal circulation improvements is expected to be controlled via subdivision map conditions. The required level of improvements and phasing is fully addressed in the PFFP (Otay Ranch Town Center PFFP).

F. Transit Planning Principles

The Freeway Commercial SPA is served by an extension of the SANDAG regional transit system (BRT). As specified in the Otay Ranch GDP, the SPA includes right-of-way for a dedicated transit line, a transit stop, and a park-and-ride facility.

The dedicated transit lane enters the Freeway Commercial SPA from Village Six, west of SR-125. The transit route enters by bridging over SR-125 and then continues at grade to the transit station in FC 1, on the northwest corner of Eastlake Parkway and Main Street (Kestrel Falls Road). From there, the route extends south within the transit lanes, crossing Birch Road and entering the EUC SPA. In addition, there are bus lines that serve the SPA and the larger Otay Ranch community.

The park-&-ride facility, for 200 shared parking spaces, is provided adjacent to the transit station in FC 1, on the northwest corner of Eastlake Parkway and Main Street.

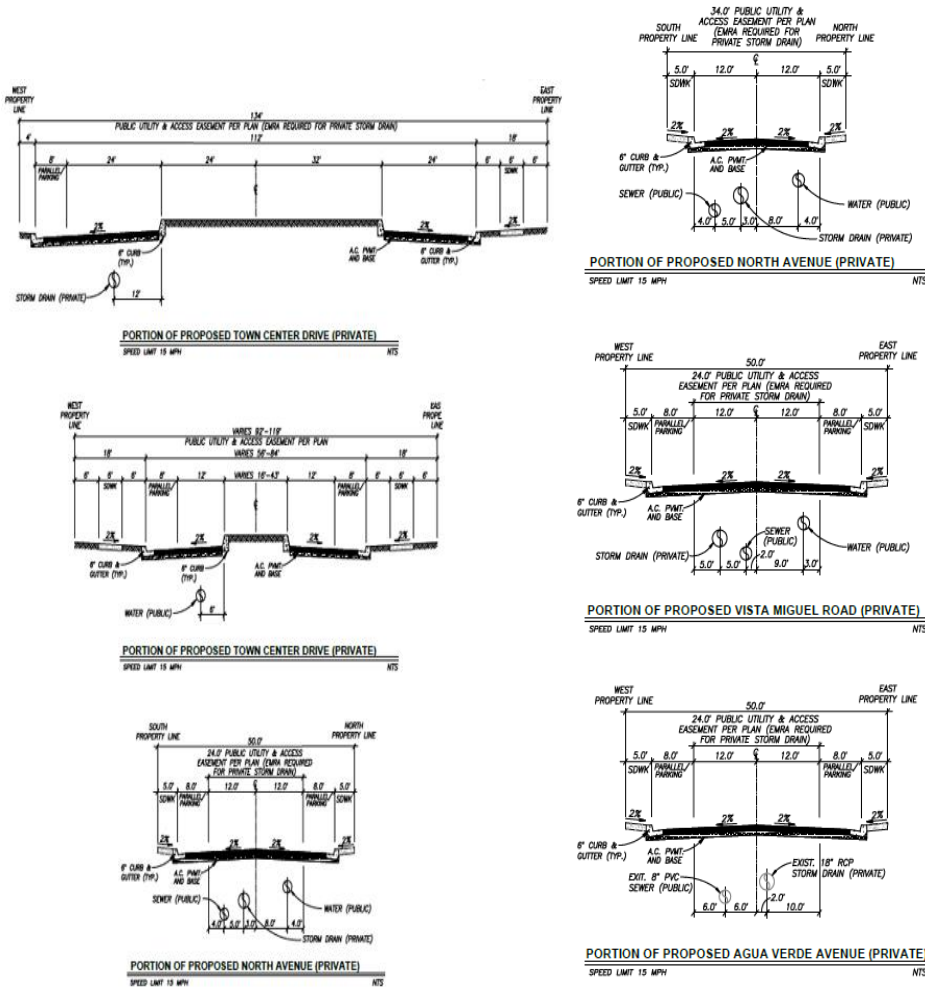


EXHIBIT 11, Street Sections

Per SANDAG's South Bay Rapid (route 225) transit facilities were developed based on demand for transit services and the following principles:

- Level of transit facilities: Low = bus stop sign/pole; Medium = bus stop sign/pole/bench; Medium-high = bus stop sign/pole/bench/shelter; and High = bus stop sign/pole/bench/ shelter/turnout.
- Where there are numerous major pedestrian generators, access to stops for transit vehicles moving in both directions is facilitated by locating transit stops near striped or pedestrian enhanced intersections.
- Transit stops should be located, and walkways designed to provide access as directly as possible without impacting residential privacy.
- At intersection points of two or more transit routes, stops should be located to minimize walking distance between transfer stops.
- Transit vehicle conflicts with automobile traffic can be mitigated by locating bus pullouts/bus stops at the far side of intersections to permit right-turning vehicles to continue movement.
- Transit stops should be provided with adequate walkway lighting and well-designed shelters.
- ADA compliant walkway ramps should be provided at transit stops to ensure accessibility.

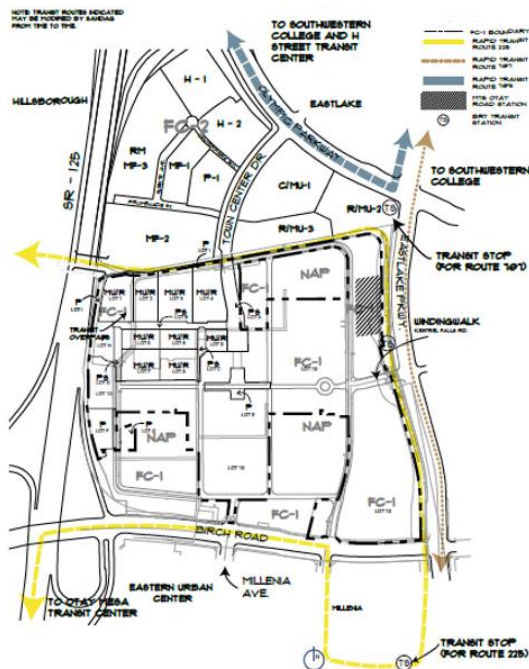


EXHIBIT 12, Transit Plan

G. Bicycle Routes & Pedestrian Trails

Off-street trail routes which connect to the community-wide system of Otay Ranch as well as the regional system described in the Circulation Element of the Chula Vista General Plan are included as components of the perimeter arterials of the SPA. Due to its large-scale commercial and residential nature, there is an opportunity to connect uses via pedestrian routes and pedestrian oriented design features within the project along the internal streets, including and extending from the project entries to major destinations within the commercial center. As portions of the property are redeveloped, older portions of the pedestrian network may be considered for enhancements, such as furniture, shade structures, and increasing the width of the walkways. The intersections of the internal streets are designated as “pedestrian enhanced intersection,” where pedestrian-oriented features (such as pedestrian plazas, shop fronts on sidewalk, etc.) will be provided. Minor pedestrian nodes with similar features on a smaller scale, are designated at pedestrian route intersections on Exhibit 13.

In addition, the “Village Pathway” provides community-wide pedestrian and bicycle circulation connections to the south side of Birch Road, and a regional trail is located along Olympic Parkway. Bicycles will share the traffic lanes with motor vehicles on the internal streets due to the low (25-mph) speed limit. The proposed Bicycle Circulation system based on the current conceptual site plan for parcel FC 1 is illustrated in Exhibit 14.

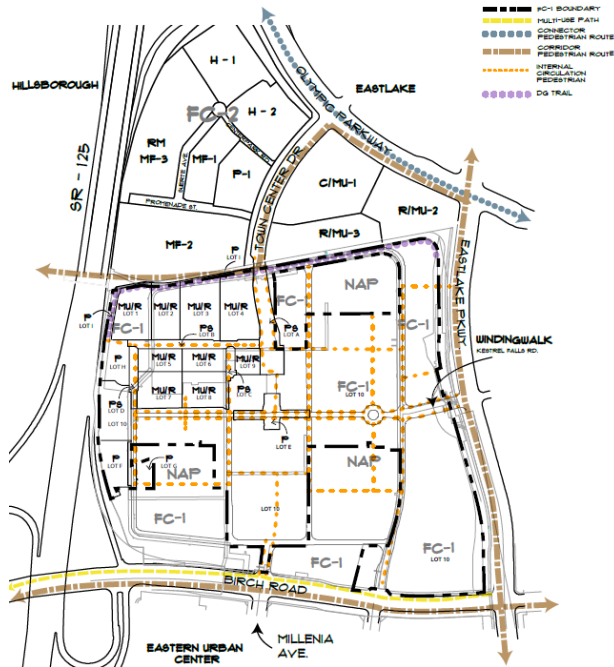
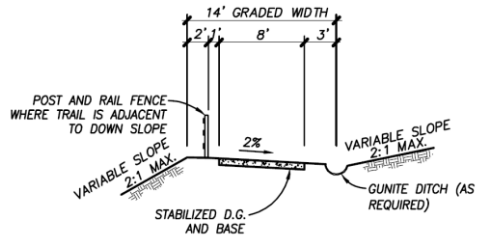


EXHIBIT 13, Pedestrian Circulation



PROPOSED PARK TRAIL

NTS

Trail Section



EXHIBIT 14, Bicycle Circulation

IV. GRADING

A. Introduction

The Land Use Element of the Chula Vista General Plan states that the mesas, hilltops and gently rolling topography in the Chula Vista area offer the best conditions for development. Steeply sloped hillsides and valleys can serve as resources, linking the developed regions and the important natural features in the area. The goal of the Otay Ranch GDP is to concentrate urban development on the flatter areas and retain the sensitive natural topographic features. For the SPA, the arterial road corridors along the northern, eastern, and southern edges of the project have been identified as scenic/greenbelt corridors and include adjacent areas designated for landscaped open space use. Development sites within the remainder of the SPA should be graded to blend with and create an aesthetically pleasing setting respecting these edges.

The Otay Ranch GDP requires:

- Geotechnical investigations shall be provided with each SPA plan.
- Relate development to topography and natural features and strive to retain the character of the landforms to the extent feasible.
- Naturalized buffering be provided as a transition between development and significant existing landforms.
- Variable slope ratios not exceeding 2:1 should be utilized when developing grading plans.
- Eighty-three percent of existing steep slopes greater than 25% should be preserved.

B. Grading Concept

The SPA level grading plan for the Otay Ranch Freeway Commercial Center is intended to provide a preliminary grading concept, identifying slope bank locations and necessary maintenance provisions. The overall grading concept is to create one large continuous graded pad between FC 1 and FC 2, with no significant grade changes or need for permanent walls. The preliminary grading design is as indicated on the Grading Concept, Exhibit 15 and Site Cross Sections provided in Exhibit 16.

The Freeway Commercial SPA earthwork is intended to be balanced or an equal amount of cut for an equal amount of fill. The estimated earthwork quantity is 1.5million cubic yards of cut and fill within the graded area which encompasses the entire planning area of approximately 160 acres. The grading quantities for parcel FC-2 is projected to be 0.47 million cubic yards of cut requiring export. An off-site location in the EUC to the south is available to meet the export requirements of FC-2 that requires its pad to be as close as possible to the pad elevation of the FC-1. Other site could also be available for export, subject to additional environmental analysis. The EUC is also available to balance grading

quantities in parcel FC-1 if unforeseen circumstance require a net import or export of material, and parcel FC-2 is involved. FC 1 was graded since the initial SPA was prepared. The proposed redevelopment of FC 1 anticipates grading quantities to be 19,490 cubic-yards of cut and 8,405 cubic-yards of fill, and approximately 11,000 cubic-yards of cut requiring export.

The Otay Ranch GDP requires the preservation of 83-percent of existing steep slopes with gradients of 25-percent or greater. Otay Ranch has been determined to contain 7,651-acres of land with gradients of 25-percent or greater. Application of the 83-percent preservation standard means that 6,350-acres of steep slopes must be preserved ranch-wide and 1,301-acres of steep slopes may be developed. The approved Otay Ranch land plan anticipates that approximately 984-acres of steep slopes will be developed. This falls within the 83-percent (1,301-acres maximum) standard ranch-wide. The Phase 2 Resource Management Plan (RMP) provides that SPA level analysis of the impacts to steep slopes needs to be completed only when a SPA proposes development outside of the Otay Ranch GDP approved development areas. The Otay Ranch Biota Monitoring Program establishes a system to ensure that this standard is achieved ranch-wide.

There were no steep slopes (greater than 25-percent) within the SPA. The development areas proposed in the SPA land plan are consistent with the developable areas depicted on the approved Otay Ranch GDP. Because of the consistency between the proposed SPA development plan and the adopted Otay Ranch GDP, the ranch-wide slope preservation goal will be maintained.

C. Grading Policies

Larger manufactured and natural slopes generally occur along and adjacent to the proposed arterial road system. The pads between FC 1 and FC 2 do not have significant grade changes or need permanent walls and are largely the same elevation.

The following guidelines have been applied to the previous grading activities and shall be considered applicable relative to implementation of future grading plans:

- With approval of the City Engineer, rounding of the tops and toes of slopes shall be accomplished. When slopes cannot be rounded, vegetation shall be used to alleviate sharp angular appearances.
- When significant landforms are modified for project implementation, the landform should be graded to blend with the natural grade.
- 30 to 75-foot enhancement buffers shall be maintained along arterials, where indicated on the Site Utilization Plan.
- Manufactured slope faces greater than 25-feet in height shall be varied or an additional low slope area provided at the toe of the slope to avoid excessive “flat planed” surfaces.
- Grading shall be sensitive to significant and/or sensitive vegetation and habitat areas.

- To complement landform grading, landform re-vegetation techniques shall be utilized. As in a natural setting, major elements of the landscape are concentrated largely in the concave “drainages,” while convex portions are planted primarily with ground cover and smaller materials. Vegetation should consist of drought tolerant native or naturalized species, requiring little or minimal irrigation, deep rooted, and well suited to the on-site soils. Final plans should be based on coordinated input from a licensed landscape architect.
- Based on actual field conditions encountered, the erosion potential of slopes should be reduced with berms at the tops of all slopes, paved interceptor ditches and terrace drains and vegetation. Spray-on applications and coatings combined with jute or hemp mesh can be effective methods for stabilizing soils.

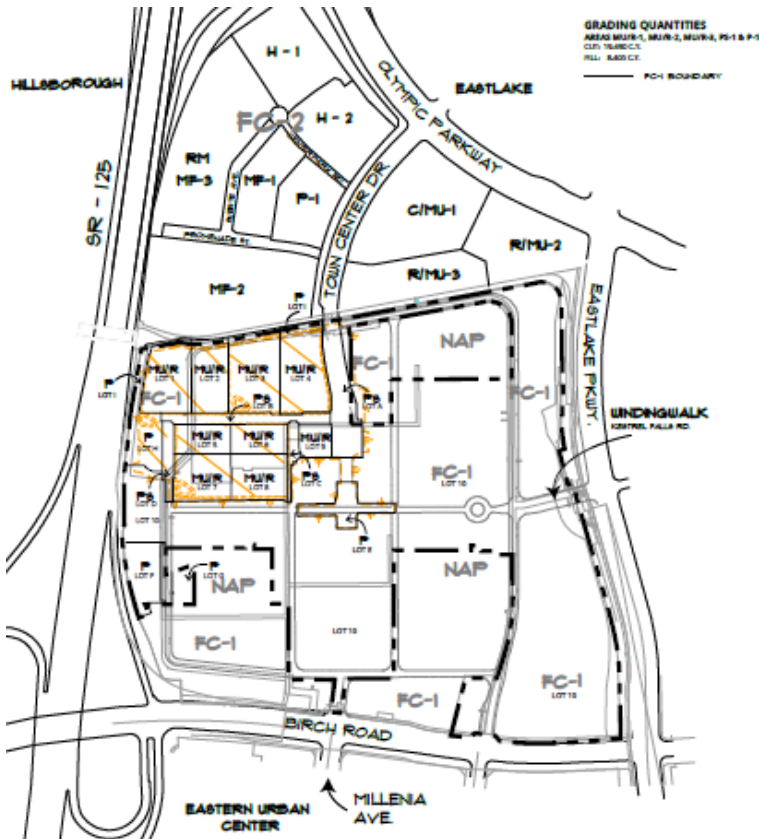


EXHIBIT 15, Conceptual Grading Concept

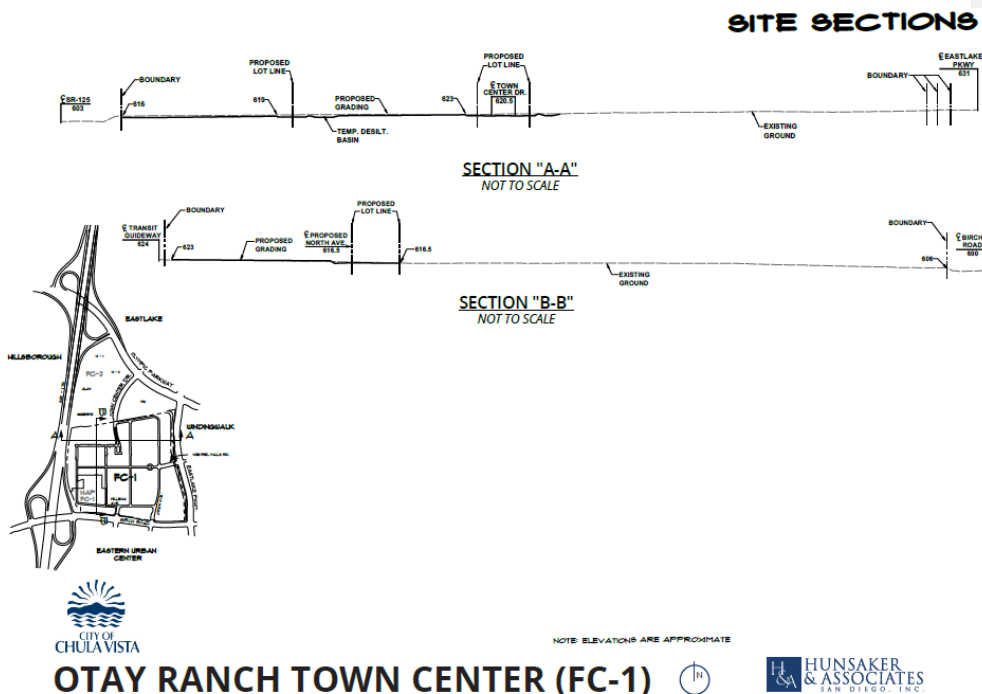


EXHIBIT 16, Site Sections

Internal slopes are typically lower than the perimeter slopes. Small interior slopes between lots may be graded at 1.5 to 1, with approval of the City Engineer.

Preliminary soils and geotechnical reports have been prepared for the Otay Ranch Freeway Commercial SPA and have identified the site as being suitable for development (see Geotechnical Investigation McMillin Otay Ranch, Village 12 Freeway Commercial Site, Chula Vista, California; dated January 26, 2001; with an update letter dated February 26, 2004, by both Geotechnics, Inc.; and another for the Otay Ranch Company portion by Geocon, August 30, 2002). The updates indicate that the project as adopted on April 1, 2003, and as currently configured are substantially the same. More detailed and refined studies will be provided at the final engineering stages of this project.

D. Storm Water Quality Requirements During Construction

A Storm Water Quality Study (SWQS) has been prepared for the project by Rick Engineering Company, dated May 28, 2002, and revised August 12, 2002, and October 4, 2002. An update letter was issued by Rick Engineering on March 3, 2004, which indicated that the project as adopted on April 1, 2003, and as currently configured, are substantially the same. An updated grading study was prepared by Hunsaker & Associates, dated October 7, 2014, which concludes that the proposed project will not present any hydrologic

concerns. Hunsaker & Associates study encompasses Residential West area of the FC 2 site, west of Town Center Drive. A separate Storm Water Study was prepared by SB&O Inc. on August 8, 2018, for the eastern portion of the Freeway Commercial North. The following discussion is taken from these reports. An updated SWQS was prepared by Hunsaker & Associates, dated October 2022, which concludes that the proposed project will not present any hydrologic concerns. Hunsaker & Associates study encompasses the FC 1 site. The following discussion is taken from these reports.

During the construction phase, the project is subject to the requirements of the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System permit (Municipal Separate Storm Sewer Systems Order No. R9-2013-0001 and as amended by Order Nos R9-2015-0001 & R9-2015-0100 [MS4 Permit]). Project shall comply with all requirements of the MS4 Permit and City of Chula Vista BMP Design Manual, December 2015 and as amended (BMP Design Manual) for both construction and post-construction phases of the project. Prior to Planning approval, documentation shall be provided, to the satisfaction of the City Engineer, to demonstrate such compliance.

For coverage by the General Construction Permit, the project owner is required to submit to the SWRCB a Notice of Intent (NOI) to comply with the General Construction Permit and develop a Storm Water Pollution Prevention Plan (SWPPP) describing best management practices (BMPs) to be used during and after construction to prevent the discharge of sediment and other pollutants in storm water runoff from the project.

Typical temporary BMPs that may be used during construction include good housekeeping practices, erosion control, and sediment control measures. Good housekeeping practices include street sweeping, waste disposal, vehicle and equipment maintenance, materials storage, minimization of hazardous materials and proper handling and storage of hazardous materials. Typical erosion control and sediment control measures include use of silt fences, fiber rolls, gravel bags, temporary desilting basins, velocity check dams, temporary ditches or swales, storm water inlet protection, soil stabilization measures such as erosion control mats, tackifier, or hydroseed. The project's SWPPP will be required to identify the specific BMPs to be used on the project site during construction. The City of Chula Vista and the California Storm Water Management Handbooks will set the design standards for BMPs on project.

Prior to approval of the Final Map and/or Site Plan, the applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the National Pollutant Discharge Elimination System (NPDES) Municipal Permit (including the Final Model SUSMP for the San Diego Region). The applicant shall obtain the approval of the City Engineer of a report that includes the following elements:

- Description of project characteristics, site conditions, flow patterns, pollutants emanating from the project site, and conditions of concern,
- Description of the site design and source control BMPs considered and to be implemented,
- Description of applicable treatment control BMPs considered and to be implemented to reduce or treat the identified pollutants,

- Justification for selection of the proposed treatment control BMP(s) including 1) targeted pollutants, justification, and alternatives analysis, 2) design criteria (including calculations), 3) pollutants removal information (other than vendors specifications), and 4) literature references,
- Site plan depicting locations of the proposed treatment control BMPs; and
- Operation and maintenance plan for the proposed treatment control BMPs.

Prior to issuance of grading permits, a SWPPP shall be prepared to the satisfaction of the City Engineer to ensure implementation of the BMPs required by the erosion control plan. Potential BMPs that could be used include all those listed in the Freeway Commercial SPA Plan EIR, and any other BMPs that would meet the requirements of the NPDES.

V. PARKS, RECREATION, & OPEN SPACE

A. Introduction

The Otay Ranch GDP establishes the following goal for parks and recreation facilities:

GOAL: PROVIDE DIVERSE PARK AND RECREATIONAL OPPORTUNITIES WITHIN OTAY RANCH WHICH MEET THE RECREATIONAL, CONSERVATION, PRESERVATION, CULTURAL AND AESTHETIC NEEDS OF PROJECT RESIDENTS OF ALL AGES AND PHYSICAL ABILITIES.

The Otay Ranch GDP also establishes the following policies for parks and recreation facilities:

Policy: Provide 15-acres of regional park and open space per 1,000 Otay Ranch residents.

Policy: Provide a minimum of 3-acres of neighborhood and community park land (as governed by the Quimby Act) and 12-acres per 1,000 Otay Ranch residents of other active or passive recreation and open space areas.

To achieve the goal and thresholds, the Otay Ranch GDP establishes a four-tiered system of parks to be provided throughout the community. The four (4) tiers are: 1) park amenities in town square parks; 2) active play facilities in neighborhood parks; 3) community-level playing fields in community parks; and 4) region-wide active and passive recreational areas in designated regional parks. Open space, community and regional parks are designated at the GDP level and only the perimeter open space adjacent to the arterial roads is identified in the Freeway Commercial SPA at this level.

B. Required Park Land & Improvements

Otay Ranch GDP:

In compliance with the City's park requirements, the owner of FC 2 shall grant a highly amenitized "turnkey" park (2-acres) on the site located on the Site Utilization Plan to the satisfaction of the Director of Development Services and the owner of FC 1 (GGP-Otay Ranch L.P.) shall provide a park and access agreement over 2.56-acres (net) of park and plaza space on the sites located on the Site Utilization Plan to the satisfaction of the Director of Development Services. To create an extraordinary public space, the plaza and park space, both owners shall implement the park and plaza areas in size and generally consist of the elements described in the Development Agreement between the City and Owner. Owner shall invest substantially more to the development of 2.56-acres (net) plaza and park spaces than would be typical for a City standard park, up to and including the value equivalent required to achieve the owner's full park obligation, as calculated at the time

park obligation for the project become due. Construction shall commence on the FC 1 parks and plaza, as outlined in the Development Agreement. Fees to be calculated and paid per the City of Chula Vista Master Fee Schedule at the time of residential building permit issuance.

Chula Vista Municipal Code

The City of Chula Vista Municipal Code, Chapter 17.10, Parklands, and Public Facilities (06/12), establishes the method by which actual required park acreage is to be calculated, based on the number and type of residential determined at the Final Map level. The City's 2002 Park Acquisition and Development Fee Update determined that each single-family dwelling unit generates a need for 460 square-feet of developed parkland and each multi-family unit generates a need for 341 square-feet of developed parkland. Based on 900 multi-family dwelling units, the parkland obligation for FC 2 is 7.05-acres, but the exact calculation shall be made at the time the park obligation is due. The requirement shall be satisfied by a highly amenitized 2-acre park and in-lieu fees should the actual cost of the park, after City audit, not meet the Owner's baseline park obligation, per the Development Agreement.

Based on 840 residential units, the parkland obligation for FC 1 is approximately 6.57-acres, but the exact calculation shall be made at the time the park obligation is due. The park requirement is based on CVMC 17.10.40 – Area to be dedicated – Required when – Amounts for Certain Uses, section B, Multiple-family dwelling units, attached. The requirement shall be satisfied by providing an easement over 2.56-acre plaza and park spaces and in-lieu fees should the actual cost of the park, after City audit, not meet the Owner's baseline park obligation, per the Development Agreement.

Table B Estimated Required Park Land Dedication

UNIT TYPE	TARGET NUMBER OF UNITS	PARK AREA/DU	TOTAL AC
Single Family	0	460 sf	0.0 ac
Family FC 1	840	341 sf	6.57-ac
Multiple-Family FC 2	900	341 sf	7.05-ac
Total	1,740		13.62-ac

City of Chula Vista Landscape Manual

Part Three of the City Landscape Manual addresses the requirements and criteria of public projects, including parks, open space, and streetscapes (whether a City Public Works project or a private “turnkey” project). The Manual provides the requirements for submittals, graphics and standards, design standards and criteria, landscaping, irrigation, and trails.

SPA Plan

The Otay Ranch GDP requires that the SPA-level planning include definition of the location, acreage and boundaries of neighborhood and Community Parks and open space. A component of the SPA Plan includes a PFFP which further analyzes and determines park requirements and phasing.

C. Open Space

While generally accepted standards have been established for the provision of acreage and the function of a hierarchy of parks, the “need” for open space is more difficult to quantify. Usually the need, amount and location of open space is determined by the natural environmental conditions of the land and facility related needs such as detention basins, future road rights-of-way, and buffer space between unrelated land uses, *etc.* Steep slopes and sloping lands with unstable geologic conditions are obvious candidates for open space, as are noise buffer areas along major traffic ways.

The location and general extent of open space within Otay Ranch is determined at the Otay Ranch GDP level of planning. The residential Open Space is addressed in the Development Agreement. Open space within the SPA is to be provided for buffer areas, slopes, and landscaping along arterial roads as required by the Otay Ranch GDP. An area is identified on the Site Utilization Plan as “30 to 75-Foot Enhancement Buffers” along each of the arterial roads.

Improvement standards for the enhancement area are provided in the Otay Ranch Town Center Design Plan. Generally, this area is limited to landscaping and accessory uses and structures which enhance the visual character of the streetscape (*e.g.*, a landscaped parking area). Large commercial buildings shall not intrude into the buffer area. The buffer area is not intended to be implemented as a rigid, 75-foot linear setback; it should be a meandering low intensity development edge blending into streetscape landscaping. All proposed improvements will be subject to Design Review approval.

Landscaping within open space/buffer areas shall comply with all requirements of the City of Chula Vista Landscape Manual.

D. Preserve Conveyance

Preservation of sensitive habitat is not a significant issue for the Otay Ranch Freeway Commercial SPA. There are no sensitive habitat areas requiring protection, preservation or enhancement in the planning area. The property has been historically used for agriculture production and cattle grazing, is crossed by a system of dirt roads and old cattle trails, and consists of bare dirt and non-native grasslands. As such, there are no sensitive habitat areas requiring protection, preservation, or enhancement in the planning area.

The Otay Ranch Resource Management Plan (RMP) established guidelines for preservation of sensitive land. The RMP set up a conveyance schedule for SPA One and indicated that subsequent SPAs would set up their own conveyance schedule consistent

with the RMP guidelines. Land shall be conveyed within the RMP Preserve at a ratio of 1.188-acres for each acre of development area, as defined in the RMP, for a total of 157.88-acres. Parcel FC 1 in this SPA conveyed lands as required in the RMP guidelines. Conveyance in an approved Conveyance Plan for parcel FC-2 is 40.761 acres and was conveyed on August 2, 2018, via Open Space Easement, recorded document #2018-0325995.

E. Park & Open Space Implementation

All the open space and enhancement buffers will be controlled through open space easements and/or dedication to the City, district, or property owners' association. Open Space and/or Landscape Maintenance Districts may be established to ensure proper management and operation of public right-of-way improvements. The project shall also annex to a preserve lands conveyed to the POM. A public park of approximately 2.0 acres in size will be provided on the FC 2 portion of the SPA. The remaining park obligations will be satisfied through provision of facilities off-site, via in-lieu fees used as extraordinary park improvements and enhancements. Method of satisfaction shall be defined with subsequent Final Maps for FC 2.

A public plaza and park spaces totaling approximately 2.56-acre in size will be provided on the FC 1 site. The remaining park obligations will be satisfied as detailed in the Development Agreement.

The purpose and intent of the Plaza and Park areas is to provide a variety of spaces within the Town Center to accommodate passive and active uses and to avoid duplicative features and designs. The plaza is intended to be a more urban space with hardscape areas that can be used for seating, strolling, temporary vendors/attractions, public art, and potential live entertainment, such as performers. Additionally, the space can include enhanced landscaping while accommodating emergency access through the area.

The park areas are envisioned as passive and active spaces. The uses for each will be determined during the Park planning process, but uses are expected to potentially include paths, seating, landscaping youth and adult oriented play areas/courts, lighting, dog park, and community garden; however, this list is not intended to be exhaustive or all inclusive. The uses and design of each space shall be considered separately during the Park planning process.

VI. DEVELOPMENT PHASING

The development of the Otay Ranch Freeway Commercial SPA will be completed in two primary phases. The Conceptual Phasing Plan (Exhibit 17) reflects anticipated market demand for commercial development and the property ownership patterns within the Planning Area. The Phasing Plan is consistent with the Otay Ranch Town Center PFFP.

The Phasing Plan is non-sequential. Sequential phasing is frequently inaccurate because of unforeseen market changes or regulatory constraints. Therefore, the Otay Ranch Town Center PFFP permits non-sequential phasing by imposing specific facilities requirements, per the PFFP, for each phase to ensure that new Freeway Commercial SPA development is adequately served, and City threshold standards are met. Construction of the on-site Village Entry street from Olympic Parkway, which serves both ownerships/parcels, shall be phased according to the provisions of the PFFP.

TABLE C: Anticipated Development Phasing

Parcel	Land Use	Green	Yellow	Blue	Orange
FC 1	Freeway Commercial	X			
FC 1	Mixed-Use/Residential	X			
FC 2	Freeway Commercial		X		
FC 2	Residential			X	X

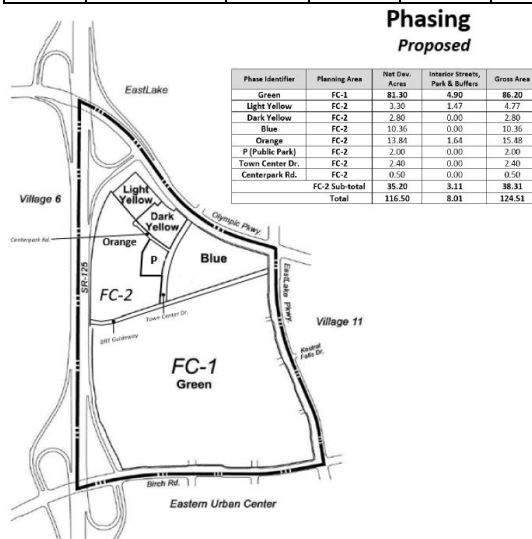


EXHIBIT 17, Conceptual Phasing Plan

VII. PUBLIC FACILITIES

A. Introduction

The Otay Ranch GDP establishes the following goal regarding the provision of public facilities:

GOAL: ASSURE THE EFFICIENT AND TIMELY PROVISION OF PUBLIC SERVICES AND FACILITIES TO DEVELOPABLE AREAS OF OTAY RANCH CONCURRENT WITH NEED.

This chapter outlines the local and regional public facilities necessary to serve the Freeway Commercial SPA. The PFFP provides additional descriptions of public infrastructure and financing mechanisms planned for each facility. The public facilities described in this section have been sized and designed in response to the planned distribution of land uses shown on the Site Utilization Plan (Exhibit 5).

This section examines local facilities including water, water conservation, recycled water, sewer, drainage, urban runoff, schools, parks, recreation, open space and trails, law enforcement, fire protection, animal control, civic, library and childcare facilities.

This chapter is a summary of the information, recommendations and conclusions contained in other documents. All public services facilities financing, and phasing issues are addressed in the Freeway Commercial SPA PFFP. Additionally, some facilities are the subject of separately prepared master plans which are included in the Technical Appendices.

B. Potable Water Supply & Master Plan

Water service and facilities are addressed in the Freeway Commercial Conceptual Water and Recycled Water Study prepared by PBS&J and dated September 2002. An update letter dated March 3, 2004, was provided by PBS&J, indicating the original report is still valid for the reconfigured project. Subsequent update letters dated December 14, 2014, September 25, 2017, and February 2023, were provided by Dexter Wilson updating the original report based on the reprogrammed project. The phasing and financing of water facilities is more thoroughly addressed in the Otay Ranch Town Center PFFP.

The Otay Ranch GDP establishes the following goal for water service:

Goal: Ensure an adequate supply of water for build-out of the entire Otay Ranch project area; design the Otay Ranch project area to maximize water conservation.

The Otay Ranch GDP establishes the following threshold for water facilities:

Threshold: Ensure an adequate supply of water on a long-term basis, prior to the development of each Otay Ranch SPA.

Development with the Freeway Commercial SPA shall comply with Chula Vista Municipal Code section 20.12 – Landscape Water Conservation Ordinance - and the Freeway Commercial SPA, Water Conservation Plan.

The Metropolitan Water District (MWD) and the San Diego County Water Authority (SDCWA) plan to provide long-term water supplies to member agencies to meet projected water demand based upon regional population forecasts. Development of the Otay Valley Parcel of Otay Ranch, including the Freeway Commercial SPA, is included in the adopted Series 8 regional population forecast.

Approximately 90-percent of the water used in the SDCWA area is imported from the MWD. The MWD transports its water supply through the State Water Project and the Colorado River Aqueduct. The SDCWA conveys water from the MWD to local water purveyors within San Diego County.

Potable water is provided to the Central Service Area of the Otay Water District (OWD) via the Second San Diego Aqueduct. Water is delivered at Aqueduct connections No. 10 and No. 12 and is conveyed by gravity to the Central Service Area emergency/operating reservoirs at a grade of 624 feet. Water is then pumped to the existing 980 service zones.

There are two existing reservoirs in the 980-Zone. These reservoirs are located within the District's Use Area north of the Rolling Hills Ranch development. The reservoirs have a capacity of 5.0-MG each for a total of 10.0-MG.

Emergency storage for the 980-Zone is provided in the 624-Zone reservoirs. Other than providing a supply of water to the Central Area Pump Station, the 624 zone will not be utilized to serve the Freeway Commercial Center.

The Central Area Pump Station, located at the Patzig Reservoir site, pumps water from the 624-Zone to the 711-Zone distribution system. The pump station currently has five pumps (including one standby), each rated for approximately 4,000-gallons per minute (gpm) which results in a firm capacity of about 16,000-gpm.

The 980-Zone receives potable water from the Eastlake Pump Station, which lifts water from the 711-Zone to the 980-Zone distribution system. This pump station is located on the south side of Otay Lakes Road at Lane Avenue and houses three 4,000-gpm pumps (including one standby) for a firm capacity of 8,000-gpm.

In conjunction with the construction of Village Six, the existing 980-Zone main in Eastlake Parkway will be extended, and mains in Olympic Parkway and Birch Road constructed. These will form a backbone distribution loop comprised of a 20-inch pipeline in Eastlake Parkway south from Olympic Parkway to Birch Road and then a 12-inch pipe extended westward in Birch Road to future SR-125. The proposed 12-inch potable water mains within the SPA will connect to the planned mains in Olympic Parkway, Birch Road and

Eastlake Parkway (see Exhibit 9). The proposed project will be required to provide all potable water improvements needed to serve the project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements.

C. Potable Water Demand

The OWD has established criteria to determine pressure zone boundaries within new and existing developments. The criteria constitute minimum and maximum allowable pressures and maximum velocity thresholds within the distribution system piping under specified system operating conditions. These were used to determine pressure zone service area boundaries in the area of the project. All of the Freeway Commercial SPA is served by the 980-pressure zone.

The conceptual Domestic Water distribution system is shown on Exhibit 18. These facilities were sized to meet the anticipated demand from the planned development incorporating average water demand, peak flows, and fire flow requirements. Fire flow requirements were based on the 1998, Uniform Fire Code (UFC).

According to the 1991/1992 Capital Improvement Program for the SDCWA, facilities planned by the SDCWA and MWD will increase the filtered water conveyance capacity, permit raw water conveyance capacity within the aqueduct system, and enable the SDCWA to meet projected demand through 2010. Based on the SDCWA1987 Distribution Study, the additional water supply made available from these improvements will allow the OWD to meet projected demands through 2010. Estimated average daily Freeway Commercial Center potable water demand is calculated in Table C, below.

TABLE D: Potable Water Demand

Land Use	Gross Area (ac)	Demand* (gpd/ac)	Average Annual Day Demand (gpd)**
FC 1	86.2	varies by use	257,717
FC 2	38.31	varies by use	183,633
TOTAL	124.51		0.441 mgd
** gpd = gallons per day; mgd = million gallons per day - Source: Powell PBS&J, P&D, and Dexter Wilson			

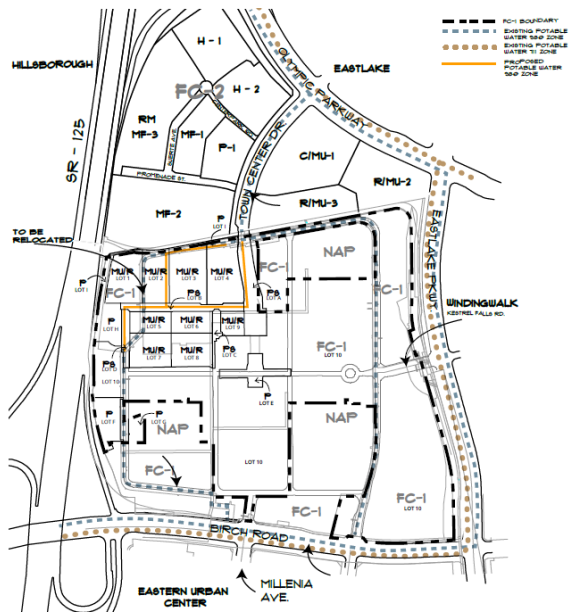


EXHIBIT 18, Potable Water Plan

D. Recycled Water Supply & Master Plan

Recycled water service and facilities are addressed in the Freeway Commercial Conceptual Water and Recycled Water Study prepared by PBS&J, dated September 2002. An update letter dated March 3, 2014, was provided by PBS&J, indicating the original report is still valid for the reconfigured project. The phasing and financing of recycled water facilities is more thoroughly addressed in the Otay Ranch Town Center PFFP.

The Otay Ranch GDP provides the following goal for water reclamation:

GOAL: DESIGN A SEWERAGE SYSTEM WHICH WILL PRODUCE RECLAIMED WATER. ENSURE A WATER DISTRIBUTION SYSTEM WILL BE DESIGNED AND CONSTRUCTED TO USE RECLAIMED WATER. CONSTRUCTION OF A DUAL SYSTEM OF WATER SUPPLY WILL BE REQUIRED FOR ALL DEVELOPMENT WHERE RECLAIMED WATER IS USED.

The Otay Ranch GDP establishes the following threshold relative to recycled water:

Threshold: Design a sewerage system which will produce reclaimed water. Ensure a water distribution system will be designed and constructed to use reclaimed water. Construction of a “dual system” of water supply will be required for all development where reclaimed water is used.

Consistent with the Otay Ranch GDP, a dual system for potable and recycled water will be constructed. Recycled water will be used to irrigate street parkway landscaping, parking lot landscaping and manufactured slopes along open space slope areas.

Recycled water supply is currently available to the Otay Ranch area from the 1.3 mgd capacity Ralph W. Chapman Water Recycling Facility (WRF) located near the intersection of Singer Lane and Highway 94. Recycled water supply is also anticipated to be available from the City of San Diego’s 15.0-mgd South Bay Water Reclamation Plan. It is anticipated that the Freeway Commercial project will receive recycled water via proposed connections to the 944 Recycled Water Zone distribution systems.

Two existing lined and covered ponds, totaling 28.3 MG located within the Otay Water District Use Area provide operational storage for the 944 Recycled Zone. The ponds are connected to an existing 20-inch transmission main in Lane Avenue which runs south to an existing main in Otay Lakes Road.

Recycled water is supplied to the Freeway Commercial Center through connections to the existing 12-inch 944 recycled zone main in Eastlake Parkway and Birch Road. The District's current capital improvement plan includes the extension of the 944 recycled zone main in Eastlake Parkway south to Birch Road, and construction of 944 recycled zone mains in Birch Road and along SR-125.

The recommended recycled water distribution system for the Freeway Commercial SPA is shown in Exhibit 19 Recycled Water Plan. As specified in current Water District design criteria, all on-site pipelines will be 6-inch minimum diameter. Recycled water pipelines will be installed concurrent with the phased construction of the potable water system. Recycled water consumption within the SPA is calculated in Table D below.

TABLE E: Recycled Water Demand

Land Use	Gross Area (ac)	Percent Irrigated	Irrigated Area (ac)	Irrigation Rate (gpd/ac)	Average Day Demand (gpd)*
FC 1	86.2	10%	8.62	2,232	22,287
FC 2	34.5	10%	3.45	2,232	7,700
Circulation ¹	39.3	10%	3.93	2,232	8,772
TOTAL	160.0		16.0		0.039 mgd

* gpd = gallons per day; mgd = million gallons per day. Source: PBS&J
¹ SR-125 and arterials



EXHIBIT 19, Recycled Water Plan

E. Sewer Service

Sewerage services and facilities are addressed in the Freeway Commercial Conceptual Sewer Study prepared by PBS&J and dated July 2002. An update letter dated March 3, 2004, was provided by PBS&J, indicating the original report is still valid for the reconfigured project. Update letters were provided on December 17, 2014, September 25, 2017, and October 2022, by Dexter Wilson updating the original report based on the reprogrammed project. The phasing and financing of sewerage facilities is more thoroughly addressed in the Otay Ranch Town Center PFFP.

The Otay Ranch GDP establishes the following goal for sewerage facilities:

GOAL: PROVIDE A HEALTHFUL AND SANITARY SEWERAGE COLLECTION AND DISPOSAL SYSTEM FOR THE RESIDENTS OF OTAY RANCH AND THE REGION, INCLUDING A SYSTEM DESIGNED AND CONSTRUCTED TO ACCOMMODATE THE USE OF RECYCLED WATER.

The Otay Ranch GDP establishes the following threshold relative to the sewerage system:

Threshold: Design a sewerage system which will produce reclaimed water. Ensure a water distribution system will be designed and constructed to use reclaimed water. Construction of a “dual system” of water supply will be required for all development where reclaimed water is used.

The City of Chula Vista provides wastewater services in the project vicinity. Chula Vista operates and maintains its own sanitary sewer collection system which connects to the City of San Diego’s Metropolitan Sewer System. The Otay Ranch Master Plan of Sewerage prepared in October 1993 by Wilson Engineering documented the feasibility of providing sewer service to the project area.

There are three existing sewer interceptors that collect and convey flow from the Otay Ranch area: the Telegraph Canyon Interceptor, located in Telegraph Canyon Road north of the proposed development, the Poggi Canyon Interceptor, located in Olympic Parkway west of the proposed development, and the Date-Fairve Trunk Sewer which ends just west of the Otay Ranch GDP boundary. These interceptors, which are owned and maintained by the City of Chula Vista convey sewage westerly to the San Diego Metropolitan Sewerage System (Metro), which collects and treats sewage at the Point Loma Wastewater Treatment Plant. Alternatives for providing new water reclamation facilities to serve the South Bay area are being considered. If a water reclamation facility is constructed in this area, the sewage flows from Otay Ranch maybe redirected to that facility.

The Poggi Canyon Interceptor extends to Eastlake Parkway and will be able to serve parcel FC 2. Sewage flows generated in parcel FC 1 are conveyed south to planned trunk sewers in Birch and La Media Roads which will also connect to the Poggi Canyon Interceptor. The proposed sewage system is shown in Exhibit 20. The proposed project will be required to provide all sewer service improvements needed to serve the project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements.

The City of Chula Vista Engineering Staff prepared a study entitled Threshold Capacity of Poggi Canyon Trunk Sewer Memorandum (February 19, 2001), which evaluated the available capacity of the Poggi Canyon Interceptor and the Date-Faivre trunk sewer. The analysis indicated that the Date-Faivre reach was the most constrained sewer segment in Poggi Canyon basin.

To alleviate the Date-Faivre constraint, the City completed construction of a parallel trunk sewer, referred to as AReach 9”, which is actually the lower portion of the planned Sal Creek Interceptor. Further evaluation indicated that Reach 205, will be the next constrained section. The City of Chula Vista has already included this project in their Capital Improvement Program and will monitor development rates to determine the timing of this project.

All phasing of sewer improvements, including temporary connections, is subject to approval by the City Engineer.

Sewage generation from the developed uses within the SPA are estimated in Table E below.

TABLE F: Sewage Generation

Land Use	Gross Acres	Avg. Flow (gpd)/Acre	Average Day Flow (gpd)*
FC 1	86.2	varies by use	253,066
FC 2	38.31	varies by use	163,310
TOTAL	124.51		0.416 mgd

* gpd = gallons per day; mgd = million gallons per day
Source: PBS&J and Dexter Wilson

F. Storm Water Drainage System

Drainage facilities are addressed in the Otay Ranch SPA Freeway Commercial (FC) Preliminary Regional Drainage Study Major Drainage Patterns and Facilities prepared by P&D Consultants, Inc., October 1, 2002 (4th Revision). An update letter dated March 3, 2004, was provided by P&D Consultants, indicating the original report is still valid for the reconfigured project. Update letters dated October 7, 2014, was provided by Hunsaker & Associates indicating the method of satisfying storm water drainage requirements. A drainage Study and a SWQMP was prepared by SB&O Inc. on August 8, 2018, for the east portion of FC 2. A drainage Study and a SWQMP was prepared by Hunsaker on October 2022, for FC 1. The phasing and financing of drainage facilities is more thoroughly addressed in the Otay Ranch Town Center PFFP.

The Otay Ranch GDP establishes the following goal for drainage facilities:

GOAL: PROVIDE PROTECTION TO THE OTAY RANCH PROJECT AREA AND SURROUNDING COMMUNITIES FROM FIRE, FLOODING AND GEOLOGIC HAZARDS.

The Otay Ranch GDP establishes the following threshold for drainage facilities:

Threshold: Storm water flows, and volumes shall not exceed Engineering Standards of the governing land use jurisdiction.

The City of Chula Vista is the governing land use jurisdiction for the Freeway Commercial project so the project drainage system will need to meet city standards for drainage.

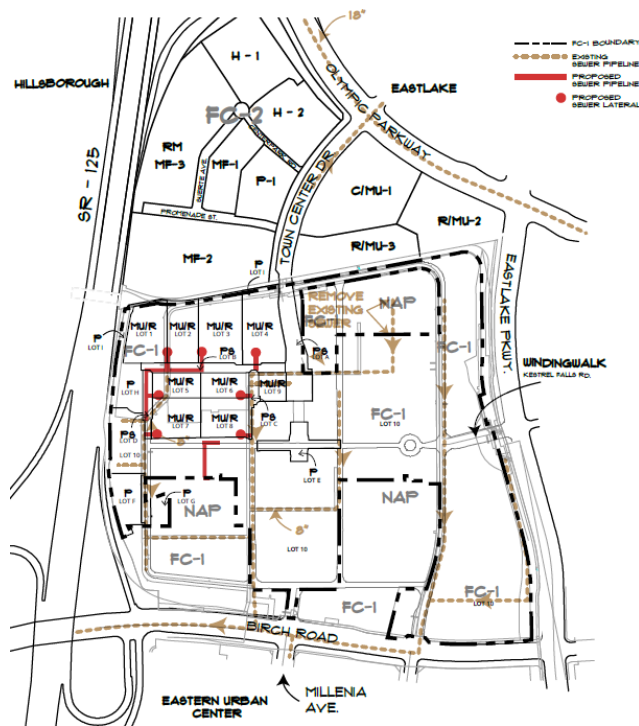


EXHIBIT 20, Sewer Plan

The Freeway Commercial SPA hydrologic planning area is predominately rolling hills with arroyos draining into canyons flowing to the west, away from the Otay Reservoir Basin. These canyons converge into one major canyon, Poggi Canyon, which ultimately discharges into the Otay River, 42-miles to the southwest. The natural drainage basin is through Village Six to Poggi Canyon and an unnamed tributary canyon. This unnamed tributary canyon then flows into Poggi Canyon just west of Village Six.

The limits of the developed drainage basins, based on preliminary grading plans, do not exactly follow the natural basin limits. However, the differences are small, and no significant diversion of runoff is proposed. No detention basins are proposed within the project area as a regional basin exists downstream that will serve the proposed project.

The study area is divided into three major drainage basins to establish general drainage patterns and define master drainage facilities. There are four (4) master drainage facilities identified. They are an open channel drainage system located along the north side of proposed Olympic Parkway, two (2) storm drain systems located in proposed La Media Road, and a storm drain system located in the proposed Birch Road.

The open channel along the north side of Olympic Parkway is an integral part of the study area hydrology, although it is not part of the Freeway Commercial SPA master facilities. The storm drain located in Olympic Parkway is a master facility as it is part of the culvert system by CalTrans to convey drainage from the east side to the west side of SR-125. The channel is the extension of the CalTrans facility to the Poggi Canyon open channel.

A master facility in Birch Road flows into a proposed storm drain system in La Media Road (off-site to the west). The Birch Road storm drain is considered a master facility because it will replace to the culvert system proposed by CalTrans to convey drainage from the east side to the west side of SR-125 at the Birch Road overpass. The southern portion of the SPA (Parcel FC 1) has been designed to drain to the Birch Road storm drain. The project will be required to provide all drainage improvements needed to serve the project when constructed without relying on the phased construction of adjacent projects which are planned to provide improvements, see exhibit 21.

The proposed major facilities were estimated/tested using a computerized rational method from the County of San Diego Hydrology Procedure Manual. Based on the findings of the regional-level study, the development of the Freeway Commercial SPA will not adversely impact the existing natural drainage courses. The project will result in increased run-off, but this will be mitigated by the existing detention basin in Poggi Canyon which has adequate capacity for the project's impacts. Any existing downstream drainage structures will also be protected, since naturally occurring flows will not be increased.

G. Urban Run-off

The Otay Ranch GDP requires that applicants prepare an Urban Run-off Plan for the first SPA within the drainage area of the Otay Reservoir. The Otay Ranch Freeway Commercial SPA does not drain into the Otay Reservoir drainage basin, thus there is no requirement for additional Otay Reservoir urban run-off planning as a condition of this SPA.

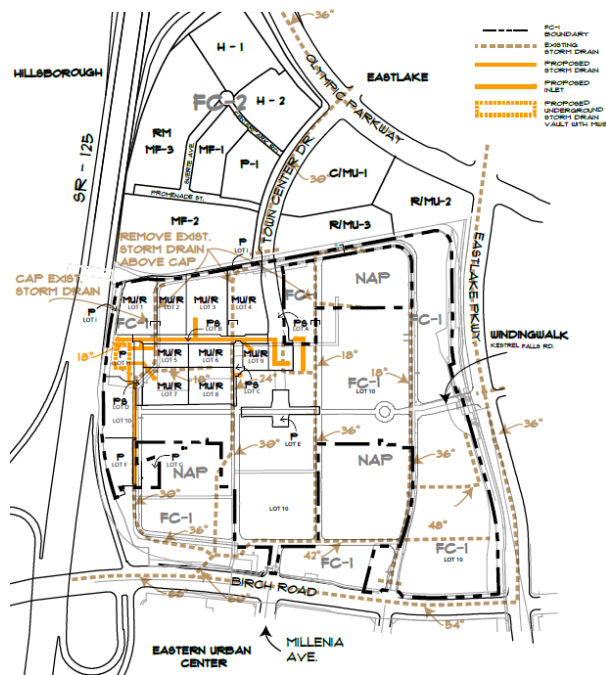
In addition, a Storm Water Quality Technical Report was prepared for the initial SPA by Rick Engineering Company, dated May 28, 2002, and revised August 12, 2002. An update letter dated March 3, 2004, was provided by Rick Engineering, indicating the original report is still valid for the reconfigured project. A drainage Study and a SWQMP was prepared by Hunsaker on October 2022, for the east portion of FC 1.

In order to terminate coverage under the General Construction Permit, the developer must submit a Notice of Termination form (NOT) and a Post-Construction Storm Water Operation and Management Plan (PCSWOMP) to the RWQCB. The PCSWOMP requires permanent BMPs be established to prevent the discharge of sediment or other pollutants in storm water runoff from the completed project. A detailed description of funding and maintenance for post-construction BMPs is also required.

In addition to the requirements for termination of coverage by the General Construction Permit, the project is subject to the requirements of the Municipal Storm Water Permit (Municipal Permit) adopted by the San Diego Regional Water Quality Control Board (SDRWQCB), Order No. R9- 2013-0001 and as amended by Order Nos R9-2015-0001 &

R9-2015-0100, National Pollutant Discharge Elimination System (NPDES) No. CAS0109266. The Municipal Permit requires new developments in priority development categories to comply with the Model Standard Urban Storm Water Mitigation Plan (SUSMP) and to consider storm water quality and watershed protection principles and policies in planning and design.

The Model SUSMP identifies the storm water BMP selection procedure, which provides direction for identifying the project's pollutants and conditions of concern and establishing storm water BMPs. As required by the Model SUSMP, the project must provide methods to treat, infiltrate, or filter runoff from the development site based on numeric sizing criteria described in the Municipal Permit. The Municipal Permit provides several criteria for calculating treatment volume of run-off for volume-based BMPs or treatment flow for flow-based BMPs. The Municipal Permit also requires that new developments maintain or reduce pre-development erosion and protect stream habitat. This may be accomplished by controlling peak discharge rates and velocities.



To meet the requirements for termination of coverage under the General Construction Permit and the Municipal Permit requirements, the project will incorporate a treatment train of non-structural and structural BMPs to the maximum extent practicable (MEP). The Model SUSMP requires that four (4) types of BMPs be implemented: site design, source control, category specific, and treatment control.

Site design BMPs are designed to maintain or reduce pre-development erosion and protect stream habitat. Several BMP options include minimizing impervious areas and directly connected impervious areas, increasing rainfall infiltration, maximizing rainfall interception, and protecting slopes and channels. Appropriate site design BMPs will be selected for the proposed project when possible.

Source control BMPs are generally non-structural and are intended to reduce the quantity of pollutants entering the storm drain system. This can be accomplished through public education (*e.g.*, storm drain stenciling and signage, pollution prevention literature), covenants, conditions, and restrictions (CC&Rs), providing covered outdoor material and trash storage areas to prevent exposure to rainfall, utilizing efficient irrigation systems to prevent run-off from landscaping, as well as street and parking lot sweeping.

Category specific BMPs are required in specific areas for each priority category, as identified below:

- Commercial development - Dock areas, maintenance bays, vehicle wash areas, and outdoor processing areas
- Restaurants - Dock areas and equipment wash areas
- Parking lots - Parking areas
- Streets, highways, and freeways - Roadways

Source control and category specific BMPs for parking, loading and storage areas, *etc.* are included in the applicable development standards provided in the Otay Ranch Town Center PC District Regulations.

Treatment control BMPs treat, infiltrate, or filter an amount of runoff from the development site based on the numeric sizing criteria described in the Model SUSMP. The amount of run-off that must be treated may be calculated using either the volume-based criteria or flow-based criteria, depending on the type of BMP selected to meet this requirement.

Three treatment options were analyzed in the Hunsaker report. However, the technical report is a planning phase report only and only identified options for treatment of storm water from the developed site. Because the project is still in the preliminary design phase, hydrologic or hydraulic calculations have not been prepared to determine storm drain inlet sizes and final locations. Therefore, filtration devices, hydrodynamic separators, and catch basin inserts were only sized on a preliminary basis to provide the necessary treatment required by the Municipal Permit. A final determination of site-specific site design and treatment control BMPs to be used will be based on the final storm drain layout and will take into account inlet sizes, construction costs, operation and maintenance costs, requirements and responsibilities, and treatment efficiency of the device.

Prior to approval of a Site Plan, the applicant shall demonstrate compliance with the City of Chula Vista Storm Water and Discharge Control Ordinance and the National Pollutant Discharge Elimination System (NPDES) Municipal Permit, and the City of Chula Vista SUSMP.

The applicant shall obtain the approval of the City Engineer of a report that includes the following elements:

- Description of project characteristics, site conditions, flow patterns, pollutants emanating from the project site, and conditions of concern,
- Description of the site design and source control BMPs considered and to be implemented,
- Description of applicable treatment control BMPs considered and to be implemented to reduce or treat the identified pollutants,
- Justification for selection of the proposed treatment control BMP(s) including 1) targeted pollutants, justification, and alternatives analysis, 2) design criteria (including calculations), 3) pollutants removal information (other than vendors specifications), and 4) literature references,
- Site plan depicting locations of the proposed treatment control BMPs; and
- Operation and maintenance plan for the proposed treatment control BMPs.

Prior to issuance of grading permits, a SWPPP shall be prepared to the satisfaction of the City Engineer to ensure implementation of the BMPs required by the erosion control plan. Potential BMPs that could be used include all those listed in the Freeway Commercial SPA Plan EIR, and any other BMPs that would meet the requirements of the NPDES.

H. Roads

Roads and other circulation components of the Freeway Commercial development plan are fully described in Chapter III of this SPA Plan.

The Otay Ranch GDP establishes the following goals for the transportation system:

GOAL: PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM WITHIN OTAY RANCH WITH CONVENIENT LINKAGES TO REGIONAL TRANSPORTATION ELEMENTS ABUTTING THE OTAY RANCH.

GOAL: ACHIEVE A BALANCED TRANSPORTATION SYSTEM WHICH EMPHASIZES ALTERNATIVES TO AUTOMOBILE USE AND IS RESPONSIVE TO THE NEEDS OF RESIDENTS.

The roads and other components of the Freeway Commercial SPA transportation system described in Chapter III of this SPA Plan provide a range of transportation facilities consistent with these goals and other provisions of the Otay Ranch GDP.

I. Schools

The Otay Ranch GDP requires the preparation of a School Master Plan for each SPA.

The construction of 900 residential dwelling units is planned for FC 2 and up to 840 residential dwelling units in FC 1 are anticipated with the SPA Plan. Based on Chula Vista Elementary School District and Sweetwater Union High School district student generation factors (student/dwelling unit) used in the EUC (the other portion of PA 12), there is a need to accommodate approximately 270 elementary students, 81 middle school students, and 89 high school students for a total of 540 students for the FC 2 development, and 252 elementary students, 77 middle school students, and 176 high school students, for a total of 505 students for FC 1.

The Freeway Commercial SPA is located within the Chula Vista Elementary School District (grades K - 6) and the Sweetwater Union High School District (grades 7 - 12). Adult school services are found within the existing facilities of the project will be required to pay school fees to both school districts per existing agreements with each, which shall mitigate any impact the project may have on schools. The Freeway Commercial SPA does not include any school sites.

To meet the elementary, middle, and high school requirements, students will be accommodated in existing school facilities. School district boundaries are subject to change. As a result, students from within the project area will attend specific schools as established by Chula Vista Elementary School District (Elementary) and Sweetwater Union High School District (Middle, High School). Demand for adult school facilities will be satisfied within existing facilities in the Sweetwater Union High School District, until a new facility can be constructed in the Otay Ranch Otay Valley Parcel on a site reserved pursuant to the Otay Ranch GDP.

J. Childcare Facilities

The Otay Ranch GDP establishes the following goal for childcare facilities:

GOAL: PROVIDE ADEQUATE CHILDCARE FACILITIES AND SERVICES TO SERVE THE OTAY RANCH PROJECT AREA

The Otay Ranch GDP establishes the following threshold for childcare facilities:

Threshold: Identify sites for childcare and pre-school facilities adjacent to or as part of public and private schools, religious assembly uses, village center employment areas, residential areas, and other locations deemed appropriate.

The City of Chula Vista adopted the Chula Vista General Plan Childcare Element in March 1995. The purpose of the Childcare Element is to provide comprehensive policy direction for the provision of adequate childcare facilities necessary to serve existing and future developed areas in the City in a coordinated and effective manner.

Childcare providers may locate within the commercial area to serve employees and residents. Childcare uses may be allowed as a primary or an accessory use. Non-profit, quasi-public organizations or commercial providers may conduct facility-based (not in a home) childcare. In addition, day nurseries, daycare schools or nursery schools are permitted uses in the FC District (see Chapter III Otay Ranch Town Center PC District Regulations).

The State has adopted regulations related to licensing, application procedures, administrative actions, enforcement provisions, continuing requirements and physical environment for child day-care and day-care centers. All childcare facilities within the SPA will need to comply with state, as well as local regulations.

K. Police & Fire Services

1. Law Enforcement

The Otay Ranch GDP establishes the following goal for law enforcement facilities:

GOAL: PROTECTION OF LIFE AND PROPERTY AND PREVENTION OF CRIME OCCURRENCE.

The Otay Ranch GDP also establishes the following threshold for law enforcement services within urban areas which apply to the Freeway Commercial SPA.

Threshold: Urban Service: Properly equipped and staffed law enforcement units shall respond to 84 (81) percent of "Priority One" emergency calls within 7-minutes and maintain an average response time for all "Priority One" emergency calls of 4.5 (5.5) minutes or less. Urban Service: Properly equipped and staffed law enforcement units shall respond to 62 (57) percent of "Priority Two Urgent" calls within 7-minutes and maintain an average response time to all "Priority Two" call of 7 (7.5) minutes or less.

The Chula Vista Police Department (CVPD) currently provides police service to the project site from its existing police facility at 315 Fourth Avenue; however, the Department has a Storefront within the SPA area (west end of Main Street) which is open 10am to 4pm Monday through Friday. Because the commercial and residential uses proposed in the Freeway Commercial SPA will require law enforcement services, the project will pay DIF fees to cover the cost for additional police facilities, if required, as indicated in the PFFP.

2. Fire Protection & Emergency Medical Services

The Otay Ranch GDP establishes the following goal for fire protection facilities and emergency medical services:

GOAL: PROVIDE PROTECTION TO THE OTAY RANCH PROJECT AREA AND SURROUNDING COMMUNITIES FROM LOSS OF LIFE AND PROPERTY DUE TO FIRES AND MEDICAL EMERGENCIES.

The Otay Ranch GDP also establishes the following threshold for fire protection facilities and emergency medical facilities in urban communities which applies to the Freeway Commercial SPA:

Threshold: Provide sufficient fire and emergency services facilities to respond to calls within the Otay Ranch urban communities within a 7-minute response time in 80% of the cases.

The project is within the City of Chula Vista and is served by the City of Chula Vista Fire Department (CVFD). The closest CVFD station to the site is Fire Station Number 7, located at 1640 Santa Venetia, Chula Vista, CA 91914. 8, located at 1715 Millenia Avenue, Chula Vista, CA 91915. This station and the other eight fire stations are shown on Exhibit 22.

The Otay Ranch GDP requires that as a condition of SPA plan approval, the Fire Department review fuel modification plans. The Draft Brush Management Program, an addendum to the City of Chula Vista's Landscape Manual, prepared by the Chula Vista Fire Department was the basis for information included in the Fuel Modification and Brush Management section of the SPA One Parks, Recreation, Open Space and Trails Master Plan, which will also be implemented as applicable in the proposed project.

As a fire prevention measure, all commercial buildings within the commercial center four stories tall or 40-feet in height will be required to be equipped with fire sprinklers, per City ordinance.

In prior years, the City of Chula Vista contracted with an outside company to provide Emergency Medical Services (EMS). The Chula Vista Fire Department currently provides EMS to the City. Like Fire Protection Services, the SPA will be served by the Chula Vista Fire Department.

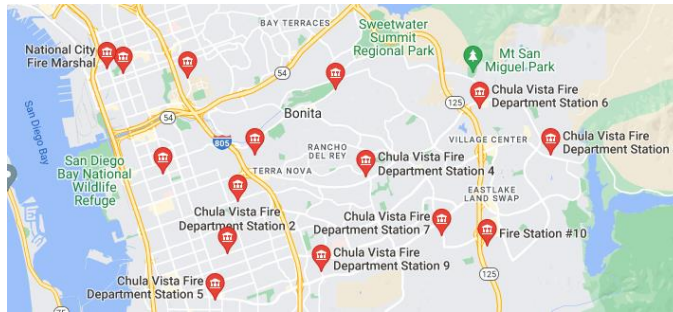


EXHIBIT 22, Fire Station Locations

L. Library Services

The Otay Ranch GDP establishes the following goal for library facilities:

GOAL: SUFFICIENT LIBRARY FACILITIES TO MEET THE INFORMATION AND EDUCATION NEEDS OF OTAY RANCH RESIDENTS.

The Otay Ranch GDP establishes the following threshold for library facilities:

Threshold: 500 square-feet (gross) of adequately equipped and staffed regional library facilities per 1,000 population.

The Otay Ranch Facility Implementation Plan calls for the location of an approximately 36,750 square-foot “main” library in the EUC and/or one or more village libraries, reducing the size of the main library in the EUC.

Library services are provided by the City of Chula Vista as described by the City Library Master Plan. Using the threshold of 500 square-feet of adequately equipped and staffed regional library facilities per 1,000 residents, the population of FC 2 generates a demand for approximately 834 square feet of library facilities. the FC 1 population of SPA generates a demand for approximately 1,386 square-feet of library facilities. The demand for library facilities generated by the build out of the Freeway Commercial SPA will be satisfied through participation in the City’s Public Facilities Development Impact Fee Program as identified in the PFFP. A 60,000 square-foot library is currently under-construction in the Millenia project which will serve Eastern Chula Vista when it is completed at the end of 2025.

M. Community Purpose Facilities (CPF)

The Otay Ranch GDP establishes the following goal for community and regional purpose facilities.

GOAL: DESIGNATE AREAS WITHIN THE OTAY RANCH PROJECT AREA FOR RELIGIOUS, ANCILLARY PRIVATE EDUCATIONAL, DAY CARE, BENEVOLENT, FRATERNAL, HEALTH, SOCIAL AND SENIOR SERVICES, CHARITABLE, YOUTH RECREATION FACILITIES, AND OTHER COUNTY REGIONAL SERVICES.

The Otay Ranch GDP establishes the following threshold for community and regional purpose facilities:

Threshold: Implement a Community Purpose Facility zone and a Regional Purpose Facility zone to provide land for religious, day care, health, social, and senior and youth recreation facilities.

The Otay Ranch GDP establishes the following SPA processing requirement for community and regional purpose facilities.

- Specific acreage requirements identified, and land designated for Community Purpose Facility and Regional Purpose Facility uses. (Land Plan)

The City of Chula Vista Community Purpose Ordinance requires that new planned communities identify 1.39-acres of net usable land per 1,000 proposed residents for community purpose facilities. The FC 2 build-out population will require approximately 3.24 acres of CPF uses, as specified in the FC 2 Development Agreement. These uses will be provided on site, or in adjacent villages. CPF uses may include gathering areas, meeting rooms, recreational facilities, that are consistent with the mix of uses proposed provided in hotels or recreation spaces on site. If the final design of land uses that can accommodate CPF uses on-site, or in adjacent villages, are insufficient to satisfy the requirements of CVMC 19.48.025, then off-site facilities shall be identified prior to approval of the final permit. Exhibit 23 shows an off-site CPF site in Village 7 that could be used to satisfy the CPF requirement. The Regional Purpose Facility zone is expected to be implemented in the EUC SPA where regional purpose facilities are to be clustered per the Otay Ranch GDP.

The build-out population for FC 1 will require approximately 3.01-acres of CPF uses. These uses will be provided on-site, off-site, or in-lieu fee, as provided in the Development Agreement for FC 1, through the provision of gathering areas, meeting rooms, recreational facilities. Additionally, per the CPF requirement will be addressed through provision of building area for those uses identified in CVMC 19.48.025.C., including but not limited to Scouts, social/human services, library, police, senior care/recreation, religious organizations, daycare facilities, private schools, recreational facilities, and other uses as allowed in the Development Agreement.