PORT of SAN DIEGO

SAN DIEGO UNIFIED PORT DISTRICT

Development Services Department
P.O. BOX 120488
SAN DIEGO, CA 92112-0488
(619) 686-6291

NOTICE OF BOARD ACTION
on an
Appealable Coastal Development Permit

Date: June 19, 2019

Applicant: RIDA Chula Vista, LLC
1777 Walker Street, Suite 501
Houston, TX 77010

Project: Resort Hotel and Convention Center, Parking, Infrastructure and Phase 1A Improvements

Location: Parcels H-3, H-8, H-9, H-23, HP-1, HP-3A, HW-4 and HW-6 on E and H Streets, Chula Vista, CA 91910 (Harbor District of the Chula Vista Bayfront)

PROPOSED PROJECT SUMMARY

RIDA Chula Vista, LLC ("RIDA" or "Permittee") proposes to construct a resort hotel and convention center ("RHCC") on parcel H-3 ("RHCC Site" or "parcel H-3"), construction staging and laydown areas on parcels H-9 and H-23 ("Staging"), parking for the RHCC as described in more detail below ("Parking"), infrastructure improvements for the RHCC ("RHCC Infrastructure") and other infrastructure improvements ("Phase 1A Improvements") adjacent to and on parcels H-3, H-23, H-8, H-9, HP-1 and HP-3A (stormdrain piping and outfalls) and HW-4 and HPW-6 (storm drain outfalls). The RHCC, Staging, Parking, RHCC Infrastructure and Phase 1A Improvements and the associated components are herein, collectively referred to as the "Project."

A more detailed description of the Project can be found under the "Development" section in Attachment A, Draft Coastal Development Permit.

CONSISTENCY WITH CERTIFIED PORT MASTER PLAN

The Project is located within the jurisdiction of the San Diego Unified Port District ("District" or "Port") and in the California Coastal Zone. The Project constitutes development pursuant to Public Resource Code (herein "Coastal Act") Section 30106 as it would result in, among other items, demolition, erection of structures, grading, and change in the intensity of use of land. The Project is an appealable development

pursuant to Section 30715 of the Coastal Act as it constitutes a category of development for the development of a hotel and roadways not principally for internal circulation within the Port's boundaries and is classified as appealable in the District's certified Port Master Plan ("PMP"). A portion of the Project is located between the sea (as defined in the Coastal Act) and the first inland continuous road paralleling the sea, and the Project is fully consistent with Coastal Act Sections 30604(c), 30210-30224, and the Coastal Act public access and recreation policies referenced therein. The Project will include development, construction, operation and maintenance of a resort hotel with event uses, recreational venues, public access amenities, public plazas, a convention center, transportation improvements, parking facilities, and ancillary facilities. These components will be connected and supported by circulation pathways and concourses and will enhance public access and public recreation in the Chula Vista Bayfront ("CVB") by providing multiple public open plazas in the northwestern portion of parcel H-3. Additionally, this Project will enhance public access and public recreation by providing pedestrian-friendly features around the perimeter of and north, west and south portions of parcel H-3 including public access trails, open plazas, and visitor-serving amenities.

The Project is located in Planning District 7, Chula Vista Bayfront, which is delineated on Precise Plan Map Figure 19 of the certified PMP. The Project is located in the Harbor District of the CVB and conforms to the land use designations of "Commercial Recreation" for parcels H-3, H-9, and H-23, "Park/Plaza" for parcels H-8, HP-1, and HP-3A, "Recreational Boat Berthing" for parcels HW-4 and HW-6, the Precise Plan text and Project List, as documented in the PMP Consistency Analysis and Visual Analysis of Attachment A. The Project is fully consistent with Chapter 3 and 8 of the Coastal Act and the District's PMP, which includes, by incorporation by reference, the CVB Development Policies (District Clerk Document No. 59407) ("DPs"), the CVB Master Plan Public Access Program (District Clerk Document No. 59408), and the CVB Master Plan Natural Resources Management Plan ("NRMP") (District Clerk Document No. 65065).

CONSISTENCY WITH CALIFORNIA COASTAL ACT

The Project is consistent with the applicable Chapter 3 policies of the Coastal Act as follows:

Section 30210: Access; recreational opportunities; posting

The RHCC development will encourage access to the public, including locals and visitors, as well as hotel and convention guests by providing new public access opportunities on the CVB that allow all to enjoy the waterfront from the hotels' public spaces and venues. The public will be able to enjoy the plazas, retail, restaurants and recreational facilities at the site.

Public spaces and amenities will be activated with a mix of no-cost and low-cost public amenities to ensure the public will be able to access and engage the public spaces in a meaningful way. In addition, the RHCC will be accessible from and connect to adjacent coastal resources, such as the planned Signature Park (Sweetwater Park), planned Signature Park Extension (Harbor Park) and future bayfront retail and restaurants envisioned in the CVBMP. Improved access and wayfinding signage provided within the RHCC will also improve access to and use of the overall area. The construction of the RHCC will enable a network of public infrastructure within the CVBMP Area to be developed. Implementation of the CVBMP will strengthen the bayfront's connection to Chula Vista's urban core and neighborhoods to the east by extending the City's traditional street grid to ensure pedestrian, vehicular, bicycle, transit, and water linkages.

The RHCC will contain the following public and semi-public areas: Public Esplanade; 340-Foot Setback Area, which includes (1) the Public Open Space Plaza Area (includes the Pacific Coastal Village, Beach Walk and Public Open Plazas) and (2) the Low-Cost Commercial Recreation Area (swimming pool, associated amenities, and Pool Bar); and Hotel Lobby and Great Room, as described in detail below. The RHCC will also provide wayfinding signage and online information, create new multimodal access opportunities, and provide event areas that will further enhance public access opportunities.

- Public Esplanade
  - Consisting of approximately 5 acres, the esplanade will wrap the north, west and south sides of RHCC site. The esplanade will be designed in a park-like fashion with an average 100-foot width on the western boundary of the RHCC site and 50 feet in width on the north and south boundaries. Uses included in the esplanade will include pedestrian walkways, bicycle access ways, landscaping and other pedestrian friendly features. Various public amenities, including benches, bike racks, informational kiosks, public wireless connectivity, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, visible wayfinding signage, drinking fountains, food and beverage outlet, space for mobile food vendors and/or kiosks, and public art will be provided at various locations throughout the esplanade. These elements will provide public recreational opportunities and will encourage access to and around the RHCC site.
- Plaza and Activity Village
  - Half of the Plaza and Activity Village will be the "Public Open Space Plaza Area" and includes three key features: the Pacific Coastal Village, the Beach Walk, and Public Open Plaza Lawns 1 and 2. This area will contain a variety of pedestrian-oriented, activating uses that will be either no cost or reasonably priced. The area will be open to the general public. Uses in this area will

include a mix of pedestrian walkways, plaza areas, low-scale development with commercial recreation, dining and snack stands, bike rentals, retail, limited amounts of parking, and other visitor-serving uses. Open plazas will include a variety of game activities (e.g., oversized games), linear recreation (e.g., walking/jogging), social gathering (e.g., pod seating), nature playground, public art, and wayfinding. A prominent pedestrian thoroughfare, referred to as the Beach Walk, will be provided through the Plaza and Activity Village to guide the public into the Low-Cost Commercial Recreation Area, Hotel Lobby, Great Room, and Main Terrace. The public amenities in this area will be accessible to the public 100% of the time, with the exception of the northerly public open plaza lawn (Public Open Plaza 2), which will be available to the public 85% of the year during the summer months (Memorial to Labor Day) and 75% of the year during non-summer months.

- Half of the Plaza and Activity Village will be a "Low-Cost Commercial Recreation Area" consisting of a pool facility with four swimming pools, ancillary amenities, and a pool bar. General public use of the pool facility will be provided via a "Day Pass Program." The program will make available 150 daily passes for purchase by the general public every day the pool is open for RHCC guests. Day pass rates would not exceed $10 per ticket (with the ability for an annual CPI increase) and would be advertised onsite and online.

- Each area represents about 50% of the 340-Foot Setback Area, or approximately 4.2 acres each, when excluding areas associated with the Public Esplanade, Main Terrace, and the social lawn (an approximate 8,000-square-foot outdoor area associated with a ball and used exclusively by the RHCC or its designee).

- Hotel Lobby, Great Room, and Main Terrace
  - These public areas provide additional restaurants, retail, viewing opportunities, seating, and other visitor-serving attractions. These areas are open to the public with direct access via the Beach Walk and other accessways into the RHCC. The approximately 15,000 square-foot Main Terrace will act as an outdoor extension of the Great Room and invite pedestrians to enjoy the views and public seating provided. The outdoor viewing terraces and lookout points on the RHCC grounds will offer views of San Diego Bay, the planned Harbor Park, and marina. The ground-floor of the Hotel Lobby and Great Room will be approximately 36,000 square feet and will feature a dual-level atrium/indoor garden area that will provide food pavilions and retail opportunities. The Hotel Lobby and Great Room will bring the outdoors in to be enjoyed by the public, fitting the southern coastal theme with incorporation of water features, boardwalks, and beach games. Visitors could meander throughout these areas on a series of pedestrian paths designed to highlight prominent Southern

California experiences. The atrium will be designed in a manner to welcome the public and RHCC guests, and way-finding signage will be provided to inform and encourage visitors to visit all points of interest provided in the lobby. The upper level of the Hotel Lobby and Great Room will feature a restaurant venue that will overlook the atrium below. All amenities in the lobby will be available to the general public and RHCC guests.

Section 30211: Development not to interfere with access

The RHCC development will not interfere with the public's right of access to the bayfront, and as described under Section 30211 above and in the RHCC Public Access Plan (Draft CDP Attachment G), will enhance physical and visual public access to the bayfront.

Section 30212: New development projects

The RHCC development will be located adjacent to the nearest public roadway to the shoreline and as described in Section 30211 above, will enhance physical and visual public access to the bayfront.

Section 30213: Lower cost visitor and recreation facilities; encouragement and provision; overnight room rentals

The resort hotel will offer a varying range of hotel room types, sizes, and prices. Supply-demand analysis prepared by the District dated Sept. 6, 2018 surveyed room rates of 25 hotels and motels in Chula Vista and the South Bay area within five miles of the project site shows that there are many low and moderate cost-lodging options within close proximity to the site. For example, during the peak season, the room rates for a Tuesday night range from $62 to $171, with many of the sites charging less than $100 per night. During peak season, the room rates for Labor Day weekend on a Saturday range from $65 to $215. During the off-peak season, the room rates on a Tuesday are between $62 and $300 and on a Saturday are between $73 and $300. Therefore, the analysis shows that there are already overnight accommodations with a range of room types, sizes and prices in the project area.

In addition, the CVB Master Plan includes demolition and relocation of the RV Park to maintain low cost overnight accommodations on the CVB. The District authorized issuance of a CDP (dated September 12, 2018) for the construction of the new RV park on a 19-acre site referred to as parcel S-1 in the Sweetwater District for 246 stalls (172 traditional RV stalls and 74 stalls with Park Model units placed), associated amenities, and public infrastructure. Construction is expected to begin in 2019 with an anticipated opening mid/late-2020. In sum, based on the range of room types, sizes and prices within 5 miles of the project site and the future RV Park within the CVB, the applicant is not subject to in-lieu fees or comparable mitigation to provide additional accommodations to serve a variety of income types.

Section 30214: Implementation of public access policies; legislative intent
The RHCC will provide public access and activation onsite in such a way that balances hotel and convention center guest services with amenities available to the general public.

Section 30220: Protection of certain water-oriented activities
Adequate water-oriented recreational activities are planned for the Chula Vista Bayfront. The RHCC development will not negatively impact these activities.

Section 30221: Oceanfront land; protection for recreational use and development
The RHCC development will provide a variety of new public access opportunities in the area (as more fully described under Section 30210 above) and such public access will be provided in such a way that balances hotel and convention center guest services with amenities available to the general public.

Section 30222: Private lands; priority of development purposes
The RHCC development will provide a variety of new public access opportunities in the area (as more fully described under Section 30210 above) and such public access will be provided in such a way that balances hotel and convention center guest services with amenities available to the general public.

Section 30222.5: Oceanfront lands; aquaculture facilities; priority
The RHCC development conforms to the uses described in the certified PMP.

Section 30223: Upland areas
The RHCC development conforms to the uses described in the certified PMP.

Section 30224: Recreational boating use; encouragement; facilities
The RHCC development conforms to the uses described in the certified PMP. The RHCC will not be located adjacent to the shoreline and will not negatively impact any areas planned for recreational boating.

BOARD ACTION

On June 18, 2019, by Resolution No. 2019-080, the Board of Port Commissioners found that the subject development conforms to the certified PMP of the San Diego Unified Port District and APPROVED the issuance of a Coastal Development Permit as noted [X] below:

[ ] This development has been approved as submitted.

[X] This development has been approved subject to the terms, conditions and provisions stated in Attachment A to this notice.

The following noted [X] item applies to this finding:

[ ] This action is NOT APPEALABLE under Section 30715 of the California Coastal Act. The Executive Director will issue the permit to the applicant. No work shall be performed until receipt of the permit.

[X] This action is APPEALABLE under Section 30715 of the California Coastal Act. This notice will be sent within five (5) working days of the above Resolution date to the California Coastal Commission. Appeals must be filed with the Commission within ten (10) working days of receipt by the Commission of this notice. Prospective appellants should contact the Coastal Commission for more information.

In accordance with the District's CDP Regulations, a notice of a public hearing regarding the appealable CDP for the Project was mailed to: all property owners, lessees, and occupants within 100 feet of the perimeter of the proposed development; the Mayor and City Manager of the City of Chula Vista; California Coastal Commission; and the Applicant.

At the June 18, 2019 Board of Port Commissioners hearing on the subject CDP, verbal testimony was received in support of the Project CDP from: City of Chula Vista Mayor Mary Salas, City of Chula Vista Councilmember Stephen Padilla, City of Chula Vista Councilmember Jill Galvez, Cindy Gompper-Graves of the South County Economic Development Council, Lisa Cohen of the Chula Vista Chamber of Commerce, Sharon Cloward of the San Diego Port Tenants Association, and Ryan Stone with Elevation Entertainment Group. Following the public hearing, the Board of Port Commissioners unanimously approved the issuance of the CDP. A recording of the Board meeting is available at: https://portofsandiego.legistar.com/Calendar.aspx or by contacting the Office of the District Clerk at (619) 686-6206.

RANDA CONIGLIO
President/Chief Executive Officer

By: _____
Wileen C. Manaois
Director, Development Services

Attachment A: Draft Coastal Development Permit

PORT of SAN DIEGO

SAN DIEGO UNIFIED PORT DISTRICT
DEVELOPMENT SERVICES DEPARTMENT

P.O. BOX 120488
SAN DIEGO, CA 92112-0488
(619) 686-6291

COASTAL DEVELOPMENT PERMIT

Applicant: RIDA Chula Vista, LLC
1777 Walker Street, Suite 501
Houston, TX 77010

Project: Resort Hotel and Convention Center, Parking, Infrastructure and Phase 1A Improvements

Location: Parcels H-3, H-8, H-9, H-23, HP-1, HP-3A, HW-4 and HW-6 on E and H Streets, Chula Vista, CA 91910 (Harbor District of the Chula Vista Bayfront)

You are hereby granted a Coastal Development Permit (this "Permit"). This Permit is issued in conformance with the California Coastal Act of 1976 ("Coastal Act") and the Coastal Permit Regulations of the San Diego Unified Port District ("CDP Regulations"), as adopted by the Board of Port Commissioners ("BPC") on July 1, 1980, Resolution No. 80-193, and as amended on December 2, 1980, Resolution No. 80-343, and on February 14, 1984, Resolution No. 84-62, in accordance with the provisions for the issuance of an [ ] Emergency [ ] Non-Appealable [X] Appealable Coastal Development Permit.

Date of Board Action: June 18, 2019

Board of Port Commissioners Resolution Number: 2019-xx

Date of Permit: xxxxx xx, 2019

Application Number: 2018-025

Permit Number: CDP-2019-xx

The Project, as defined below, is located within the jurisdiction of the San Diego Unified Port District ("District" or "Port") and in the California Coastal Zone. The Project constitutes development pursuant to Public Resource Code (herein "Coastal Act") Section 30106 as it would result in, among other items, demolition, erection of structures, grading, and change in the intensity of use of land. The Project is an appealable development pursuant to Section 30715 of the Coastal Act as it constitutes a category of development for the development of a hotel and roadways not principally for internal circulation within the Port's boundaries and is classified as appealable in the District's certified Port Master

Plan ("PMP"). A portion of the Project is located between the sea (as defined in the Coastal Act) and the first inland continuous road paralleling the sea, and the Project is fully consistent with Coastal Act Sections 30604(c), 30210-30224, and the Coastal Act public access and recreation policies referenced therein. As more particularly described below under "DEVELOPMENT", the Project will include development, construction, operation and maintenance of a resort hotel with event uses, recreational venues, public access amenities, public plazas, a convention center, transportation improvements, parking facilities, and ancillary facilities. These components will be connected and supported by circulation pathways and concourses and will enhance public access and public recreation in the Chula Vista Bayfront ("CVB") by providing multiple public open plazas in the northwestern portion of parcel H-3. Additionally, this Project will enhance public access and public recreation by providing pedestrian-friendly features around the perimeter of and north, west and south portions of parcel H-3 including public access trails, open plazas, and visitor-serving amenities.

The Project is located in the Harbor District of the CVB (Exhibit 1 attached hereto) and conforms to the land use designations of "Commercial Recreation" for parcels H-3, H-9, and H-23, "Park/Plaza" for parcels H-8, HP-1, and HP-3A, "Recreational Boat Berthing" for parcels HW-4 and HW-6, the Precise Plan (as defined below) text and Project List, as documented in the PMP Consistency Analysis (Attachment A attached hereto) and Visual Analysis (Attachment B attached hereto). The Project is fully consistent with Chapter 3 and 8 of the Coastal Act and the District's PMP, which includes, by incorporation by reference, the CVB Development Policies (District Clerk Document No. 59407) ("DPs"), the CVB Master Plan Public Access Program (District Clerk Document No. 59408), and the CVB Master Plan Natural Resources Management Plan ("NRMP") (District Clerk Document No. 65065).

This Permit is limited to the development described below and set forth in material on file with the District and subject to the terms, conditions, and provisions hereinafter stated:

DEVELOPMENT

As specified herein, RIDA Chula Vista, LLC ("RIDA" or "Permittee") proposes to construct a resort hotel and convention center ("RHCC") on parcel H-3 ("RHCC Site" or "parcel H-3"), construction staging and laydown areas on parcels H-9 and H-23 ("Staging"), parking for the RHCC as described in more detail below ("Parking"), infrastructure improvements for the RHCC ("RHCC Infrastructure") and other infrastructure improvements ("Phase 1A Improvements") adjacent to and on parcels H-3, H-23, H-8, H-9, HP-1 and HP-3A (storm drain piping and outfalls) and HW-4 and HPW-6 (storm drain outfalls) (Exhibit 2 attached hereto) as specified in Attachments C and D attached hereto. The RHCC, Staging, Parking, RHCC Infrastructure and Phase 1A Improvements and the associated components are herein, collectively referred to as the "Project."

The Project site is located on parcels that are delineated on Precise Plan Map Figure 19 in Planning District 7 of the certified PMP (Exhibit 3 attached hereto) (collectively, "Site").

The Project components are listed in the PMP Project List (Table 19) as Project Nos. 11: "Resort Conference Center (H-3)"; 13: "Signature Park Extension (H-8 and HP-1)"; 14: "Harbor District Roadway and Infrastructure Improvements"; 15: "Harbor District Baywalk (HP-3A)"; "North Harbor Retail and Marina Support (H-9)"; "Harbor Resort Hotel and Cultural/Retail (H-23)"; and "Chula Vista Harbor Reconfiguration and Marina Support (HW-4)". The PMP land use designations within the limits of the Project are "Commercial Recreation" (H-3, H-9, and H-23), "Park/Plaza" (H-8, HP-1, and HP-3A), and "Recreational Boat Berthing" (HW-4 and HW-6).

All building height limits are measured from finished grade. Building pads shall not be raised from existing grade more than 8 feet. (DP 23.17)

The entire Project shall include the development, construction operation, use and maintenance of the following components/features; provided that Permittee shall have no obligation to operate or maintain any Phase 1A Improvement from and after the completion of the construction of such Phase 1A Improvement.

Demolition:

Preparation of the Site for construction will require demolition, clearing and/or grubbing (collectively, "Demolition") of approximately 27.7 acres of the existing improvements (approximately 6.0 acres of vegetation and ground cover (non-native to the region nor sensitive habitat), 14.6 acres of asphalt concrete ("AC") and approximately 7.1 acres of concrete). Specifically, the improvements for Demolition include:

- An existing recreational vehicle park ("RV Park"), including concrete pads, sidewalks, internal streets, driveways, accessory buildings and pool facilities, and associated improvements.

- AC streets, gutters, curbs and curb cuts, including a portion of Sandpiper Way adjacent to the RV Park and north to G Street, Marina Parkway from H Street north to G Street and a portion north of G Street from Quay Avenue east to the UTC Aerospace Systems entrance, and Bayside Parkway from Quay Avenue east to Sandpiper Way.

- Vegetation and ground cover (non-native to the region nor sensitive habitat).

- Sewer, water, storm drain, gas, electric, telecommunication utilities, a sewer pump station, walls and fencing.

All items that are not recyclable or reusable on-site will be transported and disposed at a certified landfill facility. Additionally, all monitoring wells that are located within the areas to be demolished will be protected in place, abandoned or relocated, where appropriate and as allowed or required by law, during the demolition of the existing Site improvements.

Street, Pedestrian and Bicycle Improvements:

As depicted on Attachment D, attached hereto, street improvements for the Harbor District include approximately 3,500 linear feet of proposed streets that will be paved with AC and developed with concrete curb and gutter on both sides of the streets. Pedestrian sidewalks and bicycle paths will also be developed and will provide connectivity to other existing and planned facilities in accordance with the certified PMP. These improvements more particularly include the following:

- H Street west of Marina Parkway to the RHCC entrance as a 3-lane Class II Collector and to the intersection with E Street as a 2-lane Class II Collector, with both segments having a width of approximately 58 feet. Approximately 60 parking spaces of diagonal on-street public parking will be provided on the southern side of the newly developed H Street with a five-foot wide contiguous concrete sidewalk. The on-street parking is provided to solely serve the future Signature Park Extension as described in PMP Project List 13 (also referred to as "Harbor Park" herein). Any enforcement of the parking restriction will be conducted by the District. The parking also includes nine-foot wide landscaped median pop-outs to provide landscape breaks within the parking area. Signage indicating that the parking is public parking for the park will also be installed. A 12-foot wide AC Class I bike path will be provided within parcel H-9 on the southerly side to connect the existing bike path along H Street east of Marina Parkway to the future path system planned in Harbor Park. Public pedestrian and bicycle circulation on the north side of H Street will be provided within the esplanade on the perimeter of parcel H-3. One bio-filtration basin will be provided on parcel H-8 south of the intersection with E Street to provide storm water treatment.

- E Street from the roundabout at the intersection of H Street northerly and then easterly to the roundabout at the intersection of G Street as a 2-lane Class III Collector. A center turn lane will be provided in areas of high use driveways, for a total width of 36 to 58 feet. Approximately 50 spaces of diagonal on-street public parking will be provided on the western side of the street with a five-foot wide contiguous concrete sidewalk. The on-street parking is provided to solely to serve the future Harbor Park. Any enforcement of the public parking restriction will be conducted by the District. The parking also includes nine-foot wide landscaped median pop-outs to provide landscape breaks within the parking area. Signage indicating that the parking is public parking for the park will also be constructed. Public pedestrian and bicycle circulation on the east and south side of E Street will be provided within the esplanade on the perimeter of parcel H-3. Mid-block pedestrian crossings and two transit stops will be provided on the west and east sides of E street at mid-block to enhance public access. An adequate number of bio-filtration basins will be provided at appropriate locations to provide storm water treatment, as reviewed and approved by the District prior to issuance of any building permit for the Project.

- Approximately 200 linear feet of E Street from the roundabout at the intersection of G Street northerly to transition into the existing Lagoon Drive, as a 2-lane Class III Collector, with a width of 32 feet. An adequate number of bio-filtration basins will be provided at appropriate locations before the transition to existing Lagoon Drive to provide storm water treatment, as reviewed and approved by the District prior to issuance of any building permit for the Project.

- An extension of G Street from the roundabout at the intersection of E Street easterly to the RHCC truck driveway and the existing Gate 66 entrance to Collins Aerospace (formerly Rohr) to a width of 28 feet. One bio-filtration basin will be provided on the northerly side of G Street to provide storm water treatment.

- A total of four raised speed table pedestrian crossings on H Street and E Street at key access locations to the RHCC to assist with traffic calming. Raised speed table locations will be provided on H Street at mid-block and on E Street at mid-block, the northeasterly curve, and before the intersection of G Street.

- Planting of palms of the varieties *Brahea armata* (Mexican Blue), *Brahea edulis* (Guadalupe), *Phoenix dactylifera* (Date), and/or *Washingtonia filifera* (California Fan) on H Street and the southern leg of E Street between the future Harbor Park and the RHCC Site, highlighting the RHCC Site and the 100-feet public esplanade along E Street being implemented on the RHCC Site. Planting of the same variety of palms on the E Street frontage of future Harbor Park. As E Street curves easterly around the north end of the RHCC Site, smaller canopy trees will be planted to transition the tree canopy from the Harbor District, leading into the Sweetwater District.

- Shrub and groundcover plantings in the right of way as part of the RHCC Site landscape and the Phase 1A Improvements street landscape respectively. Landscape plantings will be a mixture of low and medium water use to help reduce water consumption.

- Irrigation of low flow and water conserving heads for street plantings and ground cover.

Utility Improvements:

<u>Sewer</u>:

Sewer system improvements in E Street and G Street, consisting of approximately 1,800 linear feet of 10-inch to 12-inch gravity main and 1,000 linear feet of sewer force main. Additional sewer system improvements will include an approximately 160,550-gallon emergency storage tank located on the H-3 parcel for the planned G Street Sewer Pump Station (pump station proposed by City under separate permit) and associated piping and appurtenances. The RHCC sewer proposed through the Marina Parkway utility corridor

will extend southerly, approximately 200 linear feet from the H Street and Marina Parkway intersection to service parcels H-9 and H-23.

Water:

Water distribution system improvements in H Street, E Street, and G Street, consisting of approximately 3,600 linear feet of 12-inch to 16-inch water main with appurtenances.

Dry Utilities:

The dry utilities, including gas, electrical, and telecommunications, will be located together in a 4,100 linear-foot joint utility trench adjacent to the sidewalk and/or behind the curb of H Street, E Street, and G Street. The electric service utility trench will extend approximately 1,300 feet to the east along the southerly side of the existing bike path of H Street from the intersection of H Street and Marina Parkway to connect into existing San Diego Gas & Electric ("SDG&E") electrical facilities east of the intersection with Bay Boulevard. Additional communication conduits (not associated to the utility companies) may be provided within the street sections for District or City use, however, they will not be included in the joint utility trench per SDG&E requirements.

Street Lights:

Street lights will be at 150-foot interval on alternating sides of E, G, and H Streets, and on the west side of E Street for the portion north of the E Street roundabout. Street light fixtures will not exceed 3,000 Kelvins.

Drainage Improvements:

Drainage improvements include approximately 1,900 linear feet of 18-inch to 48-inch reinforced concrete pipe ("RCP") storm drain piping and associated structures within H Street, E Street, and G Street, and approximately 1,100 linear feet of 36-inch to 48-inch storm drain outfall pipe and structures across future Harbor Park to three new outfalls to San Diego Bay. The improvements to the outfalls and associated facilities include:

- An existing 18-inch outfall located north of the E and G Street intersection will be replaced with a new 36-inch RCP outfall. This storm drain system will collect the storm water runoff from the northeast portion of the Harbor District and the RHCC Site and discharge northerly at a new location south of the existing 18-inch outfall (located further north of the proposed outfall). The proposed RCP and outfall extend onto a portion of parcel HP-1(N).

- A new 36-inch to 42-inch RCP storm drain pipe will be constructed from E Street to a new 42-inch outfall at the northwest corner of future Harbor Park and Harbor District Baywalk. This storm drain system will transport the storm water drainage from a portion of E Street and the northwest portion of the RHCC Site. The

proposed RCP and outfall extend onto a portion of parcels HP-1(N), HP-3A, and HW-6.

- An existing 24-inch outfall located to the south of existing Bayside Park (future Harbor Park) will be replaced with a new 48-inch RCP and outfall which will accommodate the storm water drainage from the southern portion of E Street, the western end of H Street, and the southwest portion of the RHCC Site. The proposed RCP and outfall extent onto a portion of parcels H-8, HP3A, and HW-4.

- The drainage improvements will also include bio-filtration basins near the inlets on the both sides of H Street, E Street, and G Street.

- A series of bio-filtration basins previously described above under *Street, Pedestrian and Bicycle Improvements* have been located and sized at the low points of the streets to accommodate the runoff from the streets and sidewalks of H, E, and G Streets. The low flow storm water runoff from the streets will enter these basins through a series of curb-cuts or curb outlets that can flow into the bio-filtration basins through landscaped drainage swales.

Resort Hotel and Convention Center (RHCC):

The RHCC Site totals approximately 37 acres on a site that contains vacant land, streets, and an RV Park. The RHCC is comprised of a resort hotel (the "Hotel"), a convention center (the "Convention Center"), a 340-foot-wide bayward area on parcel H-3 (shown on Exhibit 4 of the DPs), including visitor-serving uses (e.g., public open space plazas, retail, and food and beverage establishments) and a other commercial recreation uses (the "340-Foot Area") and a public esplanade ("Public Esplanade"), each as described in more detail below and in Table 1, which includes the development square footage and other parameters for the RHCC. The table below is derived from the RHCC concept plans provided, in part, as Attachment C attached hereto. Within the table, location references are shown in parens (#) that correspond to a keyed site map provided as Attachment E attached hereto. Height limitations and other parameters are not addressed in Table 1 but are found below under the descriptions of the "Hotel" and "Convention Center" components.

TABLE 1

Project Feature	Development Square Footages (square feet (ft2)) and Other Parameters	Notes
Hotel	Rooms: 1,570 to 1,600 separately keyed lodging units, including balconies, bathrooms, common areas for suites and sleeping quarters (individually, "Room" and collectively, "Rooms")	"Accessory Uses" may include the lobby, back of the house amenities, elevator shafts, mechanical equipment, utilities,

	Retail: approximately 4,920 ft2 but not more than 7,500 ft2 Spa and fitness center: approximately 9,963 ft2 but not more than 15,000 ft2 Food and beverage establishments: approximately 37,765 ft2 but not more than 48,000 ft2 Total food and beverage establishment seats (indoor and outdoor): approximately 1,350 but no more than 1,500 **TOTAL MAXIMUM FT2 (including Accessory Uses): approximately 1,104,450 ft2 but not more than 1,200,000 ft2**	telecommunication equipment, business center, game room, food market, retail and similar accessory uses and amenities.
Convention Center	Meeting space: approximately 219,845 ft2 but not more than 238,000 ft2, of which not more than 165,000 ft2 of contiguous exhibit and flex space is located in a single enclosed room Break-out space: approximately 57,245 ft2 but not more than 80,000 ft2 Pre-function space: approximately 73,536 ft2 but not more than 90,000 ft2 Convention Center: approximately 406,872 ft2, including 20,246 ft2 NE event lawn and 36,000 ft2 NW event lawn Convention Center back of house (inclusive of ancillary uses):	

	approximately 311,834 ft2 but not more than 350,000 ft2 **TOTAL: 718,706 ft2 but not more than 800,000 ft2**	
340-Foot Area	Visitor serving retail: approximately 4,131 ft2 but not more than 5,000 ft2 Social lawn (21): approximately 8,000 ft2 Public open plaza lawn 1 (22): approximately 25,400 ft2 Public open plaza lawn 2 (24): approximately 32,000 ft2 Food and beverage establishments: approximately 9,240 ft2, including restaurants with approximately 6,191 ft2 but not more than 6,500 ft2, coffee houses with approximately 2,340 ft2 but not more than 2,500, and pool bar and grill seating area of approximately 709 ft2 but not more than 11,000 ft2 Back of House Hotel: approximately 6,500 ft2, including restrooms with approximately 250 ft2 but not more than 1,000 ft2, and mechanical equipment and service area with approximately 4,246 ft2 but not more than 6,000 ft2 Food and beverage establishment seats: approximately 256 but no more than 300 **TOTAL 340-FOOT AREA: approximately 9 acres**	"Other Amenities" that may be included in the visitor-serving use area include, but, are not limited to, informational kiosks, ATMs (if they do not pose a security risk), and public art. "Pool" and "Pool Amenities" may include lazy rivers, water slides, wave pool, children's pool, adult pool, jacuzzies, minor food and beverage establishment serving the Pool, fencing, and cabanas; provided, however, these amenities shall be located outside of the area of visitor-serving uses.

Public Esplanade (30)	Public Esplanade kiosk (35): approximately 300 ft2 **TOTAL PUBLIC ESPLANADE: approximately 5 acres**	

The Hotel and the Convention Center have combined total indoor space of approximately 1,780,281 square feet but no more than 2,000,000 square feet. The Hotel, the Convention Center, and the two Convention Center event lawns have combined total space of approximately 1,823,156 square feet.

Including the 340-Foot Area, the RHCC includes multiple commercial recreation uses such as swimming pools, water features, landscaped plaza, dining terraces, retail amenities, indoor and outdoor gardens, walking trails, a spa, and a fitness center. Of the approximately 37-acre RHCC Site, approximately 23 acres would be utilized for the Hotel and Conference Center, approximately 9 acres would be utilized by the 340-Foot Area, and approximately 5 acres would be utilized for the Public Esplanade. No less than 4.2 acres of the 340-Foot Area shall be visitor serving.

Access to the RHCC Site will be provided from E Street and H Streets. The primary vehicular entrance for the RHCC is from two lanes off of H Street. The Hotel will have a grand entry court and the Convention Center will have a separate designated drop off zone. An additional group drop-off will be provided from E Street near the G Street intersection, along with access to the RHCC Site's primary vehicle parking. Service and loading to the RHCC will occur at a dedicated dock located at the easterly side of the RHCC Site that would be accessed from the north and south by an internal private drive connected to G Street and H Street.

Landscaping throughout the RHCC Site will utilize non-invasive plant species with an emphasis on species native to California.

On the west side of the RHCC Site (the 340-Foot Area), the ground floor of the development and associated outdoor areas shall include a variety of pedestrian-oriented amenities and activating uses, such as restaurants, outdoor cafes with sit down and walkup service, informational kiosks, ATMs (if they do not pose a security risk), public art or gift shops easily accessible to the public. Linkages are provided to, from and through the RHCC Site such that the public feels welcome on the RHCC Site and encouraged to connect to public promenades and other public amenities in the park areas or along H Street and Marina Parkway. Other public amenities shall be provided at various locations around the Hotel site including public wireless connectivity, drinking fountains, bike racks, and horticultural interpretive labels on landscape elements. Other public amenities may also include educational and historic plaques/displays and dog drinking fountains. These

elements represent public recreational opportunities and shall encourage access to and around the RHCC Site.

Individual components of the RHCC include the following:

Hotel:

- Rooms would primarily be in a single tower with a maximum height of 240 feet (measuring from no more than 8 feet above existing grade) and the tower would be oriented in a north-south position to avoid east-west monolith massing to reduce the potential for bird strikes.
- The Hotel will include a main lobby that is anticipated to include an atrium, which is anticipated to be constructed of glass walls with a translucent roof, with a maximum height of 80 feet (measuring from no more than 8 feet above existing grade), and food and beverage uses.
- Food and beverage establishments.
- The Hotel tower would include ancillary uses such as a business center, game room, market for Hotel guests, retail, spa and fitness.
- Wireless telecommunication equipment would be architecturally integrated onto the Hotel tower and would not exceed the maximum 240-foot height limit.

Convention Center:

The Convention Center would contain several components including an exhibit and flex hall which could be used for multiple functions including exhibits, dining, meetings, and ballroom functions. a separate social ballroom; three ballrooms; three levels of meeting space; and two outdoor meeting and event lawns. These spaces would be available to rent by a single group or multiple groups simultaneously. The Convention Center components would include the following:

- Contiguous exhibit and flex space in one enclosed room, including indoor exhibit space, ballrooms, and meeting space (excluding pre-function space).
- Two outdoor meeting and event lawns provided for pre- or post-function, meeting, and/or temporary events. Two lawns are located on the north side of the Convention Center. These lawns would be located outside of the 340-Foot Area. The northeasterly lawn would also be used for an annual temporary event, if held, the current version of which is known as “ICE!”, that would occur inside a removable tent. When the tent is not used for such temporary event, then the tent may be removed and/or used as pre- or post-function, meeting, and/or other temporary events.

- All of the indoor/outdoor function space would be connected and supported by public circulation concourses and pre-function areas on the northerly, southerly, and westerly side of the Convention Center and service and support spaces primarily on the easterly side of the Convention Center.

- The height of the Convention Center building is estimated at 98 feet, but in no event shall it exceed 120 feet.

<u>340-Foot Area, including Visitor-Serving and Commercial Recreation</u>:

The RHCC Site includes the 340-Foot Area measured east-west from the E Street public esplanade, described below, and that is approximately 9 acres. The 340-Feet Area will include various publicly accessible uses and amenities, as described by summary of the Plaza and Activity Village public access (Attachment F) and RHCC Public Access and Activation Plan (the "Public Access Program") (Attachment G). The additional management features of the 340-Foot Area are also included in the Public Access Program. Structure heights in the 340-Foot Open Plaza Area will not exceed a maximum height of 35 feet (measured from no more than eight feet above existing grade). The following commercial recreation and visitor-serving components would be located within the 340-Foot Area and are discussed in detail in the Public Access Program:

- Commercial recreation uses, including the Pool and Pool Amenities subject to the associated Day Pass Program that is available to the general public as described in the Public Access Program implemented by Special Provisions 18 and 31.

- Visitor-serving uses, including open space plazas and a variety of pedestrian-oriented amenities and activating uses, such as restaurants, outdoor cafes with sit down and walkup service, informational kiosks, ATMs (if security allows), public art or gift shops easily accessible to the public.

- Removable retail and/or food/beverage kiosks.

- One-way drive lane with approximately 19 parking spaces and valet service.

<u>Public Esplanade</u>:

The RHCC Site includes a public esplanade that would comprise approximately 5 acres and would wrap around the south, west, and north perimeter of parcel H-3 with a minimum width 50- feet along H Street, an average width of 100 feet on the west side along E Street, and a minimum width of 50 feet on the north side along E Street. The esplanade would include pedestrian promenades, bicycle access ways, landscaping, street furniture, and other pedestrian friendly features, such as sidewalks and connectors.

Parking:

DP 24.6 allows parking requirements to be reduced if it can be demonstrated that the use would be served by alternative transit. Pursuant to a Parking Analysis prepared by LLG, dated June 13, 2019 ("LLG Parking Report"), attached hereto as Attachment I, the RHCC Site would be served by a mix of alternative transit, including ride share, charter buses, airport shuttles, the San Diego Trolley, Bayfront Shuttle (to be implemented prior to issuance of a certificate of occupancy for the RHCC), Bayshore Bikeway, and future ferry/water taxi service. Pursuant to the LLG Parking Report, the required parking for the Project includes an overall 35 percent reduction factor for parking rates required in Exhibit 4 of the CVB Public Access Plan for hotel rooms, conference center, and hotel restaurant. With alternative transit, the LLG Parking Report concludes that RHCC parking is 1,640 spaces, as calculated below:

Table 1

Gaylord Resort Parking Demand
6/13/2019

Land Use	August 2012 CVBMP - PAP, Table 1			Gaylord Resort & Convention Center		
	Intensity	Parking Rate	Parking Required	Intensity	Parking Rate	Parking Required
Hotel, rooms	2000	1.00	2000	1600	0.65	1040
Hotel Restaurant, seats	1600	0.11	176	1500	0.11	165
Conference Center, ksf	415.0	1.60	664	318.0	1.04	331
subtotal			2840			1536
Lawn Conference, ksf	415.0	1.60	664	56.2	1.04	58
Park F&B, seats				300.0	0.11	33
25% of North Public lawn, ksf				31.45	0.4	13
TOTAL			**2840**			**1640**

	Parking Rate Reductions	
	Hotel	*Conference Center*
a) Ride Sharing	0.20	0.10
b) Charter Buses	0.10	0.20
c) Airport Shuttle	0.02	0.03
d) Trolley	0.02	0.01
e) Bayfront Shuttle, Ferry, Water Taxi, Bayshore Bikeway	0.01	0.01
Total Reduction Factor	0.35	0.35
PAP Rate	1.00	1.60
Revised Rate	0.65	1.04

Parking Provided	
A) Garage	1600 spaces
B) Public Plaza	19 spaces
C) Service Yard	14 spaces
D) Group Drop-Off	45 spaces (19 buses)
Total	1678

Consequently, parking for the RHCC Site would be primarily served by a parking garage with a minimum of 1,600 parking spaces. During construction, surface parking would be provided on the neighboring H-23 site. If the 1,600-space parking garage is not completely constructed by the time of issuance of certificate of occupancy for the RHCC, then the at least 1,600 surface parking spaces will be provided on H-23, but in no event shall the surface parking continue more than four years after issuance of certificate of occupancy for the RHCC.

The following address the parking on H-3:

- A minimum of 1,600 space parking garage on the northeast portion of the RHCC Site with a preference of maximum parking spaces in the garage.
- Approximately 45 parking spaces south of the Convention Center (45 spaces can be utilized for up to 19 bus parking spaces when needed).
- Approximately 19 parking spaces at the northwest portion within the 340-Foot Area.
- Approximately 14 parking spaces in the service yard east of the Convention Center.
- Additional approximately 7 bus loading/unloading bays provided south of the Convention Center and truck loading/unloading bays provided in the service yard east of the Convention Center.
- Demolition and/or conversion of the parking lot for a future H-23 use (future development of H-23 is not part of this Permit). Upon opening of the H-3 garage, all use of H-23 parking for H-3 shall automatically cease being used for the RHCC and no longer be available for the RHCC unless an amendment to this Permit is obtained.

All new on-street parking provided as part of the Phase 1A Improvements is designated for the future Harbor Park development exclusively and shall not be used by the RHCC.

A preliminary Transportation Demand Management Plan ("TDMP") for the RHCC was developed by LLG, dated May 20, 2019, and contains policies aimed at managing parking (Attachment J attached hereto), including but not limited to the following:

- Limit parking supply: The 1,600 parking spaces provided would be in line with demand calculations for typical operations. To encourage smart growth principles and a mix of transportation options, surplus event parking would not be proposed.

- Unbundle Parking Costs: Hotel guests would be required to pay for parking separately to serve as a financial incentive for guests to consider alternative forms of transportation.

- Utilize Parking Permits: The parking structure would require secured card key access, available to the public and hotel guests alike.

- Implement a Parking Management Plan: A Parking Management Plan would promote smart growth principles and provide a guide for parking enforcement and other parking management issues.

A final TDMP is required by Special Provision No. 27 prior to issuance of any certificate of occupancy for the RHCC.

A Parking Management Plan is required by Special Provision No. 28 in order to provide detailed performance criteria and outline measures that Permittee will undertake to ensure that adequate parking is available. The Parking Management Plan will address

how parking capacity would be monitored to ensure that parking is available to guests, patrons, employees, and the general public. The Parking Management Plan will also include a Parking Monitoring Plan requiring the Permittee to submit annual parking surveys to the District providing regular parking counts for a minimum of three years from the date of issuance of the first certificate of occupancy for the RHCC. At a minimum, two parking surveys per year will be conducted during peak usage days/hours and include at least one major holiday weekend. At the end of the three-year reporting period, the Permittee would submit a Final Monitoring Report for the District's review.

Project Construction Phase

The overall assumed construction duration for the Project is approximately 36 months, with an expected peak of approximately 1,200 workers. Worker parking would be provided on parcels H-23 and H-9 as part of the temporary construction staging and laydown areas, and in the surface parking lot on parcel H-23. RIDA will have its contractor notify employees of the availability of public transit, which is provided via the nearby San Diego Trolley and City/Regional bus services.

Schedule/Anticipated Truck Deliveries:

The following is the anticipated schedule for construction and may change without a need to amend this Permit; provided the number of anticipated truck deliveries does not substantially increase during any one of the phases. The transportation plan assumes controlled access entering/exiting the RHCC Site, posting of flagmen at critical locations, and street cleaning at egress locations.

- Site demolition/preparation anticipated to commence mid-2020 through early-2021 (23,000 anticipated truck deliveries).
- Excavation/foundations anticipated to commence mid-2020 through mid-2021 (3,000 anticipated truck trips deliveries).
- Concrete structure anticipated to commence early-2021 through mid-2022 (7,100 anticipated truck deliveries).
- Steel and exterior structure anticipated to commence early-2021 through late 2022 (1,500 anticipated truck deliveries).
- Interiors and remaining miscellaneous anticipated to commence mid-2021 through mid-2023 (20,000 anticipated truck deliveries).

Site Logistics:

Below are the minimum Site construction logistics:

- A temporary access road to Marine Group Boatworks shall be developed that gives full access to the Marine Group Boatworks site until completion of the new road improvements. Upon completion of the new road improvements, Permittee shall restore the temporary access road to pre-construction conditions.

- Perimeter fencing and job site gate access shall be provided to supervise who enters and exits the job site.

- Full-time dust control shall be provided during construction operations.

- Up to 15 acres on parcel H-23 and up to 4 acres (bounded by existing Sandpiper Way, Marina Parkway, and future H Street extension) on parcel H-9 will be used as a construction staging and laydown area to house trailers, material, equipment staging, and parking for construction workers during construction of the Project. The laydown area will have a compacted subgrade or gravel base.

- Bayside Park (future Harbor Park site) may be closed during construction of the Project's Phase 1A Infrastructure and drainage. Closures of Bayside Park will be scheduled to be the minimum necessary and permitted only when necessary to accommodate demolition and construction activities onsite, or those related to the adjacent street and utility improvements. Construction staging and storage shall not occur at the park. The public fishing pier, public restrooms and pedestrian access to the pier and restrooms shall not be closed during construction other than in the case of emergency; provided, however, water and/or sewer service may be interrupted during construction of infrastructure, including without limitation, Phase 1A Improvements, for the Project. If water and/or sewer is not available to the public restrooms as a result of construction of the Project, Permittee shall provide a portable restroom and hand sanitizing station for public use prior to the unavailability of the water and/or sewer at the public restrooms.

- A 20-foot-high temporary noise barrier or wall will be installed along the northeast Project property line with returns along the east and west property lines (consistent with Figure 4.7-11 of the Final EIR and Mitigation Measure ("MM") 4.7-5). The barrier will be made of solid material, with no gaps or cracks through or below the wall and will have a minimum density of three and a half pounds per square foot. The barrier will block line-of-sight between the source and receiver and will be long enough to prevent flanking around the ends.

<u>Sea-Level Rise and Design of the Project:</u>

The Project includes development on and off-site of Parcel H-3. Off-site improvements include the development of H Street along the south side of Parcel H-3, and E Street along the west and north sides of the parcel including a spur connection on G Street to the northeast of parcel H-3. The planned streets surround parcel H-3 to the south, west and north. Per the recommendations of the Chula Vista Bayfront Harbor District Road

Improvement Sea-level Rise Analysis ("SLR Analysis") prepared by ESA, dated January 2017, the streets will be built with a minimum crown elevation of 13.5 feet relative to the North American Vertical Datum of 1988 ("NAVD"). Although fronted by existing Bayside Park to the west (future site of Signature Park extension / Harbor Park), these streets are the most bayward components of the Project and therefore, the most vulnerable to sea level rise and coastal hazards. The SLR Analysis assessed the vulnerability of these roads based on the National Research Council (2012) sea level rise projections, which were considered the best-available science at the time of the report and consistent with the adopted California Coastal Commission's (2015) Sea-Level Rise Policy Guidance. According to the SLR Analysis, the proposed road improvements with road elevations at 13.5 feet NAVD are not expected to be flooded by the 100-year Bay flood scenario in the 2100 mid-range sea level rise projection of 3 feet of sea level rise. However, without adaptation, 10-year bay flooding could occur in the 2100 high-range sea level rise projection of 5.5 feet of sea level rise. Potential adaptation measures such as raising the road further and improving the boat marina breakwater and fishing pier would reduce future flood risks and avoid the potential for flooding of the improved roads in a 10-year Bay flood scenario of 5.5 feet of sea level rise. With potential adaptation measures designed to dissipate waves during a 100-year Bay flood scenario of 5.5 feet of sea-level rise, some flooding could occur in a 100-year scenario (e.g., up to 6 inches of flooding over 2 hours with ponding persisting); however, this level of flood risk could likely be accommodated and therefore represents an acceptable level of risk. Therefore, implementation of these adaptation strategies, as needed, will protect the proposed street improvements over the expected economic life of the structure. Similarly, the proposed site elevation of Parcel H-3 is designed with 13.5 feet NAVD consistent with the road elevation recommendation. For the avoidance of doubt, Permittee shall have no responsibility for maintaining or modifying any off-site improvements after the construction thereof. (DP 3.2; NRMP 2.3-1 (IX), NRMP 7.5-1 (III))

STANDARD PROVISIONS

1. Subject to Special Condition 62, Permittee shall adhere to the current plans for the Project on file with the District dated November 2018, January 2019, and May 2019, incorporated herein by reference, as approved by the District and the Project features, described above, for the Project.

2. Permittee shall notify the District of any changes in the development as herein described. Notification shall be in writing and be delivered promptly to the District. District approval of the Project change may be required prior to implementation of any changes.

3. Permittee shall meet all applicable codes, statutes, ordinances and regulations for the Project and shall obtain all necessary and applicable permits from local, regional, state, and federal agencies for the Project.

4. Permittee shall conform to, and this Permit is subject to, the permit rules and regulations of the District, including, but not limited to, the CDP Regulations (District Clerk Doc. No. 19171).

5. Development of the Project shall commence within three (3) years following the date of Permit issuance by the District. Once commenced, said development shall be pursued in a diligent manner and completed within a reasonable period of time.

6. The Permit is in no way intended to affect the rights and obligations heretofore existing under private agreements nor to affect the existing regulations of other public bodies.

7. This Permit shall not be valid unless two (2) copies have been returned to the Development Services Department of the District, upon which copies the Permittee has signed a statement agreeing that Permittee will abide by the terms, conditions, limitations, and provisions of this Permit.

8. All District tidelands are regulated under Regional Water Quality Control Board ("RWQCB") Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100 National Pollutant Discharge Elimination System ("NPDES") Permit No. CAS0109266, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems ("MS4s") Draining the Watersheds Within the San Diego Region ("Municipal Permit"). The Municipal Permit prohibits any activities that could degrade stormwater quality.

   Permittee shall ensure that post-construction / operational use of the RHCC Site complies with the Municipal Permit and District's direction related to permitted activities, including the requirements set forth in the District's Jurisdictional Runoff Management Program ("JRMP"). The JRMP is available on the District website: https://www.portofsandiego.org/environment/clean-water or by contacting the Stormwater Department, (619) 686-6254.

9. The Project may be subject to the District post-construction BMP requirements. If so, approval of the Project by the District is necessarily conditioned upon submission by Permittee of a specific Stormwater Quality Management Plan ("SWQMP") for the Project that meets District's requirements and is compliant with the District BMP Design Manual (JRMP Appendix D). Permittee shall implement all post-construction structural and non-structural Best Management Practices ("BMPs") on parcel H-3 throughout the life of the Project.

   The implementation and maintenance of the post-construction BMPs with respect to the Project constitute regulatory obligations for Permittee, and failure to comply with the Municipal Permit, the JRMP, or the District-approved SWQMP, including the specific BMPs contained therein, may be considered a violation of this Permit and a violation of District Code.

In the discretion of the District, prior to commencement of construction, Permittee may be required to require that their contractor(s) furnish security, naming the District as a dual obligee, in the form of a performance bond and a payment bond, each in an amount deemed appropriate by the District to guarantee payment of the subcontractors, completion of the approved work under this Permit, and compliance with the conditions and limitations upon which such Permit is granted. Prior to commencement of construction, Permittee may also be required by the District to furnish security in the form of a payment bond in an amount deemed appropriate by the District to guarantee payment to the contractor(s) for work performed under this Permit.

10. By accepting this Permit, Permittee acknowledges and agrees (a) that the Project Site may be subject to environmental conditions and hazards; (b) to assume the risks to the Permittee of injury and damage from such conditions in connection with the implementation or operations of the Project; (c) to unconditionally waive any claim of damage or liability against the District, its Board of Port Commissioners, officers, agents and employees ("District" for purposes of this condition) for injury or damage from such conditions to persons performing the development for which this Permit is issued or operating on the Project Site under this Permit; (d) to defend, indemnify and hold harmless, and require that Permittee's contractor(s) engaged to perform the development of the Project defend, indemnify and hold harmless, the District from any claim, demand, liability, loss, action, administrative agency appeal, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment (collectively, Claims) arising out of, resulting from, or in any way related to the performance of the development by Permittee's contractor(s) for which this Permit is issued, with the exception of any claim, action, damages, liability or costs arising or resulting from the project caused by the gross negligence or willful misconduct of the District; (e) to defend, indemnify and hold harmless the District from any Claims arising out of, resulting from, or in any way related to Permittee's operation of the Site with the exception of any claim, action, damages, liability or costs arising or resulting from the Project caused by the gross negligence or willful misconduct of the District; (f) to defend, indemnify and hold harmless the District from any Claims arising out of, resulting from, or in any way related to the District's approval of the Project and the granting of this Permit; and (g) that Permittee will require Permittee's contractors to name the District as an additional insured on all policies of insurance, now in existence or to be obtained by them, for the work conducted pursuant to this Permit.

11. Permittee acknowledges and agrees that: (a) it is the sole and exclusive responsibility of Permittee, and not the District, to ensure that all persons and/or entities who provide any labor, services and/or equipment in connection with the Project, shall comply with the requirements of California's prevailing wage laws (the "PWL"), to the extent such laws are applicable; and (b) it is the sole and exclusive responsibility of Permittee, and not the District, to determine whether the Project is subject to the PWL by obtaining a determination by means that do not involve the District. If any portion

of the Project is determined to be subject to the PWL, Permittee shall comply with all applicable provisions of the PWL with respect to that portion of the Project, and shall take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project shall likewise comply with all applicable provisions of the PWL.

Permittee further acknowledges and agrees that Permittee's failure to comply with all applicable provisions of the PWL, and/or its failure to take reasonable steps to ensure that all persons and/or entities who provide any labor, services, equipment and/or materials in connection with the Project comply with all applicable provisions of the PWL, shall render Permittee, and not the District, liable for all remedies (inclusive of all applicable fines and penalties), afforded by law as a consequence of such non-compliance. Permittee expressly agrees to defend, indemnify and hold harmless the District, from any claim, demand, liability, loss, action, damage, cost, expense (including all attorneys' fees and consultant/expert fees), award, fine, penalty or judgment arising out of, resulting from, or in any way related to the PWL (collectively "PWL Claim") made against or incurred by the District in any capacity (including, without limitation, as a real party in interest), except for any PWL Claim arising out of the sole negligence or willful misconduct of the District.

12. The conditions of this Permit are independent of, and in addition to, the obligations of Permittee under any existing lease(s), Tidelands Use and Occupancy Permit(s), or other contractual agreement(s) with the District, and are binding upon Permittee and its agents, representatives, successors and permitted assigns.

SHORT TERM CONSTRUCTION MEASURES

Any reference in this section "Short Term Construction Measures" to Permittee's obligations under this Permit shall be to the obligations of Permittee. Short term construction measures solely apply to the duration of construction of the Project as authorized herein. The "Short Term Construction Measures" may apply during major maintenance, repairs, replacement and alterations to the portions of the Project on parcel H-3 if those activities alone would have required a Coastal Development Permit.

1. To minimize nuisance effects from lights or glare during construction, Permittee will require the construction contractor to shield and direct night lighting away from adjacent areas.

2. All construction equipment shall be maintained in peak condition to reduce operational emissions.

3. Diesel equipment shall use low-sulfur diesel fuel.

4. Electric equipment shall be used to the maximum extent feasible during construction.

5. Permittee shall require the construction contractor to provide construction employees with transit and ride share information.

6. Permittee shall ensure that any site contamination is identified and a site restoration plan, acceptable to the appropriate regulatory agencies, is prepared and implemented to reduce any existing contamination to a level that has no potential to threaten employee or human health as defined under existing laws and regulations. If any potential exists for impacts to employee health from exposure to hazardous materials, workers shall be provided with adequate protective gear.

7. Permittee shall require all employees that are exposed to noise levels in excess of Occupational Safety and Health Administration hearing protection thresholds, during construction of the Project, to wear noise protection devices (ear plugs and covers) that are protective of individual hearing.

8. Permittee shall comply with State Water Resources Control Board Order No. 2009-0009-DWQ (NPDES General Permit No. CAS000002), and Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity, as adopted, amended, and/or modified (the "Construction General Permit") and shall cause each of its contractors to comply with the Construction General Permit. Construction activity subject to the Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan ("SWPPP"). Permittee is responsible for submitting to the District a SWPPP that is compliant with the Construction General Permit and District-required minimum BMPs. The District requires the use of the District's SWPPP templates. Once approved, the SWPPP shall be maintained on the construction site at all times and made available for review by the District or other regulatory agencies.

   Permittee is responsible for ensuring that the SWPPP is maintained on the Site, implemented by its contractors, and amended as required throughout construction of the Project. No discharges of any material or waste, including potable water, wash water, dust, soil, trash, and debris, may contaminate stormwater or enter the stormwater conveyance system. Any such material that inadvertently contaminates stormwater or enters the stormwater conveyance system as part of site operations shall be removed immediately. All unauthorized discharges to the stormwater conveyance system or the San Diego Bay or the Pacific Ocean shall be reported immediately to the District's Stormwater Department, in order to address any regulatory permit requirements regarding spill notifications.

   The project's total disturbed soil area ("DSA") shall not exceed 5 acres during the rainy season (October 1 - April 30) and 17 acres during the non-rainy season (May 1 - September 30). The District may temporarily increase these limits if the individual site is in compliance with applicable stormwater regulations and the site has adequate control practices implemented to prevent stormwater pollution, including an erosion

control mobilization plan. The erosion control mobilization plan is subject to post-construction BMP requirements.

SPECIAL PROVISIONS

Any reference in this section "Special Provisions" to the Permittee's obligations under this Permit shall be to the obligations of such Permittee with respect to its respective portion/component of the Project only and on its respective portion of the Site only.

1. Permittee shall comply with all applicable "Mitigation Monitoring and Reporting Program" requirements that are set forth on Attachment K attached hereto, as described in the Chula Vista Bayfront Master Plan and Port Master Plan Amendment Final Environmental Impact Report (UPD #83356-EIR-658; SCH #2005081077; Clerk Document No. 56562, dated November 2015, and certified by Resolution No. 2010-78 on May 18, 2010) ("EIR"), all applicable policies and implementation measures in the DPs, the Chula Vista Bayfront Public Access Plan, the Chula Vista Bayfront Master Plan Natural Resources Management Plan ("NRMP") (Clerk Document No. 65065), and the Settlement Agreement ("SA") (Clerk Document No. 56523). The applicable Mitigation Measures ("MM"), policies, and implementation measures are included, but not limited to, the following Special Provisions of this Permit.

2. Unless otherwise allowed to the satisfaction of the Executive Director of the Coastal Commission, closure of the existing RV Park (located generally within the southeast portion of the Site) shall not commence until at least an equivalent number of RV sites is opened to visitors as part of a replacement RV Park in the CVB or, if the replacement RV Park cannot be opened to visitors prior to closing the existing RV Park, then an interim site with an equivalent number of RV sites shall be opened on the CVB prior to the closure of the existing RV Park. Permittee shall not be obligated to construct, maintain or operate the RV Park. (DP 21.5)

Biological Resources

3. To minimize noise during construction, the Permittee will require the construction contractor to implement the following:

    a. During the breeding season of January 15 to August 31, construction noise and ambient noise will be limited to 60 dB(A) Leq. as measured from the nearest edge of the F & G Street Marsh (located northeast of the Site) from where the noise generating activity is located. If construction does occur within the breeding season or adjacent to the F & G Street Marsh, Permittee shall prepare and submit an acoustical analysis to the Port that shall determine whether an additional noise barrier(s) or alternative methods other than described in b. and c. below would be required to reduce the expected levels below the threshold. If noise barriers, construction activities, or other methods are unable to result in a level of noise below the threshold,

construction in these areas shall be delayed until the end of the breeding season (MM 4.7-9);

b. For construction within 800 feet of F & G Street Marsh that occurs during the breeding season, construction of a 20-foot-high temporary noise barrier or wall along the northeast Project property line with returns along the east and west Property lines shall occur (consistent with Figure 4.7-11 of the Final EIR). The barrier will be made of solid construction, with no gaps or cracks through or below the wall and will have a minimum density of 3.5 pounds per square foot. The barrier will block line-of-sight between the source and receiver and will be long enough to prevent flanking around the ends (MM 4.7-5; DP 8.1; NRMP 4.5-3(III));
c. Construction activity will occur in accordance with the City of Chula Vista Municipal Code, Noise Ordinance (Chapter 17.24, as may be amended). (MM 4.7-8);
d. All construction equipment powered by gasoline or diesel engines shall have sound control devices at least as effective as those originally provided by the manufacturer and no equipment will have an un-muffled exhaust (MM 4.7-8);
e. Any impact tools used during demolition of infrastructure will be shrouded or shielded, and mobile noise generating equipment and machinery will be shut off when not in use (MM 4.7-8);
f. Construction equipment will be operated and maintained to minimize noise generation. All stationary noise generating equipment, such as pumps and generators, shall be located as far as possible from noise sensitive receptors, as practicable. Where practicable, noise-generating equipment shall be shielded from noise sensitive receptors by attenuating barriers or structures. Stationary noise sources located less than 200 feet from sensitive receptors shall be equipped with noise reducing engine housings. Water tanks, equipment storage, staging, and warm-up areas shall be located as far from noise sensitive receptors as possible. All construction equipment powered by gasoline or diesel engines shall have sound control devices at least as effective as those originally provided by the manufacturer; no equipment shall be permitted to have an un-muffled exhaust. Any impact tools used during demolition of existing infrastructure shall be shrouded or shielded, and mobile noise generating equipment and machinery shall be shut off when not in use. Construction vehicles accessing the Site shall be required to use the shortest possible route (in terms of distance) to and from Interstate 5, provided the route does not expose additional receptors to noise (MM 4.7-8, 4.14.1-1 & 4.14.2-2; & NRMP 4.5-2 (IV) & 4.5-3(VII)); and
g. Prior to construction, all contractor and subcontractor personnel will receive training regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations (MM 4.12-2).

4. If grading or construction occurs during the breeding season for nesting raptors (January 15 through July 31), a Port-approved biologist, as appropriate, shall be retained by Permittee who shall conduct a pre-construction survey for active raptor

nests. The pre-construction survey must be conducted no more than 10 calendar days prior to the start of construction, the results of which must be submitted to the Port for review and approval. If an active nest is found, an appropriate setback distance will be determined in consultation with Permittee, Port, United State Fish and Wildlife Service ("USFWS"), and California Department of Fish and Game ("CDFG"). The construction setback shall be implemented until the young are completely independent of the nest or the nest is relocated with the approval of the USFWS and CDFG. Permittee shall hire a biological monitor ("Monitor") to be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. The Monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the Port shall define the frequency of field inspections. The Monitor shall send a monthly monitoring letter report to the Port detailing observations made during field inspections. The Monitor shall also notify the Port immediately if clearing is done outside of the permitted Project footprint. (MM 4.8-1, NRMP 4.4-2 (IV.A & B), NRMP 4.4-2 (VI))

5. Prior to construction in any areas with suitable nesting habitat for burrowing owl and, if grading or construction occurs during the breeding season for the burrowing owl (January 15 through July 31), Permittee shall retain a qualified biologist, who shall be approved by the Port, to conduct a pre-construction survey within all suitable habitat prior to any grading activities. The pre-construction survey must be conducted no more than 10 calendar days prior to the start of construction, the results of which must be submitted to the Port, for review and approval. If an active burrow is detected during the breeding season of January 15 to July 31, construction setbacks of 300 feet from occupied burrows shall be implemented until the young are completely independent of the nest. If an active burrow is found outside of the breeding season, or after an active nest is determined to no longer be active by a qualified biologist, the burrowing owl would be passively relocated according to the guidelines provided by CDFG (1995) and in coordination with CDFG. A bio-monitor shall be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the City and/or Port shall define the frequency of field inspections. The bio-monitor shall send a monthly monitoring letter report to the City and/or Port detailing observations made during field inspections. The bio-monitor shall also notify the City and/or Port immediately if clearing is done outside of the permitted Project footprint. (MM 4.8-2, NRMP 4.4-2 (IV.A & C), & NRMP 4.4-2 (VI))

6. If grading or construction occurs during the breeding season for migratory birds (January 15 through August 31), Permittee shall retain a qualified biologist, approved by the Port, to conduct a pre-construction survey for nesting migratory birds. The pre-construction survey must be conducted no more than 10 calendar days prior to the

start of construction, the results of which must be submitted to the Port for review and approval. If active nests are found, the Port will consult with USFWS and CDFG to determine the appropriate construction setback distance. Construction setbacks shall be implemented until the young are completely independent of the nest or relocated with the approval of the USFWS and CDFG. A bio-monitor shall be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the Port shall define the frequency of field inspections. The bio-monitor shall send a monthly monitoring letter report to the Port detailing observations made during field inspections. The bio-monitor shall also notify the Port immediately if clearing is done outside of the permitted Project footprint. (MM 4.8-3, NRMP 4.4-2(IV.A, B, & C), & NRMP 4.4-2(VI))

7. During the avian breeding season from January 15 to August 31, noise levels from construction activities must not exceed 60 dB(A) Leq., or ambient noise levels if higher than 60 dB(A). Permittee shall prepare and submit to the Port for review and approval an acoustical analysis and nesting bird survey to demonstrate that the 60 dB(A) Leq. noise level is maintained at the location of any active nest within the F & G Street Marsh. If noise attenuation measures or modifications to construction activities are unable to reduce the noise level below 60 dB(A), either Permittee must immediately consult with the USFWS to develop a noise attenuation plan or construction in the affected areas must cease until the end of the breeding season. (MM 4.8-6 (A))

8. Permittee shall implement the following measures to reduce the potential for raptor perching:

    a. Light posts shall have anti-perching spike strips along any portions that would be accessible to raptors.
    b. All building tops with hard corners shall have spike strips installed. (MM 4.8-6 (B))

9. Prior to issuance of this Permit, Permittee shall have prepared a final raptor nest management plan to be implemented once the Project is built. A biologist retained by Permittee and approved by the Port and/or City, as appropriate depending on jurisdiction, shall be responsible for monitoring the buildings and associated landscaping to determine whether raptor nests have been established on Port or City lands within 500 feet of the Preserves. If a nest is discovered, the nest would be removed in consultation with USFWS, CDFG, and the Port/City, outside of the raptor breeding season of January 15 to July 31. (MM 4.8-6 (C))

10. Permittee shall mitigate for permanent and temporary outfall construction impacts to the United States Army Corps of Engineers (“USACE”) jurisdictional waters at the following ratios: 1:1 for permanent impacts to non-wetland waters of the U.S.; 4:1 for

impacts to wetlands; and 1:1 for all temporary impacts. A minimum of 1:1 mitigation must be created in order to achieve the no-net-loss requirement of the Clean Water Act ("CWA"). CWA Table 4.8-8 provides a breakdown of the required mitigation acreages for all USACE impacts within the Port's jurisdiction. Prior to the commencement of grading activities for the Project, if the Project impacts USACE jurisdictional waters, Permittee shall prepare and initiate implementation of a restoration plan detailing the measures needed to achieve the necessary mitigation. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented by Permittee following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies.

Prior to issuance of the first clearing and grubbing or grading permit for activities that impact USACE jurisdictional waters, Permittee shall prepare a restoration plan detailing the measures needed to create/restore impacts to USACE jurisdictional waters within the City's jurisdiction in accordance with the acreage identified in CWA Table 4.8-9. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will

occur within 3 months or the start of the growing season. Permittee shall be required to implement the restoration plan subject to the oversight and approval of the City. Mitigation for impacts from the development of the San Diego Bay and Marina will need to be negotiated with USACE and will be dependent upon the final design and type of impacts (e.g., shading, riprap, bulkhead).

If the Project impacts USACE jurisdictional waters, then, prior to issuance of the first clearing and grubbing or grading permit for the Project, for activities that impact USACE jurisdictional waters, Permittee, as appropriate, and Project developer(s) within the City's jurisdiction shall obtain a Section 404 permit from USACE. The permit application process would also entail approval of the restoration plan from the USACE as described above, with regard to areas that fall under the jurisdiction of USACE. (MM 4.8-12)

11. Prior to issuance of any building permits for the Project, building plans shall be reviewed by a qualified biologist retained by Permittee and approved by the Port, to verify that the proposed building has incorporated specific design features to avoid or to reduce the potential for bird strikes, including but not limited to the following:

    <u>Lighting</u>

    - No solid red or pulsating red lights shall be installed on or near the building unless required by the Federal Aviation Administration ("FAA").
    - Where lighting must be used for safety reasons (FAA 2000 Advisory Circular), minimum intensity, maximum off-phased (3 seconds between flashes) white strobes shall be used.
    - No solid spot lights or intense bright lights shall be used during bird migration periods in the spring (from March to May) and fall (from August to October). All event lighting shall be directed downward and shielded, unless such directed and shielded minimized light spills beyond the area for which illumination is required.
    - Exterior lighting shall be limited to that which is necessary and appropriate to ensure general public safety and way finding, including signage for building identification and way finding.
    - Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required.
    - Office space and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space is unoccupied.
    - Office space and hotel rooms shall be equipped with blinds, drapes, or other window coverings that may be closed to minimize the effects of interior night lighting.

Glass and Reflection

- Use of reflective coatings on any glass surface is prohibited.
- Buildings shall incorporate measures to the satisfaction of the Port to indicate to birds that the glass surface is solid by creating visual markers and muting reflection.
- Project design standards will encourage window stenciling and angling.
- These measures may include but are not limited to the following:
  - Glass surfaces which are non-reflective;
  - Glass surfaces which are tilted at a downward angle;
  - Glass surfaces which use fritted or patterned glass;
  - Glass surfaces which use vertical or horizontal mullions or other fenestration patterns;
  - Glass surfaces which are fitted with screening, decorative grills, or louvers;
  - Glass surfaces which use awnings, overhangs, bris sole, or other exterior sun-shading devices;
  - Glass surfaces which use external films or coatings perceivable by birds; and/or
  - Artwork, drapery, banners, and wall coverings that counter the reflection of glass surfaces or block “see through” pathways.

Building Articulation

- Structured design features that reduce or avoid the potential for bird strikes, such as secondary and tertiary setbacks, stepped back building design, protruding balconies, recessed windows, and mullioned glazing systems, shall be incorporated to the extent feasible. Balconies and other elements will step back from the water’s edge.
- Design features that increase the potential for bird strikes, such as walkways constructed of clear glass and “see through” pathways through lobbies, rooms and corridors, shall be avoided to the extent feasible.
- Buildings will be sited and designed to minimize glass and windows facing Wildlife Habitat Areas (as such term is defined in Exhibit 1 to the DPs) to the maximum extent possible. Design for towers on parcel H-3 should avoid east-west monolith massing and should include architectural articulation.
- The tallest buildings on parcel H-3 will be located generally on the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets.

Landscaping

- Exterior trees and landscaping shall be located and glass surfaces shall incorporate measures so that exterior trees and landscaping are not reflected on building surfaces.

- In small exterior courtyards and recessed areas, the building's edge shall be clearly defined with opaque materials and non-reflective glass.
- Interior plants shall be located a minimum of 10 feet away from glass surfaces to avoid or reduce the potential for attracting birds.

Public Education

- Permittee shall or shall cause the operator of the RHCC to implement an ongoing procedure to the satisfaction of the Port to encourage tenants, residents, and guests to close their blinds, drapes, or other window coverings to reduce or avoid the potential for bird strikes.
- Permittee shall or shall cause the operator of the RHCC to enroll in the Fatal Light Awareness Program's "Bird-Friendly Building Program" and shall implement ongoing tenant, resident, and guest education strategies, to the satisfaction of the Port, to reduce or avoid the potential for bird strikes, such as elevator and lobby signage and educational displays, email alerts and other bulletins during spring and fall migratory seasons, and other activities designed to enlist cooperation in reducing bird collisions with each building of the Project.

Monitoring

- Permittee shall retain a qualified biologist to design a protocol and schedule, in consultation with the U.S. Department of Fish and Wildlife and subject to the approval of the Port and/or City, as appropriate depending on jurisdiction, to monitor bird strikes which may occur during the first 12 months after the completion of construction. Within 60 days after completion of the monitoring period, the qualified biologist shall submit a written report to the Port and/or the City, which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the Port and/or the City, as appropriate depending on jurisdiction, in coordination with the U.S. Department of Fish and Wildlife, will evaluate whether further action is required, which may include further monitoring.
- Bird strikes must be monitored by the Permittee-retained qualified biologist in accordance with the NRMP and measures developed to address persistent problem areas. Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs.

(MM 4.8-23; DP 4.1.1(a-g); DP 4.1.2(a-d); DP 4.1.4 (a-c); DP 4.1.5 (a-b); DP 4.1.6; DP 4.2; SA 4.5.4; SA 4.5; SA 4.5.1; SA 4.5.4; NRMP 4.8-2; NRMP 4.8-3 (I & II))

12. Permittee shall not use invasive plant species (as listed in the California Invasive Plant Inventory list or California Invasive Plant Inventory Database or updates thereto) on the Site. Any such invasive plant species that establishes itself within the

RHCC Site will be immediately removed by Permittee to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas. Permittee is required to remove any such invasive plant species that established itself on the RHCC Site. The District and/or City, as appropriate depending on jurisdiction, shall be responsible for removal of any such invasive plant species that established itself in areas of the Project outside of the RHCC Site. (DP 6.1a; NRMP 5.4-1 IV)

Permittee shall not plant or use any invasive plant species listed on the California Invasive Plan Council ("Cal-IPC") List of Exotic Pest Plants of Greatest Ecological Concern in California (which is attached as Appendix 4.8-7 to the EIR), the California Invasive Plant Inventory Database, or any related updates on the Site. Any such invasive plant species that establishes itself within the RHCC Site will be removed immediately by Permittee to the maximum extent feasible and in a manner adequate to prevent further distribution in Wildlife Habitat Areas. Permittee acknowledges and agrees that non-native plants are prohibited adjacent to Wildlife Habitat Areas. (MM 4.8-6 (F) & DP 6.1 (a & c))

13. Prior to issuance of any clearing and grubbing or grading permits for the Project, Permittee shall install temporary orange fencing around sensitive biological resources on the Site that will not be impacted by the Project. Permittee shall install silt fencing along the edge of the San Diego Bay National Wildlife Refuge ("SDBNWR") during grading within the western portion of the ecological buffer. In addition, the Permittee shall retain a qualified biologist to monitor the installation and ongoing maintenance of this temporary fencing adjacent to all sensitive habitat. Permittee shall show the fencing on both grading and landscape plans, and installation and maintenance of the fencing shall be verified by the Port. (MM 4.8-6 (H); NRMP 4.2-1 (VII)) In all areas of the CVB, mandatory leash laws shall be enforced by the responsible agency and Permittee shall inform all of its patrons and guests thereof by posting the requirement on its website. Appropriate signage shall be posted indicating human and domestic animal access is prohibited with the designated Preserve areas. (MM 4.8-6 (H))

14. Pursuant to permitting requirements of the U.S. Fish and Wildlife Service, California Fish and Wildlife Service or other agencies with jurisdiction over sensitive resource areas on, adjacent or near the Site (collectively, "Resource Agencies"), pre-construction meetings will take place with all personnel involved with the Project, to include training about the sensitive resources in the area. (MM 4.8-6 (H))

15. All trash containers installed by Permittee shall be animal proof to prevent access by sea gulls, rats, crows, pigeons, skunks, opossums, raccoons and other similar animals, and self-closing with frequent servicing to prevent litter from being wind-blown off-site. (DP 12.1(c); NRMP 4.6-1 (V); NRMP 4.6-2 (I) & NRMP 4.7-2 (I)(A-C))

16. Permittee shall install fencing on the north side of the RHCC Site (excluding driveways) to protect the No Touch Buffer Area. (DP 5.3)

17. Prior to the start of construction, Permittee shall submit to the Port a lighting program for construction and operational lighting that minimizes lighting impacts to Wildlife Habitat Areas. Permittee shall not use beacon and exterior flood lights where they would impact a Wildlife Habitat Area and use of this lighting should be minimized throughout the Project. (DP 7.2; DP 7.7; NRMP 4.8-1 (I))

Public Access/Circulation

18. Permittee shall comply with all requirements contained in the Public Access Program, incorporated herein by reference. The Public Access Program describes the manner in which general public access to the Site is to be managed and provided, with the objective of maximizing public access within the 340-Foot Area and Public Esplanade (all of which is shown on the plans dated May 2019). All public access amenities identified in the approved Public Access Program (including but not limited to walkways, signs, public access information, etc.), shall be constructed prior to issuance of any certificate of occupancy for the RHCC. Any proposed changes to the approved Public Access Program shall be reported to the Port's Development Services Department Director. No changes to the approved Public Access Program shall occur without an amendment to this Permit unless the Port's Development Services Department Director, in consultation with the Office of the General Counsel, determines that no amendment is legally required pursuant to the California Coastal Act and CDP Regulations. The District shall provide notice of its decision to the California Coastal Commission of any changes to the Public Access Program it determines not to require an amendment to this Permit.

19. Open spaces integrated into the Hotel must include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as patrons of the Hotel. (DP 20.5)

20. Public access and other path-finding signage shall be placed at strategic locations throughout the Hotel complex and to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities. (DP 20.6) Such signage shall be large enough to be easily visible by the public and shall be placed in conspicuous locations.

21. To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the Hotel and associated outdoor areas should contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATM's (where security considerations allow ATMs), public art or gift shops easily accessible to the public. (DP 20.7; NRMP 5.3-1 (III))

22. Prior to issuance of any certificates of occupancy for the RHCC, construction of Signature Park on parcel S-2 in the Sweetwater District (including development within

the Transition Buffer Areas and Limited Use zones of parcel SP-1 and the fencing of the No Touch Buffer Area of parcel SP-1) shall be completed. (DP 18.2)

23. Prior to issuance of any certificates of occupancy for the RHCC, Permittee shall:

    - Construct H Street west of Marina Parkway as a 2-lane Class III Collector
    - Construct E Street as a 2-lane Class III Collector along parcel H-3. This would provide a connection to Lagoon Drive via Marina Parkway.
    - Construct a traffic signal at H Street and the intersection of Marina Parkway (previously identified as the RHCC truck driveway). (MM 4.2-1)

    Street lighting fixtures shall not exceed 3,000 Kelvins.

24. Prior to issuance of any certificates of occupancy for the RHCC, Permittee shall widen H Street west of Marina Parkway from a two-lane Class III Collector to a three-lane Class II Collector. (MM 4.2-3)

25. Permittee shall comply with the requirements or the Bayfront Area Transportation Development Impact Fee Program for Streets (BFDIF) (2014).

26. Prior to issuance of any certificates of occupancy for the RHCC, Permittee shall construct a westbound through lane along H Street/Gaylord RCC Driveway, which would result in widening H Street west of Marina Parkway to a three-lane Class II Collector. (MM 4.2-9)

27. Prior to issuance of any certificates of occupancy for the RHCC, Permittee shall submit a final TDMP for review and approval of the District. The intent of the program is to encourage and provide incentives for employees and guests to utilize alternative transit or carpools rather than driving in single occupancy vehicles to the RHCC Site. The program shall include the following implementation parameters:

    a. The program shall be made available to all hotel employees.
    b. The program shall operate on a trial basis for three years from the date of the first certificate of occupancy.
    c. After three years, the program shall continue in effect for as long as the RHCC remains in operation. After three years, Permittee may return to the District with a Permit amendment request, to modify all, or portions of, the approved program, if it is not accomplishing the goal of reducing the need for on- or off-site parking by RHCC employees.
    d. Any such request shall include documentation of what is not accomplishing the program's goals and suggestions of alternative features to improve the program and may require an amendment to this Permit.
    e. Hotel guests shall be made aware, through in-room information materials, on-line information on the hotel website, and lobby posting, of alternative transit opportunities if they wish to avail themselves of these services.

f. Permittee shall undertake the development in accordance with the approved program. Any proposed changes to the approved program shall be reported to the Development Services Department Director of the District. No changes to the program shall occur without an approved amendment to this Permit unless the Development Services Department Director of the District and the Office of the General Counsel of the District determines that no amendment is legally required.

g. The program shall include at a minimum, the following features:
   (i) Establish on-site Transportation Management Representative ("TMR") as part of the management office to assist employees and guests in finding alternate travel modes and strategies.
   (ii) Provide a visible on-site kiosk or signage in the Project with options for ridesharing, public transportation routes, bike routes in a prominent area(s) in view for guests, employees and patrons to assist in reducing transportation related emissions and encourage use of alternative transportation.
   (iii) Consider use of a private shuttle system to transport employees between the Site and future parking structure on parcel H-18 (once developed). (DP 24.4e).
   (iv) Provide information on car sharing services for guests and employees.
   (v) Provide preferential parking for carpools/vanpools that register with the TMR.
   (vi) Post available alternative modes of transportation and links to schedules on the RHCC website and include in on-boarding materials to employees.

h. As part of the program, Permittee shall offer a minimum of 5,000 transit rebates each year to Project employees, on a first come, first serve basis, that utilize alternative transit to/from the RHCC Site and off-site parking on parcel H-23 until the Phase 2 parking garage is constructed and in operation on the RHCC Site. Employees may be required to present a proof of transit ridership (e.g., transit receipt, ticket, or stub) to receive the transit rebate. The amount of transit rebate to each employee shall be equivalent to the cost of a Day Pass on the Metropolitan Transit System trolley ($5.00 in 2019).

28. Prior to issuance of any certificates of occupancy for the RHCC, Permittee shall provide a Parking Management Plan, for review and approval of the District, which shall provide detailed performance criteria and outline measures that the Hotel will undertake to ensure that adequate parking is available. The Parking Management Plan shall address how parking capacity will be monitored to ensure that parking is available to guests, patrons, employees, and the general public. The Parking Management Plan shall also include a "Parking Monitoring Plan" requiring Permittee to submit annual parking surveys to the District providing regular parking counts for a minimum of three (3) years from the date of issuance of the first certificate of occupancy for the RHCC. At a minimum, two parking surveys per year shall be conducted during peak usage days/hours and include at least one major holiday

weekend. At the end of the three-year reporting period, Permittee shall submit a "Final Monitoring Report," for the review and approval of the District, indicating whether the performance criteria outlined in the Parking Management Plan have been met. If the performance criteria have not been met, Permittee shall prepare and submit to the District a supplemental "Parking Management and Monitoring Plan" designed to meet the performance criteria and additional parking surveys and supplemental measures shall be implemented for up to three (3) additional years. If by the end of the original and supplemental monitoring and reporting periods, the performance criteria have not been met, an amendment to this Permit shall be required to incorporate a parking solution.

29. Upon implementation of the CVB shuttle service by the City, Permittee shall provide information regarding the shuttle service to visitors and employees and shall promote its use in order to reduce vehicle trips and associated greenhouse gas emissions. (DP 24.5; NRMP 5.2-4 (V))

30. Prior to the issuance of any certificates of occupancy for the RHCC, Permittee shall install signage associated with on-street parking constructed as part of the Phase 1A Improvements (included within this Permit) that indicates the parking spaces are for public use and intended for Harbor Park (i.e., future Harbor Park otherwise described as Signature Park extension in PMP).

31. Permittee shall make available to the general public 150 Day Passes every day the pool facility is open to hotel guests of the RHCC. The cost of a Day Pass will not exceed $10 daily, except as adjusted annually pursuant to the Consumer Price Index (CPI).

32. Prior to the issuance of any certificates of occupancy for the Hotel and Convention Center, all retail and food/beverage outlets available to the general public identified on Plan Sheet L1.100 dated May 2019 within the Public Open Space Plaza Area and Public Esplanade shall be constructed.

Visual Resources

33. Permittee shall keep open views down the H Street corridor, which is approximate 100-foot right-of-way width (curb–curb, building setbacks, and pedestrian plaza/walkway zone) and Permittee shall ensure the H Street corridor remains clear of buildings, structures, or major landscaping. Permittee shall not place visual elements above 6 feet in height if the feature would reduce visibility by more than 10% and agrees that such features shall be prohibited in the H Street corridor. Placement of trees should take into account potential view blockage. This condition should not be interpreted to not allow tree masses; however, trees should be spaced in order to ensure "windows" through the landscaping. Trees should also be considered to help frame the views and they should be pruned to increase the views from pedestrians and vehicles, underneath the tree canopy.

Height and Bulk: Prior to issuance of this Permit, Permittee shall submit its final design plans for the RHCC Site to the Port for its review and approval. The final design plans for any large-scale buildings (greater than two stories in height) shall include standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted, and smaller scale massing implemented. The intent is that large building components, imposing building edges, monotonous facades, and straight-edge building rooflines and profiles shall be minimized.

Landscaping: Permittee shall implement the Chula Vista Bayfront Design Guidelines (2017) for the Project's public components and improvements. The landscaping plan shall provide sufficient detail to ensure conformance to streetscape design guidelines and provide screening of parking areas. Streetscape landscaping shall be designed to enhance the visitor experience for both pedestrians and those in vehicles. Specifically, detailed landscaping plans shall be developed to enhance Marina Parkway, a designated scenic roadway and shall provide, where appropriate, screening of existing industrial uses and parking areas until such time as these facilities are redeveloped. Street landscaping design shall be coordinated with a qualified biologist or landscape architect to ensure that proposed trees and other landscaping are appropriate for the given location. For instance, vegetation planted adjacent to open water/shoreline areas must not provide raptor perches. Landscaping shall be drought tolerant or low-water use with an emphasis on species native to California, and invasive plant species shall be prohibited.

Gateway Plan: Prior to the issuance of any certificates of occupancy for the RHCC, a gateway plan for E and H Streets (the "Gateway Plan") shall be approved by the District. (MM 4.4-1; DP 23.1; DP 23.10; DP 23.12; DP 23.13; NRMP 5.4-1 (I, II))

34. Prior to issuance of any building permits for the Project, Permittee shall submit lighting design plans with specifications for outdoor lighting locations and other intensely lighted areas shall be submitted to the Port and/or City, as appropriate depending on jurisdiction, for review and approval. The specifications shall identify the lighting intensity needs and design light fixtures to direct light toward intended uses. Outdoor and parking lot lighting shall be shielded and directed away from adjacent properties, wherever feasible and consistent with public safety. Consideration shall be given to the use of low-pressure sodium lighting or the equivalent. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. The lighting plan shall incorporate specific design features including, but not limited to, the following:

    - Lighting fixtures shall not exceed 3,000 Kelvins.

- Where lighting must be used for safety reasons (FAA 2000 Advisory Circular), minimum intensity, maximum off-phased (3 seconds between flashes) white strobes shall be used.
- All event lighting shall be directed downward and shielded, unless directed downward or shielded to minimize light spill beyond the area for which illumination is required.
- Exterior lighting shall be limited to that which is necessary and appropriate to ensure general public safety and navigation, including signage for building identification and orientation.
- Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required.
- Office space and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space is unoccupied.
- Office space and hotel rooms shall be equipped with blinds, drapes, or other window coverings that may be closed to minimize the effects of interior night lighting.
- Reflective glass or the application of reflective coatings shall not be used on any glass surface, except as may be required for low emittance (low e) coating for energy efficiency under Title 24.

35. Prior to issuance of any building permits for the Project, Permittee shall prepare a lighting design plan, including a photometric analysis, to be reviewed and approved by the Port. The plan, at a minimum, shall include the following features:

    a. All exterior lighting shall be directed away from the habitat buffers, Preserve Areas (sensitive areas north of the RHCC Site ("F & G Street Marsh"), habitats, wherever feasible and consistent with public safety. Where necessary, lighting of all developed areas adjacent to the habitat buffers, Preserve Areas, or habitats, shall provide adequate shielding with non-invasive plant materials (preferably native), berming and/or other methods to protect the aforementioned areas from night lighting. The light structures shall have shielding and incorporate anti-raptor perching criteria; but the placement of the light structures shall also provide shielding from wildlife habitats and shall be placed in such a way as to minimize the amount of light reaching adjacent habitat buffers, Preserve Areas, and habitats.
    b. All exterior lighting immediately adjacent to habitat buffers, Preserve Areas, and habitats shall be low-pressure sodium lighting or other approved equivalent.
    c. To the maximum extent feasible, all external lighting will be designed to minimize any impact to Wildlife Habitat Areas, and operations and maintenance conditions and procedures will be devised to ensure appropriate long-term education and control.
    d. Laser light shows will be prohibited.

e. Construction lighting will be controlled to minimize Wildlife Habitat Area impacts.

(DP 7.6; DP 7.7; MM 4.8-6 (D))

36. Permittee shall shield all street and walkway lighting to minimize sky glow. (DP 7.3)

37. Public views to the beach, lagoons, and along the shoreline as well as to other scenic resources from major public viewpoints, as identified by the "vista" icon on the Precise Plan for Planning District 7, Chula Vista Bayfront, of the PMP (the “Precise Plan”) shall be protected by Permittee. Street trees and vegetation shall be chosen and sited by Permittee so as not to block views upon maturity. (DP 23.1; NRMP 5.3-3 (I))

38. New views of the San Diego Bay created from the H Street corridor shall be protected. (DP 23.5; NRMP 5.3-3 (II))

    Prior to issuance of the building permits for the Project, Permittee shall submit its construction plans to the District for the Project, for its review and approval. The construction plans shall, at a minimum, be consistent with this Permit and the applicable DPs, NRMP measures and Mitigation Measures specified herein.

39. Permittee shall design and locate signs to minimize impacts to visual resources. Signs approved as part of the Project shall be incorporated into the design of the Project and shall be subject to height and width limitations that ensure that signs are visually compatible with surrounding areas and protect scenic views. Permitted monument signs shall not exceed eight feet in height. Free-standing pole or roof signs are prohibited. A signage plan for the Project shall be submitted to the District for its review and approval prior to construction of any signs to ensure this condition is met. (DP 26.1; NRMP 5.3-1 (IV))

Development Standards

40. Prior to issuance of any building permits for the Project, Permittee shall request that the City verify that it has adequate sewer capacity to serve the Project. In the event the City does not have adequate sewer capacity to serve the Project, no building permit for the Project shall be approved until the City has acquired adequate sewer capacity to serve the Project. Permittee may be required to implement or fund its fair share to alleviate a cumulative sewer impact. (MM 6.15.2-1)

41. Prior to issuance of any building permits for the Project, Permittee shall pay all required school mitigation fees. Payment of statutory school fees would ensure that project impacts to school services remain below a level of significance. The fees set forth in Government Code Section 65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of the Project (Government Code Section 65996(a)). Once the statutory school mitigation fee (sometimes referred to as a "developer fee") is paid, the impact would be deemed mitigated as a matter of law. (MM 6.15.6-1)

Air Quality and Greenhouse Gases

42. Prior to the commencement of any grading activities, Permittee shall cause the following measures be placed as notes on all grading plans and shall be implemented during grading of each phase of the Project to minimize construction emissions. These measures shall be completed to the satisfaction of the Port and the Director of Planning and Building for the City:

    Best Available Control Measures for Specific Construction Activities

    a. Backfilling activities:
        i. Stabilize backfill material when not actively handling
        ii. Stabilize backfill material during handling
        iii. Stabilize soil at completion of backfilling activity.
    b. Clearing and grubbing activities:
        i. Maintain stability of soil through pre-watering of the Site prior to clearing and grubbing
        ii. Stabilize soil during clearing and grubbing activities
        iii. Stabilize soil immediately after clearing and grubbing activities.
    c. Clearing forms:
        i. Use water spray to clear forms
        ii. Use sweeping and water spray to clear forms
        iii. Use vacuum system to clear forms.
    d. Crushing activities:
        i. Stabilize surface soils prior to operation of support equipment
        ii. Stabilize material after crushing.
    e. Cut and fill activities:
        i. Pre-water soils prior to cut and fill activities
        ii. Stabilize soil during and after cut and fill activities.
    f. Demolition activities – mechanical/manual:
        i. Stabilize wind erodible surfaces to reduce dust
        ii. Stabilize surface soil where support equipment and vehicles will operate
        iii. Stabilize loose soil and demolition debris.
    g. Disturbed soil:
        i. Stabilize disturbed soil throughout the construction site
        ii. Stabilize disturbed soil between structures.
    h. Earth-moving activities:
        i. Pre-apply water to depth of proposed cuts
        ii. Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction
        iii. Stabilize soils once earth-moving activities are complete.
    i. Importing/exporting of bulk materials:
        i. Stabilize material while loading to reduce fugitive dust emissions
        ii. Stabilize material while transporting to reduce fugitive dust emissions
        iii. Stabilize material while unloading to reduce fugitive dust emissions

   iv. Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling
   v. Comply with California Vehicle Code Section 23114.
j. Landscaping activities:
   i. Stabilize soils, materials, slopes
k. Road shoulder maintenance:
   i. Apply water to unpaved shoulders prior to clearing
   ii. Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.
l. Screening activities:
   i. Pre-water material prior to screening
   ii. Limit fugitive dust emissions to opacity and plume length standards
   iii. Stabilize material immediately after screening.
m. Staging areas:
   i. Stabilize staging areas during use
   ii. Stabilize staging area soils at project completion.
n. Stockpiles/bulk material handling:
   i. Stabilize stockpiled materials by covering/watering
   ii. Stockpiles within 100 yards of off-site occupied buildings must not be greater than 8 feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.
o. Traffic areas for construction activities:
   i. Stabilize all off-road traffic and parking areas
   ii. Stabilize all haul routes
   iii. Direct construction traffic over established haul routes.
p. Trenching activities:
   i. Stabilize surface soils where trencher or excavator and support equipment will operate
   ii. Stabilize soils at the completion of trenching activities.
q. Truck loading activities:
   i. Pre-water material prior to loading
   ii. Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
r. Turf overseeding activities:
   i. Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards
   ii. Cover haul vehicles prior to exiting the site.
s. Unpaved roads/parking lots:
   i. Stabilize soils to meet the applicable performance standards
   ii. Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.
t. Vacant land:
   i. In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor

vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees, or other effective control measures.

Other General Best Available Control Measures:

- Minimize idling time
- Maintain properly tuned equipment
- Regular maintenance—keep equipment well maintained
- Where practicable, use low pollutant-emitting equipment
- Use of ultra-low-sulfur diesel fuel
- Use construction equipment that is California Air Resources Board-certified or that meets Tier 3 emissions or better, if available
- Use alternative diesel formulations (e.g., aqueous diesel), if available
- Where practicable, use catalytic reduction for gasoline-powered equipment
- Use injection timing retard for diesel-powered equipment
- Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry
- Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads
- Remove any visible track-out into traveled public streets within 30 minutes of occurrence
- Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred
- Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads
- Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 miles per hour
- Enforce a 15 mile-per-hour speed limit on unpaved surfaces
- On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
- Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the City or Port to reduce dust generation.
- Electrical construction equipment shall be used to the extent feasible.
- Low-VOC coatings will be used during application of architectural coatings. Coatings must meet the VOC content limitations set forth in San Diego County Air Pollution Control District Rule 67.0.

(MM 4.6-1)

43. Permittee shall cause the design of each of the Hotel, the Convention Center and the parking garage on the RHCC Site (each, an “RHCC Building” and, collectively, “RHCC Buildings”) to operate at an energy consumption level equal to or better than the more

stringent of the following two standards, which shall be referred to herein as, the "Minimum Energy Efficiency Design Standard": (i) fifteen percent (15%) less than the amount of energy that each building would otherwise be permitted to consume under the Building Energy Efficiency Standards, Title 24, Part 6, of the California Code of Regulations in effect as of May 4, 2010 ("2010 Title 24"); or (ii) the minimum energy efficiency performance standard adopted by the City at the time a building permit application is submitted for each RHCC Building. District and City shall coordinate with Permittee and its design teams(s) throughout the design process to identify additional energy savings measures or credits which Permittee shall consider implementing, in good faith, in the design of the RHCC Buildings, to achieve or exceed the Minimum Energy Efficiency Design Standard.

The Permittee agrees to the following two operational requirements:

(i) Permittee shall develop, implement, and maintain a measurement and verification plan for energy efficiency for the RHCC Buildings ("M&V Plan"); and

(ii) Permittee shall cause the performance of, and deliver to the District and City, an energy consumption audit for each of the RHCC Buildings no less frequently than every three (3) years after the issuance of any certificate of occupancy of the RHCC Buildings, as applicable, as more particularly set forth in Section 15.2.2.4 of the SA (the "Required Energy Audits").

City and District will review and evaluate Permittee's designs for the RHCC Buildings to determine Permittee's compliance with the Minimum Energy Efficiency Design Standard and achieve, in the aggregate, a fifty percent (50%) reduction in annual energy use (the "50% Energy Standard") compared to that allowed under the 2010 Title 24. In such evaluation, City and District will (i) assume the 5% energy consumption credit that would be achieved with Permittee's commitment to perform the Required Energy Audits and develop, implement, and maintain the M&V Plan for the term of that certain Ground Lease with respect to the Project to be executed between District and Permittee; and (ii) work with Permittee to identify and apply the most advantageous of the two "paths" identified in Section 15.2.2 of the SA, the "Title 24 Path" or the "LEED Path," to measure overall energy savings. If City and District ultimately determine that Permittee's actions and commitments hereunder do not achieve the 50% Energy Standard as applied to the Project, City and District shall work with Permittee to identify additional energy savings measures, programs or credits (collectively, "Additional Energy Savings Measures") available to achieve the 50% Energy Standard. Such Additional Energy Savings Measures may include, without limitation, Permittee's participation in renewable or "time of use" energy purchase programs, and/or other measures identified in Section 15.2 of the SA. Permittee agrees to participate in and/or implement the Additional Energy Savings Measures so identified at Permittee's cost, to the extent "commercially reasonable" (as defined below), in order to maximize energy use reduction at the Project, in the aggregate, up to the 50% Energy Standard. If, despite Permittee's efforts, Permittee

cannot reduce the energy use standard at the Project to achieve the 50% Energy Standard, either because it is not commercially reasonable to do so, or Permittee's participation in and/or implementation of the Additional Energy Savings Measures identified by the City and District do not result in the 50% Energy Standard, the City and District agree to identify additional energy savings measures or credits that the City and District could implement (at a cost to be shared equally by the City and District) or cause third parties to implement (without a public subsidy or rent reduction), throughout the Proposed Project (as defined in the SA) area, to achieve the 50% Energy Standard for the Project. "Commercially reasonable" Additional Energy Savings Measures are the Additional Energy Savings Measures that the Permittee reasonably determines can be implemented practicably and cost-effectively at the Project. (DP 15.1)

44. Prior to building permit issuance, Permittee shall submit working drawings to the District for its review and approval as required by Board of Port Commissioners Policy 357 ("Working Drawings"). Permittee shall implement the following feasible measures to reduce Greenhouse Gas Emissions ("GHG"):

<u>Energy Efficiency</u>

- As shown on Plan Sheet AA1.002 of the January 2019 Plans, or as otherwise approved by the District, buildings shall be sited to take advantage of shade, prevailing winds, landscaping, and sun screens to reduce energy use.
- As shown on the January 2019 Electrical and Site Lighting Plans, or as otherwise approved by the District, efficient lighting and lighting control systems shall be installed. As shown on the Plans, use daylight as an integral part of lighting systems in buildings.
- As shown on the January 2019 Electrical and Site Lighting and Hotel Lighting Plans, install light emitting diodes ("LEDs") not to exceed 3,000 Kelvins for traffic, street, and other outdoor lighting for the Project.
- As shown on the January 2019 Site Landscaping Plans, use a dual-electric/gas and solar radiant heating system for pools and spas.
- Provide education on energy efficiency for its guest on its website and to its employees in training.

<u>Water Conservation and Efficiency</u>

- As shown on the January 2019 Site Landscaping Plans, create water-efficient landscapes.
- As shown on the January 2019 Site Landscaping Plans, install water-efficient irrigation systems and devices, such as soil moisture–based irrigation controls.
- As shown on the January 2019 Mechanical and Plumbing Plans, design buildings to be water efficient. As shown on the Plans, install water-efficient fixtures and appliances.

- To the extent feasible, restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- As shown on the January 2019 Civil Plans, implement low-impact development practices that maintain the existing hydrologic character of the site to manage stormwater and protect the environment. (Retaining stormwater runoff on site can drastically reduce the need for energy-intensive imported water at the site.)
- Devise a comprehensive water conservation strategy appropriate for the Project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the Project.
- Provide education about water conservation and available programs and incentives.

<u>Solid Waste Measures</u>

- When construction and demolition waste (including but not limited to soil, vegetation, concrete, lumber, metal, and cardboard) qualify (are not contaminated and it is financially feasible to recycle) for recycling, Permittee shall instruction its contractor to recycle the waste.
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Provide education and publicity about reducing waste and available recycling services.
- When construction and demolition waste (including but not limited to soil, vegetation, concrete, lumber, metal, and cardboard) qualify (are not contaminated and it is financially and physically feasible), Permittee shall instruct its contractor to reuse the materials.

<u>Transportation and Motor Vehicles</u>

- Limit idling time for commercial, non-refrigerated vehicles, including delivery and construction vehicles. Refrigerated delivery trucks may remain idling while at loading docks.
- Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).
- Provide education and information about public transportation to employees and RHCC guests consistent with Special Provisions 27 and 29 of this Permit.
- For commercial projects, provide adequate bicycle parking near building employee entrances, within the Public Esplanade and 340-Foot Area to promote cyclist safety, security, and convenience.

(MM 4.6-6, MM 6.8-3; DP 24.7 a–h; NRMP 4.7-1 (III & VIII), NRMP 5.2-2 (I), NRMP 5.2-3 (II), NRMP 5.2-4 (VII))

45. Prior to issuance of any grading permits for the Project, Permittee shall include the following measures as notes on all grading plans and said measures shall be implemented by Permittee during grading of each phase of the Project to minimize construction emissions. These measures shall be completed to the satisfaction of the Port and the Director of Planning and Building for the City:

    a. Where practicable, use low pollutant-emitting equipment.
    b. Where practicable, use catalytic reduction for gasoline-powered equipment.
    c. Use injection timing retard for diesel-powered equipment.
    d. Water the grading areas a minimum of twice daily to minimize fugitive dust.
    e. Stabilize graded areas as quickly as possible to minimize fugitive dust.
    f. Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry.
    g. Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads.
    h. Remove any visible track-out into traveled public streets within 30 minutes of occurrence.
    i. Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred.
    j. Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads.
    k. Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
    l. Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph.
    m. Cover/water on-site stockpiles of excavated material.
    n. Enforce a 15 mile-per-hour speed limit on unpaved surfaces.
    o. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
    p. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the City or Port to reduce dust generation.
    q. Electrical construction equipment shall be used to the extent feasible.

    (MM 4.6-1 & MM 6.8-1)

46. Prior to issuance of any building permits for the Project, Permittee shall demonstrate that the Project complies with Title 24. These requirements, along with the following measures, shall be incorporated into the final project design and implemented as part of the RHCC to the satisfaction of the Port and the Director of Planning and Building for the City:

    - Use of low-nitrogen oxide ("NOx") emission water heaters.
    - Installation of energy efficient and automated air conditioners when air conditioners are provided.

- Installation of energy efficient parking area lights.
- Construction of be double-paned exterior windows.

(MM 6.8-2 & 4.16-1; NRMP 5.2-3 (I))

Water Quality

47. Prior to issuance of any grading permits, Permittee shall notify the RWQCB of dewatering activities during construction and will comply with all applicable NPDES permit requirements and related directives from the RWQCB. If contaminated groundwater is encountered, Permittee shall treat and/or dispose of the contaminated groundwater (at the Permittee's expense) in accordance with NPDES permitting requirements and any RWQCB directives, which may include obtaining a permit from the Industrial Wastewater Control Program to the satisfaction of the RWQCB. (MM 4.5-2(A), MM 4.8-6(G), & MM 4.14.2-5(A), NRMP 3.2-1(III); SA 4.6.3)

48. Prior to the discharge of contaminated groundwater for all construction activities, should flammables, corrosives, hazardous wastes, poisonous substances, greases and oils, and other pollutants exist on Site, Permittee shall install a pretreatment system to pre-treat the water to the satisfaction of the RWQCB before it can be discharged into the sewer system. (MM 4.5-2(B), MM 4.8-6(G), & MM 4.14.2-5(B), NRMP 3.2-1(III))

49. Stormwater and non-point source urban runoff into Wildlife Habitat Areas shall be monitored and managed by Permittee for the components of the Project on parcel H-3, so as to prevent unwanted ecotype conversion or weed invasion. Permittee shall include site design BMPs and low impact development practices into a SWQMP for the Project including biofiltration basins, to minimize risks from run-off to marine, estuarine and marsh habitats. (MM 4.8-6(G); DP 13.4; NMRP 3.3-1 (III) & 3.3-2(IV.A))

50. Prior to issuance of any grading permits, Permittee shall develop a BMPs maintenance plan as part of the RHCC SWQMP that includes a maintenance agreement for capturing stormwater for half of the streets surrounding the parcel H-3 (from road crown to parcel H-3).

51. Permittee shall adhere to all applicable U.S. and California CWA and Porter-Cologne requirements. (NRMP 3.2-1(IV))

52. Permittee shall implement the San Diego Bay Water Quality Improvement Plan (2015) (WQIP) and the District's Jurisdictional Runoff Management Program (2015) (JRMP). As part of this implementation, Permittee shall educate visitors and recreational users about ways to reduce water-quality pollution. (NRMP 3.2-1(V), NRMP 3.2-2 (I))

Hazards

53. Prior to issuance of any grading or building permits for the Project, a spill prevention/contingency plan shall be submitted to the District for its review and approval. The plan shall:

    - Ensure that hazardous or potentially hazardous materials (e.g., cement, lubricants, solvents, fuels, other refined petroleum hydrocarbon products, wash water, raw sewage) that are used or generated during the construction of the Project and operation of the RHCC shall be handled, stored, used, and disposed of in accordance with NPDES permitting requirements and applicable federal, state, and local policies.
    - Include safety data sheets.
    - Require 40 hours of worker training and education as required by the Occupational Safety and Health Administration.
    - Minimize the volume of hazardous or potentially hazardous materials stored at the site at any one time.
    - Provide secured storage areas for compatible materials, with adequate spill contaminant.
    - Maintain all required records, manifest and other tracking information in an up-to-date and accessible form or location for review by the Port.
    - Demonstrate that all local, state, and federal regulation regarding hazardous materials and emergency response have been or will be complied with.

    (MM 4.5-3, MM 4.8-6(G); NRMP 3.2-1(III) & 3.3-2 (I))

54. Prior to any grading activities for the Project, Permittee shall provide a comprehensive site-specific geotechnical evaluation, including subsurface exploration and laboratory testing showing that individual parcels are suitable for the Project and that on-site fill materials and soils can support proposed structures. Permittee shall submit a geotechnical report to the City for approval showing site-specific measures to be employed. As applicable, these measures shall include:

    - Conformance to the California Building Code Seismic Design Parameters.
    - Design capable of withstanding strong seismic accelerations.
    - Earthwork procedures, including removal, moisture conditioning, and recompaction of existing fills on the Site.
    - Selective grading, densification of the subsurface soils, and/or deep foundations.
    - Removal, moisture conditioning, and compaction of bay deposits/alluvial soils. Deep foundations shall be used for structural support in areas of relatively thick bay deposits/alluvium.
    - Removal or deep burial of expansive soils during grading, moisture conditioning, or specially designed foundations and slabs.
    - Removal, moisture conditioning, and compaction of the topsoil on site.

These measures are non-exclusive and additional measures may be identified in the geotechnical report. (MM 4.15)

55. Prior to the issuance of any permit for excavation, demolition, grading, or construction activities on the Site, Permittee shall develop a Soil and Water Management Plan ("SWMP") for the Project, to provide procedures for addressing unknown contamination and subsurface equipment (i.e., pipes, tanks) or debris encountered during construction and excavation. The SWMP shall be developed by a qualified environmental consultant and shall identify notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater) measures to avoid or reduce impacts associated with hazardous materials contamination to a less than significant impact. The SWMP shall be submitted to and approved by the Port prior to commencement of excavation, grading, demolition or construction. Permittee shall retain a qualified environmental consultant and the consultant shall monitor excavations, grading, and construction activities in accordance with the SWMP. Any excess soil generated by construction shall be characterized by the consultant to determine disposal options.

    If indications of contamination are encountered during construction, a qualified environmental consultant shall be retained by Permittee to observe construction, consult with the regulatory oversight agency(ies), perform environmental media (soil, soil gas, and groundwater) sampling and analyses as necessary, report the results, and provide recommendations or further action to complete the construction.

    In areas that have been identified by the environmental consultant as being contaminated, Permittee shall cause appropriate observation by a qualified environmental professional and conduct sampling required to characterize soil prior to off-site disposal. Contaminated soil shall be properly disposed of at an off-site facility. Fill soils shall be sampled to ensure that imported soil is free of contamination.

    Within one month of completion of cleanup activities, a report summarizing the results of monitoring shall be submitted by Permittee to the satisfaction of the Port.

    In the event that grading or construction activities result in the discovery of hazardous materials or waste, the Port shall require Permittee's compliance with State of California CCR Title 23 Health and Safety Regulation. Excavated soils impacted by hazardous materials or waste shall be characterized and disposed of in accordance with CCR Title 14 and 22. The San Diego RWQCB shall be contacted regarding possible reuse as backfill of soils impacted by hydrocarbons. Excavated soils that are stored onsite shall be lined and covered with an impermeable material to prevent spread of contaminated material.
    (MM 4.12-1; DP 13.2a-k; DP 16.1; SA 8; NRMP 3.2-1(I, II & III))

56. Permittee shall retain an industrial hygienist registered in the State of California and have the hygienist on site while working in areas where contamination is encountered. The responsibility of this professional would be to monitor the Site for contamination and to implement measures as needed to prevent exposure to the workers or public. These measures may include signage and dust control. Dewatering activities during construction shall be limited to the extent practicable with consideration given to the characteristics of the development of the Project, and water generated by dewatering shall be tested to determine treatment and disposal options in accordance with all applicable laws and regulations. (MM 4.12-1)

57. Prior to the commencement of any grading or construction activities, Permittee shall cause all contractor and subcontractor Project personnel to receive training regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including, without limitation, hazardous materials spill prevention and response measures.

    Permittee and its contractors and subcontractors shall adhere to the following:

    - Hazardous materials shall not be disposed of or released onto the ground or into the underlying groundwater, or any surface water.
    - Totally enclosed containment shall be provided for all trash.
    - All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials shall be removed to an appropriate waste facility or other facility permitted or otherwise authorized to treat, store, or dispose of such materials.
    - Hazardous materials spill kits shall be maintained on site for small spills.

    Permittee shall prepare a Business Emergency Plan ("BEP") for the construction of the Project, if not covered under their approved SWMP or SWPPP and submit the BEP to the Port and any other applicable governmental agency for their review and approval. The BEP shall identify all hazardous materials (e.g., fuels, solvents) that would be present on any portion of the construction area and the Site. Contingency analysis and planning shall be presented in the BEP to identify potential spill or accident situations, how to minimize their occurrence, and how to respond should they occur. The plan shall also identify spill response materials (e.g., absorbent pads, shovels) to be kept at the construction site and their locations.
    (MM 4.12-2)

58. Prior to the commencement of any grading or construction activities, remediation activities for known contamination shall be performed by Permittee to be protective of construction workers on the Site, as required by MM 4.12-1. (MM 4.12-6)

59. Prior to issuance of any building permits for the Project, Permittee shall submit a risk assessment and final design plans (construction plans) for the RHCC demonstrating to the satisfaction of the Port that proposed buildings are designed so as to prevent

a risk to human health associated with intrusion of chlorinated volatile organic compounds vapors, as established by the then existing regulations or laws, into future buildings on the RHCC Site. Such design measures may include vapor barriers or passive vent systems. (MM 4.12-10)

Cultural Resources

60. Permittee agrees and acknowledges that the Port will implement a grading, monitoring, and data recovery program, at Permittee's expense, to reduce potential impacts to undiscovered buried archaeological resources on the Project to the satisfaction of the Port's Director of Development Services Department. Elements of the program will include monitoring by only certified archaeologists and Native American monitors are accepted. The Project archaeologist shall monitor all areas identified for excavation, including offsite improvements. The monitors shall be present during the original cutting of previously undisturbed deposits. In the event that a previously unidentified potentially significant cultural resource is discovered, the archaeological monitor shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant resource. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared and approved by the County of San Diego and then carried out using professional archaeological methods.

    In the event that human bones are discovered, the County of San Diego coroner shall be contacted by the Project archeologist. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant as identified by the Native American Heritage Commission shall be contacted by the Project archaeologist to determine proper treatment and disposition of the remains. In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the context shall be completed and submitted to the satisfaction of the Port's Director of Development Services Department. (MM 4.10)

61. After final construction of the Phase 1A Improvement, Permittee shall have no operation or maintenance obligations for any Phase 1A Improvement. If there is any conflict between this Special Condition No. 61 and any other portion of this Permit, this Special Condition No. 61 controls.

62. Upon the review and approval of the Director of the District's Development Services Department, Permittee may make non-material modifications to the Hotel and Convention Center project features and plans without the need for an amendment to this Permit. For the purpose of this Permit, a "non-material modification" means a modification to the Hotel or Convention Center that, in the District's sole and absolute discretion, is consistent with the certified Port Master Plan and the Final EIR, does not impact coastal resources and (a) does not result in any relocation of the footprint of the Hotel or Convention Center; (b) does not exceed any maximum height

limitation, RHCC Room count, restaurant seat count and/or square footage as described under the Table 1 of this Permit; and/or (c) does not constitute a decrease of more than 10% percent of the maximum RHCC room count, restaurant seat count and/or square footage as described in Table 1 of this Permit. For clarity, any decrease or reduction of Parking spaces, any modification to the public amenities, including, without limitation, location, reduction of public parking spaces, or reduction of square footage of the open space plaza or overall visitor-serving uses in the 340-Foot Area or Public Esplanade shall require an amendment to this Permit. Other Project modifications or subsequent alternations to the Project may also require an amendment to this Permit as specified and required by the District CDP Regulations and the California Coastal Act.

63. Notwithstanding Standard Condition No. 11, Permittee shall have no obligation to indemnify, defend nor hold harmless District nor any other person or entity from and against any Claim that arises out of or results from any environmental condition or hazard that is located on or under the Site prior to the date of this Permit, whether known or unknown, and any environmental condition or hazard that is located outside the Site (including any site owned by the District) before the date of this Permit that migrates to the Site thereafter ("Pre-Existing Hazardous Material"), unless such Claim arises out of or results from Permittee's Material Exacerbation. For the purpose of this Permit, "Material Exacerbation" shall mean that Permittee, Permittee Party, or the operator of the resort hotel and/or convention center exacerbates any Pre-Existing Hazardous Material and thereby violates any applicable local, state, or federal law related to hazardous materials or otherwise relate to public health and safety or the protection of the environment and/or results in (a) any investigation mandated by any government agency, (b) any clean-up order by any government agency, (c) any third-party claim or demand against the District, (d) any material increase in the District's liability or (e) any material increase in the cost or amount of investigation, removal or remediation action required". A "Permittee Party" means Permittee, and the agents, employees, representatives, contractors, subcontractors, suppliers, materialmen, workmen, licensees, concessionaires, affiliates and successors and assigns of Permittee, and subtenants, and the agents, employees, representatives, contractors, subcontractors, suppliers, materialmen, workmen, concessionaires, licensees, affiliates and successors and assigns of each of such subtenants, in each case, when acting only in the capacity of a Permittee Party.

64. Notwithstanding Standard Condition No. 12, Permittee shall have no obligation to indemnify, defend nor hold harmless District from and against any PWL Claim that arises out of or results from for any development or construction conducted by the District on the Site.

Exhibits:

1. Project Location Map
2. CVB Parcels and Roads Diagram
3. Precise Plan Map Figure 19, Planning District 7

Attachments:

A. PMP Consistency Analysis
B. RHCC Visual Analysis Plan
C. RHCC Concept Plans
D. Phase 1A Improvement Plans (Streets and Infrastructure)
E. RHCC Keyed Site Map
F. RHCC Summary of Plaza & Activity Village Public Access (340-Setback Area)
G. RHCC Public Access Plan
H. CVB Certified Public Access Plan
I. RHCC Parking Analysis
J. RHCC Preliminary Transportation Demand Management Plan
K. CVB Mitigation Monitoring and Reporting Program

If you have any questions on this Permit, please contact the Development Services Department of the San Diego Unified Port District at (619) 686-6291.

Randa J. Coniglio
President/Chief Executive Officer

By:_____
Wileen C. Manaois
Director, Development Services

I have read and understand the terms, conditions, limitations, and provisions of this Permit and agree to abide by them.

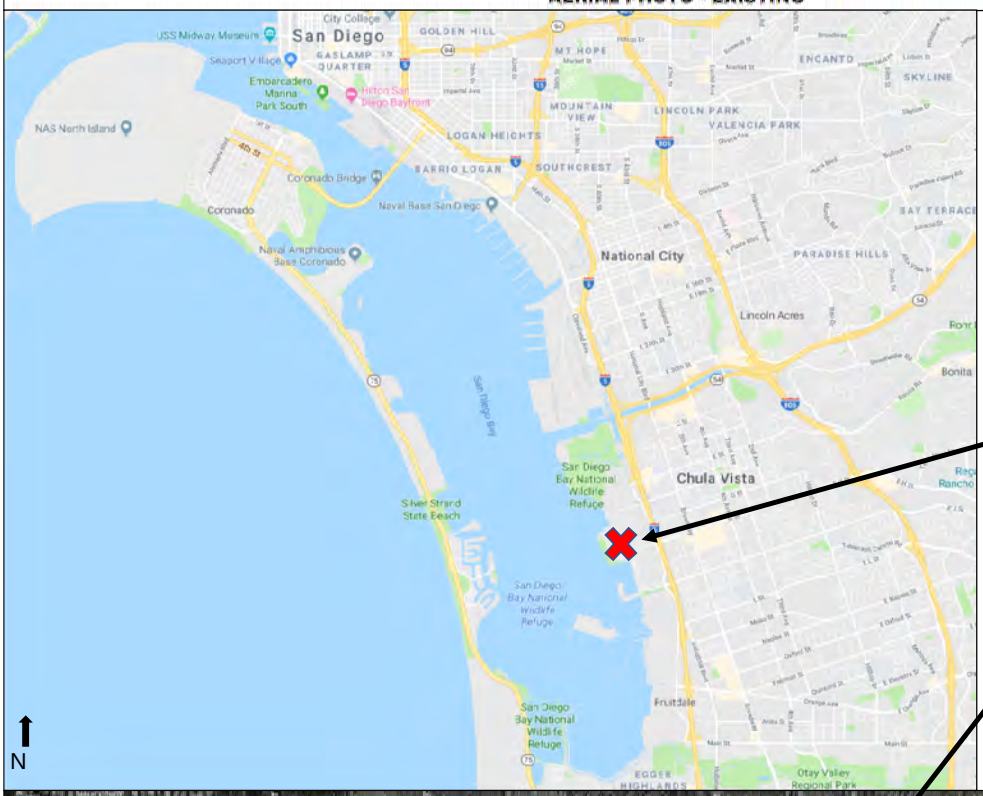
_____ _____

Signature of Permittee Date
Ira Mitzner
President, RIDA Chula Vista, LLC

Exhibit 1

AERIAL PHOTO - EXISTING

AERIAL PHOTO - EXISTING



PROJECT SITE

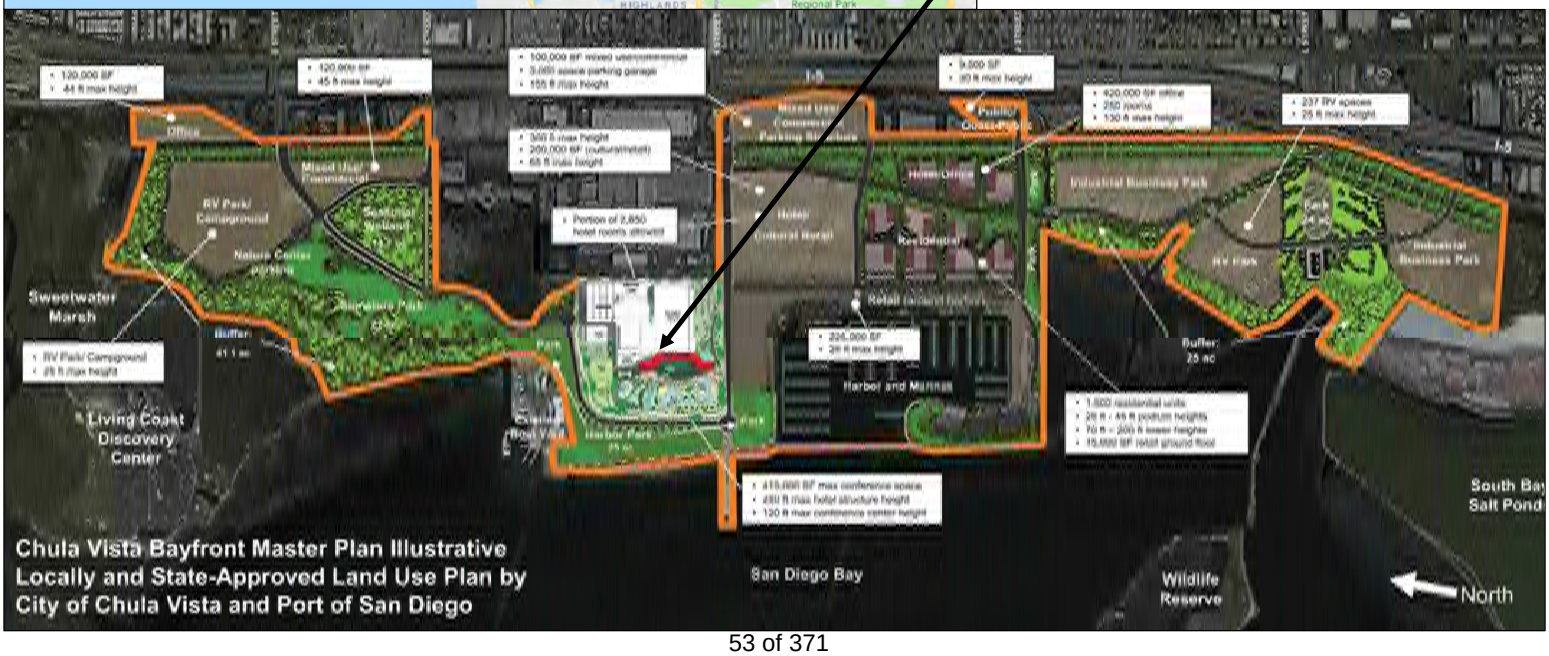
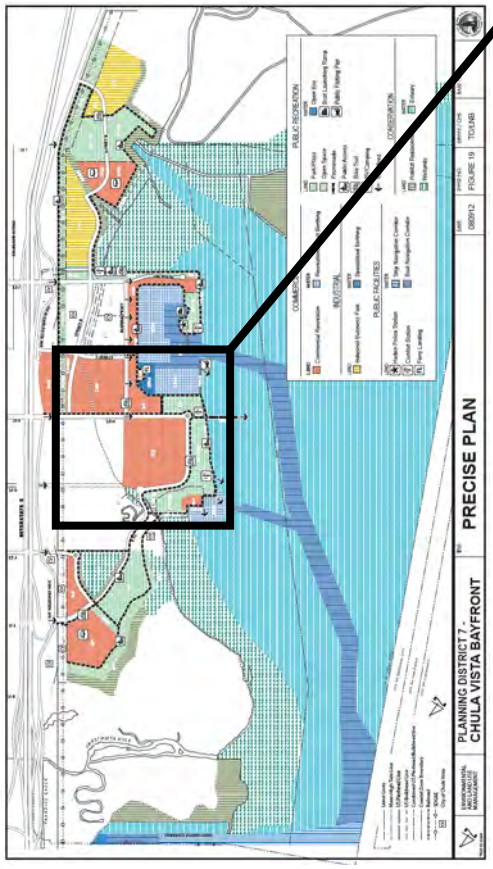


Exhibit 2

CVB Parcels and Roads Diagram



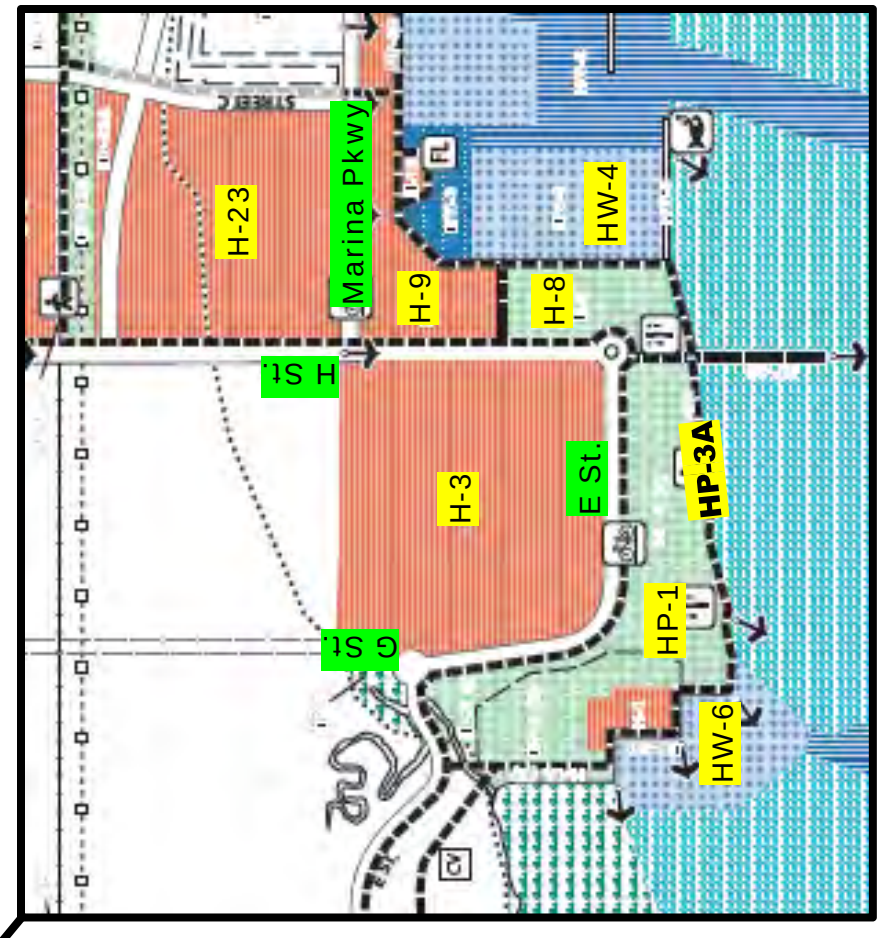
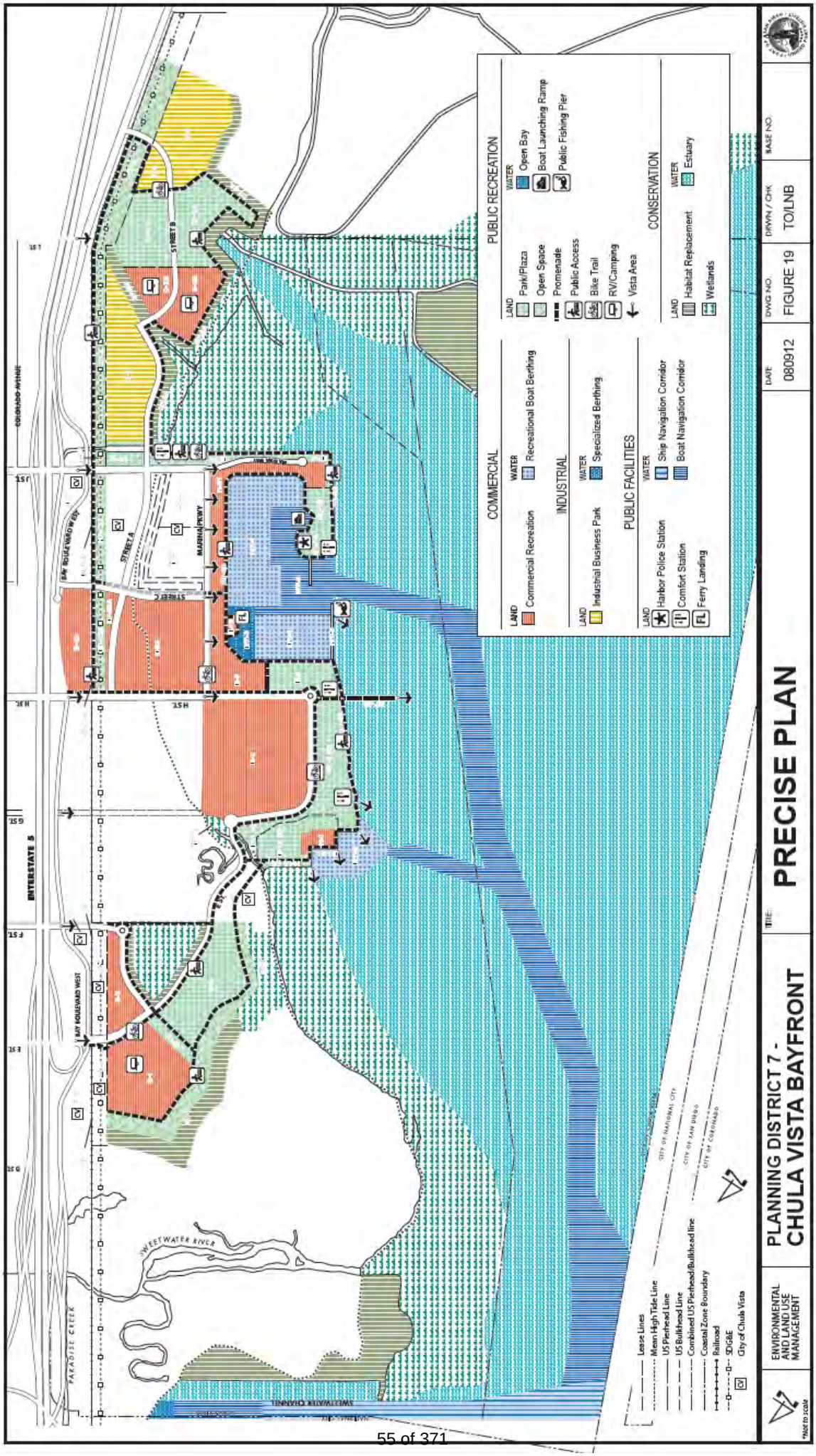


Exhibit 3


PUBLIC RECREATION
LAND
Park/Plaza
Open Space
Promenade
Public Access
Bike Trail
RV/Camping
Vista Area
WATER
Open Bay
Boat Launching Ramp
Public Fishing Pier
CONSERVATION
LAND
Habitat Replacement
Wetlands
WATER
Estuary
COMMERCIAL
LAND
Commercial Recreation
WATER
Recreational Boat Berthing
INDUSTRIAL
LAND
Industrial Business Park
WATER
Specialized Berthing
PUBLIC FACILITIES
LAND
Harbor Police Station
Comfort Station
Ferry Landing
WATER
Ship Navigation Corridor
Boat Navigation Corridor
INTERSTATE 5
BAY BOULEVARD WEST
MARINA PKWY
STREET A
STREET B
STREET C
H ST
SWEETWATER RIVER
PARADISE CREEK
SWEETWATER CHANNEL
CITY OF NATIONAL CITY
CITY OF SAN DIEGO
CITY OF CORONADO
Lease Lines
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Combined US Pierhead/Bulkhead line
Coastal Zone Boundary
Railroad
SDG&E
City of Chula Vista
ENVIRONMENTAL AND LAND USE MANAGEMENT
PLANNING DISTRICT 7 - CHULA VISTA BAYFRONT
TITLE:
PRECISE PLAN
DATE
080912
DWG NO.
FIGURE 19
DRWN / CHK
TO/LNB
BASE NO.
*Not to scale

Resort Hotel and Convention Center (RHCC) Chula Vista Bayfront Development Policies Consistency Summary Table (June 18, 2019)

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
2.6	Wherever wetlands are identified, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50 feet in width from the upland edge of riparian habitat shall be established …	The Parcel H-3 Vegetation Mapping Assessment prepared by Merkel & Associates, Inc. (M&A) dated September 28, 2018 states that areas within the proposed development are all urban developed and disturbed land. The assessment concludes that there are no wetlands located within the Parcel H-3 resort development limits or within 100 ft. of the development site. The nearest jurisdictional wetland resources are 217 ft. from the northern boundary of Parcel H-3. No wetland or riparian vegetation types including buffer occur within Parcel H-3. This portion of the site is unpaved and presently supports imported fill soil and has been used for Port tenant imported car storage. The disturbed habitat is dominated by bare ground with sporadic non-native weedy species along the fence line. Non-native species noted along the fence line include garland (Glebionis coronaria), summer field mustard (Hirschfeldia incana), Russian thistle (Salsola tragus), stinkwort (Dittrichia graveolens), prickly lettuce (Lactuca serriola), cheeseweed (Malva parviflora), Australian saltbush (Atriplex semibaccata), flax-leaf fleabane (Erigeron bonariensis), and crystalline iceplant (Mesembryanthemum crystallinum). Disturbed habitat is a habitat classification utilized in the FEIR. Within the Harbor District, disturbed habitat was used for areas classified as being previously graded lots currently dominated by bare soil and low-growing non-native herbaceous weeds. Based on site review by M&A, this portion of the site fits the FEIR classification of "disturbed habitat".	Project is consistent with this policy	N/A (onsite disturbed habitat and outside buffers from offsite wetlands)
3.2	… Siting and design of new shoreline development shall take into account predicted future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered and based upon up-to-date scientific papers and studies, agency guidance (such as the 2010 Sea Level Guidance from the California Ocean Protection Council), and reports by national and international groups such as the National Research Council and the Intergovernmental Panel on Climate Change. Consistent with all provisions of the PMP, new structures shall be set back a	The Project includes development on and off-site of Parcel H-3. Off-site improvements include the development of H Street along the south side of Parcel H-3, and E Street along the west and north sides of the parcel including a spur connection on G Street to the northeast of parcel H-3. The planned streets surround parcel H-3 to the south, west and north. Per the recommendations of the Chula Vista Bayfront Harbor District Road Improvement Sea-level Rise Analysis prepared by ESA dated January 2017, the applicant proposes to build these streets with a minimum crown elevation of 13.5 ft. relative to the North American Vertical Datum of 1988 (NAVD). Although fronted by existing Bayside Park to the west (future site of Signature Park extension / Harbor Park), these streets are the most bayward components of the	Project is consistent with this policy	N/A (adaptation and siting incorporated into design)

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	sufficient distance landward or other sea level rise adaptation strategies incorporated to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected economic life of the structure.	project and therefore the most vulnerable to sea level rise and coastal hazards. The sea level rise analysis assessed the vulnerability of these roads based on the National Research Council (2012) sea level rise projections, which were considered the best-available science at the time of the report and consistent with the adopted California Coastal Commission's (2015) Sea-level Rise Policy Guidance. According to this sea level rise analysis, the proposed road improvements with road elevations at 13.5 ft. NAVD are not expected to be flooded by the 100-year Bay flood scenario in the 2100 mid-range sea level rise projection of 3 ft. of sea level rise. However, without adaptation, 10-year Bay flooding could occur in the 2100 high-range sea level rise projection of 5.5 ft. of sea level rise. Potential adaptation measures such as raising the road further and improving the boat marina breakwater and fishing pier would reduce future flood risks and avoid the potential for flooding of the improved roads in a 10-year Bay flood scenario of 5.5 ft. of sea level rise. With potential adaptation measures designed to dissipate waves during a 100-year Bay flood scenario of 5.5 ft. of sea-level rise, some flooding could occur in a 100-year scenario (e.g., up to 6 inches of flooding over 2 hours with ponding persisting); however, this level of flood risk could likely be accommodated and therefore represents an acceptable level of risk. Therefore, implementation of these adaptation strategies, as needed, will protect the proposed street improvements over the expected economic life of the structure. Similarly, the proposed site elevation of Parcel H-3 is designed with a 13.5 ft. NAVD consistent with the road elevation recommendation.		
4.1	Prior to issuance of any building permits, building plans shall be reviewed by a qualified biologist retained by the developer and approved by the District, to verify that the proposed building has incorporated specific design features to avoid or to reduce the potential for bird strikes and that employ measures described below: <u>Policy 4.1.1 Lighting</u> […] <u>Policy 4.1.2 Glass and Reflection</u> […] <u>Policy 4.1.3 Building Articulation</u>	The applicant is required to comply with Final EIR MM 4.8-23, which includes all of the provisions included in both Policies 4.1 and 4.2, to address potential impacts associated with migrant birds striking a lit building at night; daytime migrants striking windows of a tall structure, most likely due to the reflection of the sky or nearby reflected vegetation in the windows; and migrants or residents striking windows at lower elevations that reflect the surrounding vegetation, which they interpret to be vegetation in front of them. To reduce the potential for bird strikes and disorientation, the project proposes that exterior lighting fixtures will be shielded and focused inward to the site to minimize light spill beyond the area for which illumination is required. In addition, all office spaces and hotel rooms with exterior windows will	Project is consistent with this policy	Special Provision 11

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	[…] <u>Policy 4.1.4 Landscaping</u> […] <u>Policy 4.1.5 Public Education</u> […] <u>Policy 4.1.6 Monitoring Bird Strikes and Collisions</u> […]	be equipped with blinds and the RHCC will provide printed material in each guest hotel room that encourages guests to close their window coverings to reduce the potential for bird strikes. As identified in RIDA Plan Set Sheet AA5.010, Overall South and West Elevation, the exterior of the hotel and convention center glass curtain wall or any other window surfaces will use low-reflective, non-mirrored glass coatings. The building facade design also contains horizontal banding, balconies with railings and a combination of solid/glazed elements to indicate to birds that the glass surface is solid. The design of the towers will avoid east-west monolith massing and include architectural articulation to minimize migration interference. To further mitigate bird strikes, all interior planting open to view from the exterior will be placed a minimum of 10 ft. away from glazing. Additionally, the applicant will enroll in the Fatal Light Awareness Program's "Bird-Friendly Building Program" and implement ongoing tenant and guest education strategies, to the satisfaction of the Port, such as elevator and lobby signage and educational displays, e-mail alerts and other bulletins during spring and fall migratory seasons, and other activities designed to enlist cooperation in reducing bird collisions with the building. A monitoring program will be implemented to collect data on bird strikes and make changes as needed. Merkel & Associates (M&A) has been actively working with the applicant to review conformance with all controlling documents and will continue to do so as the design progresses. The landscape within the raptor nest management area has been proposed to consist predominantly of ground cover, shrubs, and small trees with the intent to limit the potential habitat suitable for nesting or perching by raptors. Based on review of the FEIR for the Chula Vista Bayfront, prior investigations M&A has conducted in the Chula Vista Bayfront, review of avian strike literature, and the current project design (prepared by architect HKS dated January 11, 2019), the west-facing aspect of the hotel tower and atrium are of greatest potential for avian strikes and thus the focus of this discussion. In addition, of the design elements (Development Policy 4.1.1 through 4.1.5), glass reflection, building articulation, and monitoring bird strikes are of greatest concern. The other design elements (i.e., lighting, landscape, and public education) are also key features that need to be evaluated; however, these		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		elements are generally established by their requirement and have been or will be incorporated. This includes outdoor and indoor lighting specifics, designed landscape set back from windows, and hotel guest education. The hotel tower is oriented north-south and at a height of approximately 210 feet (top of the hotel rooms with windows); the maximum height from the ground up is approximately 240 feet (limited to a portion of the eastern edge of the tower and includes mechanical level). At its closest, the southern end of the tower is approximately 880 feet east (setback) from the existing Bayfront (as measured from the tower frontage to the top of the riprap along the bay). The tower has been mass designed with considerable articulation to break up the view and light of sight. The west facing portion of the tower has the greatest amount of windows; however, each level has detailed articulation in the balconies that further break up the line of sight by creating not only nonreflective façade but also shaded deck areas. By design, all glass would be at minimum non-fritted low-e glass (i.e., non-mirrored reflective). Based on the current design, predominantly by the basis of articulation alone, there is a low potential for daytime long-range migrant strikes. By design, the project would be also compliant with the outdoor and indoor lighting requirements as well as public education (e.g., pamphlets provided at check-in and material in each room specific to the local environment including the need to close blinds at night), all of which would help reduce the potential for strikes by long-range nocturnal migrants. Migrants in local transit or resident birds striking windows at lower elevations that reflect the surrounding vegetation, which could be interpreted to be vegetation, are the most likely type of strike the project may encounter. Based on the Bird-Friendly Building Design (American Bird Conservancy; available from: https://abcbirds.org/wp-content/uploads/2015/04/Birdfriendly_Building_Guide_WEB.pdf), the primary bird collision zone is from ground level to 40 feet. By design, the project will incorporate vegetation set back to reduce the potential for strikes. The hotel tower, even within the 40-foot zone has been designed to include articulation to break up the view. Thus, with		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		vegetation setback and building articulation, the potential for bird strikes as a result of the hotel is expected to result in low mortality. The atrium, however, is intended to be a primary element of the hotel, allowing the guest a clear view of the Bay through mostly glass. The atrium would be situated above the hotel mezzanine, a total height of approximately 32 feet. The atrium has been identified as the location with greatest potential for avian strikes by migrants in local transit or resident birds. Implementation of vegetation setback and limited articulation may help reduce mortality. The project has included two alternatives to the non-fritted low-e glass (i.e., non-mirrored reflective), they are: 1) The same basis of design glass but one that includes a ceramic frit with bird strike mitigation pattern; and 2) Ornilux UV fritted glass. Development Policy 4.1.6 would be required by the applicant or their designee and includes preparation of a plan to monitor bird strikes and collisions during the first 12 months after completion of construction. Compliance of this measure by the applicant or their designee would identify if bird strikes have occurred, where they occur, and how often they are occur. This would allow the applicant to implement alternatives necessary to correct any bird strike issues that may arise as a result of the Project. Such alternatives could include glass alternatives proposed by the applicant as listed above. Monitoring would allow the Applicant to implement as-needed and specific changes at the exact locations where bird strikes occur. Special Provision 11 is included in the Draft CDP to implement this Development Policy.		
4.2	Bird strikes must be monitored and measures developed to address persistent problem areas in accordance with the NRMP. Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management such that impacts on birds are avoided or minimized. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior	As described above, with input and direction from the retained biologist for the project (Merkel & Associates), the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs minimize building impacts on birds. In addition, bird strikes will be monitored in accordance with the NRMP and Final EIR MM 4.8-23, which requires: “a qualified biologist to design a protocol and schedule, in consultation with the U.S. Department of Fish and Wildlife and subject to the approval of the Port to monitor bird strikes which may occur during the first 12 months after	Project is consistent with this policy	Special Provision 11 (monitoring)

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	materials, and design of exterior lighting and lighting of signs.	the completion of construction. Within 60 days after completion of the monitoring period, the qualified biologist shall submit a written report to the Port which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the Port in coordination with the U.S. Department of Fish and Wildlife, will evaluate whether further action is required, which may include further monitoring." Special Provision 11 is included in the Draft CDP, which includes monitoring, to implement this Development Policy.		
5.3	Protect the No Touch Buffer Areas from the impacts of the Chula Vista Bayfront project including, without limitation, fencing necessary to protect the Sweetwater Marsh and the Sweetwater parcel tidal flats, the J Street Marsh next to the San Diego Bay National Wildlife Refuge, and the north side of Parcel H-3.	There are no designated "No Touch Buffer Areas" adjacent to Parcel H-3 (see Exhibit 2 Chula Vista Bayfront (CVB) Master Plan Development Policies). The northern boundary of Parcel H-3 is approximately 250 feet from wetland habitat on Parcel HP-11 (just south of the F&G Marsh) and approximately 470 feet from the No Touch Buffer on Parcel SP-1 protecting the Sweetwater Marsh and tidal flats (Figure 3 Raptor Management Plan prepared by Merkel & Associates dated Nov. 16, 2018). Even though G street, Marina Parkway, and numerous parcels (HP-11, HP-1(N), and S-2) separate the project from the closest No Touch Buffer, fencing on the north side of Parcel H-3 will be required (excluding driveways). Special Provision 16 is included in the Draft CDP to implement this Development Policy. Monitoring for raptor nests is to be conducted annually, in perpetuity, or until determined that the threat of depredation on special status bird species (listed in Section 1.3 of this Plan) is not significant. This will be determined by the lack of nesting attempts or activity documented for five consecutive years. Cessation of this Plan, if proposed, must be approved by the Port and regulatory agencies for the FEIR. The design criteria listed in FEIR MM 4.8-6(B) and applicable to the "raptor nest management area" are: • Light posts shall have anti-perching spike strips along any portions that would be accessible to raptors. • The top edge of buildings shall be rounded with sufficient radius to reduce the amount of suitable perching building edges. • If building tops are hard corners, spike strips shall be used to discourage raptors from perching and building nests.	Project is consistent with this policy	Special Provisions 11 (monitoring) and 16 (fencing)

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		• Decorative eaves, ledges, or other protrusions shall be designed to discourage perching by raptors. The project has been planned to limit potential habitat suitable for nesting or perching by raptors, including the use of small trees in this portion of the development and architectural layout to limit the complexity of structures in the area located towards the northern exposure of the development site that falls within the raptor nest management area. Specifically, features within the raptor nest management area and subject to the design criteria are limited to the northern exposure of a parking garage, light posts, landscaping, and an event lawn. At the present time, the landscape within this portion of the site includes groundcover, shrubs, and small trees, all of which are expected to provide low nesting or perching opportunities for raptors. The corners and ledges on the parking garage are expected to be too wide for regular raptor perch use and as needed, light posts would have anti-perch features where needed.		
6.1a	Invasive plant species (as listed in the California Invasive Plant Inventory list or California Invasive Plant Inventory Database or updates) will not be used in the Chula Vista Bayfront area. Any such invasive plant species that establishes itself within the Chula Vista Bayfront area will be immediately removed to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas. A condition of approval for coastal development permits will require applicants to remove any such invasive plant species that established itself within the Chula Vista Bayfront area.	Invasive plant species will not be specified or utilized with the Parcel H-3 site boundary (RIDA Plan Set Sheet L1.125, Master Plant List Index; Sheet L1.126, Overall Shrub and Groundcover Masterplan; and Sheet L1.127, Overall Tree and Palm Master Plan). As stated in Sheet L1.125, Master Plant List Index, the project plant list has been cross-referenced with the California Plan Inventory and the California Invasive Plant Inventory Database to confirm that invasive species would not be used in the project area. Special Provision 12 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 12
7.2	Explicit lighting requirements to minimize impacts to Wildlife Habitat Areas will be devised and implemented for all Bayfront uses including commercial, residential, municipal, streets, recreational, and parking lots. Beacon and exterior flood lights are prohibited where they would impact a Wildlife Habitat Area and use of this	The Project minimizes the light energy output of each fixture (e.g., using LEDs) and direct lighting downward and inward to the site so as not to spill beyond the property boundary and thereby minimize impacts to Wildlife Habitat Areas. RIDA Plan Set Sheets SLT1.00 – SLT1.04 show the site lighting plans, and Sheets SLT1.05 – SLT1.14 show the lighting specifications and fixture cutsheets. New lighting technology to reduce visual and environmental impacts will be	The project is consistent with this policy	Special Provision 17

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	lighting should be minimized throughout the project.	incorporated into the project, as necessary. On the northernmost part of the site the lighting design has been purposely minimized to be the least amount it can be and still function for the general lighting standards for public safety. The garage vehicular drive from the street is currently illumination with one (1) pole light that has been specifically scaled down to resemble a light source you might typically see in a pedestrian plaza. The Type P3 fixture appears on sheet SLT1.03 and the photometric results appears on sheet SLTP1.03. The Type P3 fixture (cutsheet shown on sheet SLT1.07) is located 48'-0" from the street's curb edge and that was purposely done to draw the light source as reasonable as possible inward to the site. The specification of the Type P3 fixture offers a very sensitive low profile at 15" tall verses standard pole heights for this type of application going to pole heights of 20 and 25 feet. The selected fixture has full cut-off light distribution and is offered at the warmest Kelvin temperature offered in the lighting industry for this type of light fixture at 3000K. Two (2) additional fixtures are shown in the area which are tree accent fixture only having 7 watts each for the only aesthetic lighting sources at this end of the property. All fixture minimizes light spillage. By reviewing the photometric plan sheet LLTP1.03, the area is surrounded by mostly zero foot-candle levels except where it is needed at the vehicular drive. Moving away from the northern most corner of the site, a second vehicular drive comes from the garage and a similar approach to lighting has occurred here as well. The drive in this location is longer and requires more than one (1) Type P3 pole light. Type P3 fixtures (cutsheet shown on sheet SLT1.07) are spaced at 35'-0" on center. RHCC is designed to eliminate one (1) Type P3 fixture and place the closest fixture to the curb line at 48'-0" to match the other garage vehicular drive. Also notice there is a pedestrian pathway crossing the vehicular path with illumination levels in the range of 0.5 foot-candles to address both sensitive environmental concerns as well as public safety and welfare. Moving further away from the northern most end of the project site there is an entry for patrons to the project who arrive by car or bus and are attending a meeting or ballroom event. The entry vehicular drive which takes a boulevard concept with a landscape and		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		pedestrian buffer between drives. Instead of the vehicular drives being illuminated by flanking pole fixtures which would be more than appropriate, the RHCC includes only flanking 39” tall full cut-off Type B1 bollard fixtures (cutsheet shown on sheet SLT1.05) to illuminate the pathway into the drop-of area where the first fixture occurs 76’-0” off the curb line. Within the center landscape buffer, the RHCC includes only four (4) Type PP1 pedestrian style pole fixtures to provide a needed level of lighting where busses may stop and have departing and arriving patrons circulate from this area into the building. The Type PP1 poles (cutsheet shown on sheet SLT1.09) shows it to be only 14’9” tall) and has full cut-off lighting distribution providing the small surrounding area with minimal lighting levels in the range of 3 foot-candles. Refer to the photometric sheets SLTP1.02 and SLTP1.03. These are the sheets showing the photometric performance of the project. The majority of the photometric levels on the site have a level of 0.0 except where specific vehicular of pedestrian activity is present. All fixtures specified are low profile and have full cut-off light distribution that provides very directed light to the area it is intended to be and not have wide spread light spillage to the sides of the fixtures. For the publicly accessible amenity area on the northwest part of the site, a mixture of fixtures such as Type B2, a 38” tall pedestrian bollard with full cut-off (cutsheet shown on sheet SLT1.06) and a low-profile pedestrian pole Type PP2 (cutsheet shown on sheet SLT1.069 and 10) are provided. Both are full cut-off and have the warmest kelvin temperature available at 3000K. There is a small area where festival lights are strung between tree rows, fixture Type SL1 (cutsheet shown on sheet SLT1.11), where the light source is only 1.8 watts each and the Kelvin light temperature is 2400K. These are not full cut-off but are very low light and very warm/low Kelvin temperature fixtures that are in a limited area of usage. There is a sporadic sprinkling of 7 watt, 3000K Type TU tree accent lights for overall aesthetic affect and a needed lighting layer at eye level for way finding and signifying the transition between paved and landscape areas. The design has been designed to address the needs of the safety of the public and/or RHCC in a sensitive manner to minimize or eliminate any impact to local / adjacent sensitive species.		

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		The project's Pool Amenity Deck appears on sheet SLT1.01 for the lighting plan and sheet SLTP1.01 for the matching photometric plan of the pool deck and SLTP1.05 for the photometric plan of the pools (in water). The lighting of the pool deck surface is mostly accomplished by two main light fixtures. Those would be the (1) Pedestrian Poles Type P4 and (2) palm tree mounted Type TD tree downlights: (1) The Pedestrian Pol Type P4 is a unique fixture chosen specifically for the RHCC due to its flexibility in shedding light levels but also for its full cut-off light distribution. See sheet SLT1.07 for the beginning of this multi-page cutsheet which on this page will show the visual and aesthetic part of the fixture and sheet SLT1.08 where the cutsheet pages end with additional technical information. This pole is 15'-0" tall. Taking this approach with a shorter pole forces the use of more of these poles within the pool deck as the RHCC would keep the light sources lower to the pool deck surface would be a more environmentally sensitive approach. The fixture takes on a low profile with two individual 3000K. full cut-off light sources. This manufacturer has an option which was chosen for this project where the light sources coming from this pole can be reduced from 100% to 30% which the RHCC will be using to shed lighting levels after the pool deck closes for the evening; and (2) The Type TU palm tree downlights supplement the pole lighting where it is needed. Each palm tree within the pool deck area has a small 3" aperture, pointed downward to the deck, honeycomb baffle for glare protection and the white lighting emitting from it is at 3000K. The fixtures get mounted to the palm tree trunk just below the palm fronds and will be directed downward at an angle of 15 to 25 degrees which will have the lighting source always going directly downward and not upward to the sky. Besides a small collection of Type TU tree accent lights, step lights needed when there are level changes and in water light fixtures illuminating the water for general life safety the only other significant contributor of lighting in the pool deck is pole fixture type P5. Those four (4) pole fixtures occur at two pools – the Wave Pool and the Kid's Water Slide Pool. The Type P5 fixtures (see the specification point in a		

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		downward position and are glare protected. These fixtures are the fun lighting source at these two pools where the lighting is programmed for different colors that will be conservatively programmed and not strobing/pulsing or be fast color changing. Lighting colors programmed will be sensitive to the surrounding environment, not conflicting with bird migration meaning solid red will not be a programmed color during the spring and fall migration periods. Programming will also include the intensity of the lighting which will be fully accessible to be tuned to a low intensity. On the southern side of the site, the parking lot for and drop-off for the Exhibit Hall and the vehicular drive to the hotel's main Porte Cochere are located. As will all other fixtures used within the entire property the pole fixtures, shown on sheet LST1.04 and the resulting photometric lighting levels shown on sheet SLTP1.04, the pole fixtures, pathway bollard lighting and stair lighting all light sources are 3000K warm white, all full cut-off and designed to illuminate specific areas without dispersing lighting widely in all directions. Based on the applicant's lighting studies and photometric calculations, the resulting lighting levels are low level for appropriate safety but not above recommended normal practice standard lighting levels. Fountain lighting proposed in front of the Porte Cochere is intended to be low intensity and a neighboring exterior stair from the Exhibit Hall level up to the side of the Porte Cochere has a light integrated into the handrail pointed directly downward with a warm white 3000K light source. Special Provision 17 is included in the Draft CDP to implement this Development Policy.		
7.3	All street and walkway lighting should be shielded to minimize sky glow.	As shown on RIDA Plan Set Sheets SLT1.00 – SLT1.04 and SLT1.05 – SLT1.14, and as described in Development Policy 7.2, all street and walkway lighting have a full cut-off rating and the orientation of the fixtures in a downward position, thereby minimizing sky glow. Moreover, all street lighting fixtures are required not to exceed 3,000 Kelvins. Special Provisions 27 and 36 are included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provisions 27 and 36

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7.6	Laser light shows will be prohibited.	Laser light shows will not occur on Parcel H-3. Special Provision 35 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 35
7.7	Construction lighting will be controlled to minimize Wildlife Habitat Areas impacts.	Lighting during construction will be shielded to minimize impacts to the adjacent wetland and F&G Street marsh areas. The project will have shielded lights at the entry gate areas for safe employee access during early morning and evening egress. The only evening work that could occur during construction would be large concrete pours due to continuous placement requirements. If construction lights are used, they will be portable gas-powered light mast illuminated only when light levels are below a safe work site. A 6-ft. high temporary chain link fence with scrim, as shown in the Site Logistics Plan prepared as part of the applicant's November 16, 2018 submittal, will be around the entire work area during construction to further minimize lighting impacts to offsite Wildlife Habitat Areas in the northerly F & G Street marsh. Special Provisions 17 and 35 are included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provisions 17 and 35
8.1	Construction noise shall be controlled to minimize impact to Wildlife Habitat Areas.	Construction noise shall be controlled to minimize impacts to the adjacent wetland and F & G Street marsh on the north side of Parcel H-3. As shown in the Site Logistics Plan and Sound Barrier Sample Detail prepared as part of the RIDA Nov. 16, 2018 submittal, for construction activity occurring within 800 ft. of the habitat during the extended breeding season, the applicant will install and place 500 ft. of a 20-ft. high temporary sound barrier along the northeast project property line to reduce the construction noise level to 60 dB(A) or below. The barrier will block line-of-sight between the source and receiver and be long enough to prevent flanking around the ends, with no gaps or cracks through or below the wall, and consist of solid construction with a minimum density of 3.5 lbs./sf. Prior to the start of construction, upon selection of a contractor and once specific equipment models and locations, phasing, and operational duration, etc. are known, a detailed analysis shall be conducted by the project developer and approved by	Project is consistent with this policy	Special Provision 3(b)

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		the Port and City to determine proper placement of the temporary noise barrier. Special Provision 3(b) is included in the Draft CDP to implement this Development Policy.		
13.2 a-k	All new development shall: a) Comply with the Regional Water Quality Control Board Order No. R9-2007-0001, National Pollutant Discharge Elimination System Permit No. CAS0108758, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, and the San Diego Unified Port District (Municipal Permit), as adopted, amended, and/or modified or replaced by the Regional Water Quality Control Board with a new Municipal Permit. The Municipal Permit prohibits any activities that could degrade stormwater quality. b) Comply with the District Jurisdictional Urban Runoff Management Document and the District Standard Urban Stormwater Mitigation Plan ... c) Be designed and managed to minimize the introduction of pollutants into coastal waters to the maximum extent practicable. d) Be designed and managed to minimize increases in peak runoff rate and volume in order to avoid detrimental water quality impacts caused by excessive erosion or sedimentation. e) Include Site Design and Source Control BMPs and Low Impact Development practices, where feasible, in all developments. f) Implement the requirements of Hydromodification Management Plan ... as required. g) Minimize impervious surfaces in new	The RHCC will comply with Regional Water Quality Control Board and San Diego Unified Port District stormwater and runoff requirements and will acquire all associated permits. RIDA Plan Set Sheets C3.001 – C3.004, Drainage and BMP Plan, show biofiltration basin along H Street, E Street and G Street. The Port of San Diego Priority Development Project (PDP) Stormwater Quality Management Plan (SWQMP) prepared by the applicant dated July 18, 2018 describes how each biofiltration basin was located and sized to treat 100% of the onsite runoff in each drainage area before discharging into reinforced concrete pipe (RCP) storm drain via an 8” (polyvinyl chloride) PVC underdrain. The site is comprised of Type D soil that, according to the Geotechnical Investigation prepared by Geocon dated June 1, 2018, should be avoided for infiltration. To reduce the potential for any infiltration, an impermeable liner will be placed at the bottom of each biofiltration basin to prevent water infiltration into the underlying fill soils. Stormwater will instead filter through a soil media layer, a sand/gravel medium and aggregate storage before it is collected via an 8" subdrain, and then conveyed to the existing storm drain system. These biofiltration basins minimize the introduction of pollutants into coastal waters and were designed to the required Port of San Diego size per design criteria and considerations. Flow control for hydromodification management is not required. RIDA Plan Set Sheets C4.001 – C4.004, Grading Plan, show existing and proposed topography. While the majority of the project will sit on a substantial amount of fill to accommodate projected sea level rise, land disturbance activities will be minimized, such that the proposed grading will not change the existing drainage patterns.	Project is consistent with this policy	Special Provision 55

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	development, especially directly connected impervious areas, and, where feasible, increase the area of pervious surfaces in redevelopment. h) Minimize erosion, sedimentation, and polluted runoff from construction-related activities of development, to the maximum extent practicable. i) Minimize the land disturbance activities of construction (e.g., clearing, grading, and cut and-fill), especially in erosive areas (including steep slopes, unstable areas, and erosive soils), to avoid detrimental water quality impacts caused by increased erosion or sedimentation. Incorporate soil stabilization BMPs on disturbed areas as soon as feasible. j) Require Treatment Control BMPs, in addition to Site Design and Source Control measures, when the combination of Site Design and Source Control BMPs is not sufficient to protect water quality. k) Be designed, constructed and maintain any required Treatment Control BMPs ... [for] all storms up to and including the 85%, 24-hr storm event for volume-based BMPs, and/or the 85%, 1-hr storm event ... for flow-based BMPs.	Special Provision 55 is included in the Draft CDP to implement this Development Policy.		
13.6	Integrated Pest Management must be used in all outdoor, public, buffer, habitat, and park areas.	An integrated pest management plan will be utilized in the outdoor areas of the project including on all artificial turf systems.	Project is consistent with this policy	N/A (incorporated into design)
13.7	Fine trash filters are required for all storm drain pipes that discharge toward Wildlife Habitat Areas.	The Project would be required to comply with Mitigation Measure 4.8-6(G) of the FEIR, which requires fine trash filters be installed for all storm drain pipes that discharge toward Wildlife Habitat Areas. In addition, drainage improvements were designed to avoid detrimental water quality impacts to nearby Wildlife Habitat Areas. These improvements include approximately 1,900 linear feet of 18-inch to 48-inch RCP storm drain piping and associated structures within H Street, E Street and G Street, and approximately 1,100 linear feet of 36-inch to 48-inch storm drain outfall pipe and structures across the future Harbor Park (Signature Park extension) to three new outfalls to San Diego Bay:	Project is consistent with this policy	Special Provisions 47, 48, 49 and 53

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		1. The existing 18-inch outfall located north of the E Street and G Street intersection will be replaced with a new 36-inch RCP outfall. This storm drain system collects the storm water runoff from the northeast portion of the North Harbor district and the RHCC and discharges northerly at the location of the existing 18-inch outfall. 2. A new 36-inch/42-inch RCP storm drain pipe will be constructed from E street to a new 42-inch outfall at the northwest corner of future Harbor Park. This storm drain system will transport the storm water drainage from a portion of E Street and the northwest portion of the RHCC. When future Harbor Park is designed and permitted, the drainage system may connect into this new outfall, which may allow for the potential decommissioning of other existing outfalls in the area. 3. The existing 24-inch outfall located to the south of Harbor Park will be replaced with a new 48-inch RCP outfall, which will accommodate the storm water drainage from the southern portion of E Street, the western end of H Street, the southwest portion of the RHCC. Similarly, when future Harbor Park is designed and permitted, its drainage system may connect into this outfall as well, which may allow the potential decommissioning of other existing outfalls in the area. While the locations of these outfalls were selected to minimize environmental impacts, implementation of the two outfalls to the F&G Marsh inlet and bay could result in impacts to sensitive habitat and species potentially adjacent to the construction work area, if not effectively controlled through mitigation measures. The northern storm drain is an upsizing of an existing drain that discharges into the F&G Marsh inlet. Implementation of Final EIR mitigation measures associated with the Sweetwater Pedestrian and Bicycle Pathway Project (approved by District Resolution on December 11,2018 and City of Chula Vista CDP on December 13, 2018) will reduce impacts to less than significant. Implementation of mitigation measures included in the Biological Impact Analysis Report for the North Harbor District Improvements at Chula Vista Bayfront Project prepared by Merkel &		

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		Associates will reduce impacts associated with the other outfall to less than significant. It should be noted that future consolidation of six other storms drains in the Harbor District planned as part of the CVB build-out would result in a net reduction in discharge locations. Special Provisions 47, 48, 49 and 53 are included in the Draft CDP to implement Mitigation Measure 4.8-6(G).		
15	a) … all Developments will achieve a minimum of a fifty (50) percent reduction in annual energy use … b) Each building in each Development will perform at least fifteen (15) percent better than Title 24 … c) … To achieve compliance with this policy, sponsors of Developments may select one of two paths[: "Title 24 Path" or "Leed Path"]. d) Renewable Energy generated within the boundaries of the Development will be credited toward the minimum of a fifty (50) percent reduction in annual energy use … e) Renewable Energy generated on one or more sites ("Renewable Energy Sites") within the boundaries of the Chula Vista Bayfront by the District, City or other third party and fed to the electrical grid or to the Development will be credited toward the minimum of a fifty (50) percent energy reduction requirement … f) Participation in a City of Chula Vista sponsored energy efficiency program provided that the resulting energy reduction may be calculated and verified … g) Each Development will develop, implement, and for the life of each Development, maintain a measurement and verification plan ("M&V Plan") … h) Participation in one of SDG&E's Voluntary Demand Reduction (DR) utility rates will be awarded a waiver … i) Participation in one of SDG&E's Mandatory Demand Reduction (DR) utility rates will be	Energy reduction specialists will be retained to assist with identifying all reasonable methods to reach the 50% energy reduction requirement. Title 24 Path will be followed with a minimum of 15% energy savings using Title 24, Part 6, 2010 edition as the baseline. The City will verify compliance with this requirement during Building Plan check by comparing 2010 and current code to determine the percentage of energy savings are achieved through Title 24 amendments since the 2010 code. Building massing, orientation, materials, and systems will be selected to optimize energy performance. From early design through completion of Construction Documents, an Energy Model will be utilized to inform design decisions. Options for natural ventilation will be investigated during the design process. The applicant also agrees to participate in the City's sponsored energy efficiency program. Energy reduction measures may be phased in over time within 36 months following the issuance of a certificate of occupancy. The District, City, and/or applicant will ensure compliance with the required energy reduction measures of section 15.2 of the Settlement Agreement no later than 36 months following the issuance of a Certificate of Occupancy for the RHCC. Special Provision 43 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 43

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	awarded a waiver … j) Incorporation of natural ventilation into design such that at least 75% of the conditioned area is naturally ventilated … will be awarded [waivers] … k) The parties understand and acknowledge that the energy reduction measures … may be phased in over time … provided [they] are completed no later than thirty-six (36) months following issuance of a Certificate of Occupancy …			
16.1	Parcels contaminated with hazardous materials will be remediated to levels adequate to protect human health and the environment.	Tetra-Tech's Limited Soil and Groundwater Investigation for Parcel H-3 dated April 7, 2015 indicates that Parcel H-3 soil known contaminant levels require no further action, and groundwater contamination is determined to originate at the adjacent parcel to the east (Goodrich facility), which is being addressed by the RWQCB under a clean-up and abatement order. Goodrich is implementing groundwater monitoring on Parcel H-3. To confirm there is no risk to human health at the H-3 site, the District completed a soil vapor survey and indoor air risk assessment, which determined site soil vapor contaminants detected were below levels that would be expected to result in adverse health effects under an industrial/commercial scenario. Special Provision 55 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 55
17.2	The Wildlife Advisory Group will meet to: … (iii) identify any changes or adjustments to the NRMP required to respond to changes in the man-made and natural environments that are affecting or, with the passage of time may affect, the effectiveness of the NRMP in achieving the Management Objectives …	The applicant's design team presented to the Wildlife Advisory Group (WAG) during a publicly-noticed meeting on June 14, 2018 to give an overview of the project components and site design. The following topics were discussed: separate hotel and conference center entrances; palm trees and the landscaping palette; use of drainage and bio-swales for education; lighting, glass types, and plans to prevent bird strikes; incorporating solar panels and battery storage systems into the resort design; measures to prevent nuisance animals; and collaboration with the Living Coast Discovery Center on interactive displays and educational outreach. The WAG did not identify any changes or adjustments to the NRMP. Subsequently, a project status update was provided to the WAG on April 18, 2019.	Project is consistent with this policy	N/A (WAG input received)

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17.4	A Bayfront Cultural and Design Committee ("BCDC") shall be formed to advise the District in addressing the design of parks, cultural facilities, and development projects. The public participation process for the BCDC will include broad community representation and will be modeled after the Community Advisory Committee (CAC) process … The BCDC will advise the District in the establishment of Chula Vista Bayfront Master Plan design guidelines to address cohesive development and streetscape standards, walkways and bikeways design to promote safe walking and biking, standards for design of park areas, and cultural facilities but will not address NRMP and Wildlife Habitat Areas design guidelines described above.	The BCDC held a publicly-noticed meeting at the City of Chula Vista offices on June 14, 2018 to allow the applicant's design team to present the proposed Project to the BCDC and receive input from the committee and the public. One member of the public spoke regarding the Project who was opening a business in Chula Vista with kayak and stand up paddleboard rentals. The applicant's representative responded that they see existing businesses in Chula Vista as an enhancement to their project and would like to work with them in the future. The BCDC had the following suggestions for the design team to consider including: • Reinforce the idea of multiculturalism, especially considering the Project's proximity to Mexico and that substantial revenues would come from guests visiting from across the international border. They expressed that they would like to see influences from Mexico incorporated into the design theme of the resort; • Landscaping throughout the site should include more trees that provide canopies instead of palm trees. Also, provide a more native plant species in a transition to the pool area and leading to the wildlife areas on the northern portion of the site; and • Provide green roofs and consider using photovoltaic solar panels on large roof expanses. Subsequently, a Project status update was provided to the BCDC on April 18, 2019.	Project is consistent with this policy	N/A (BCDC input received)
20.2	Provide a continuous open space system, fully accessible to the public, which would seamlessly connect the Sweetwater, Harbor, and Otay Districts through components such as a continuous shoreline promenade or "Baywalk" and a	The project includes the construction of offsite improvements referred to as Phase 1A Infrastructure, including pedestrian and bicycle paths to provide connectivity to existing and planned facilities. As shown in the District North Harbor District Improvements at Chula Vista Bayfront Plan Set, Sheet 2, a 12-ft. wide AC Class I bike path will be provided	Project is consistent with this policy	N/A (offsite improvements provided as part of Phase 1A

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	continuous bicycle path linking the parks and ultimately creating greenbelt linkages.	within Parcel H-9 on the southerly side to connect the existing bike path along H Street east of Marina Parkway to the future path system planned in Harbor Park. Pedestrian and bicycle circulation on the north side of H Street will be provided within the public esplanade on Parcel H-3. The public esplanade wraps around the south, west, and north site of Parcel H-3 and has widths of 50-60 feet along H Street, 100 feet on the west side along E Street, and 50 feet on the north side along E Street (RIDA Plan Set Sheet L1.118). The public esplanade includes features such as bike racks, interpretive signage, public art, benches, drinking fountains with dog bowls, and pedestrian crossings to the future Harbor Park (Signature Park extension). Additional pedestrian and bicycle circulation will be provided within Parcel H-3 on the east and south side and within future Harbor Park on the west and north side. A pedestrian crossing and one shuttle stop will be provided mid-block on E Street to enhance connectivity between the east-west public access corridor.		Infrastructure to be constructed with Project)
20.5	Open spaces integrated into the hotels must include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons.	A Public Access Plan (PAP) was designed for the Project. The RHCC project design integrates open spaces into the hotel design with activating uses that will be open to the public as well as hotel patrons, as follows: • Public Beach Walk – a prominent public walkway that will provide a continuous public access linkage between the Esplanade, 340-Foot Setback Area, and Great Room and Lobby. • Public Esplanade – approximately 5 acres and will contain activating uses such as: pedestrian walkways, benches, bike racks, informational kiosks, wireless connectivity, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, wayfinding signage, drinking fountains, public art, and a grill venue which will double as a food venue for the pool facility and the Esplanade. (see PAP Chapter 3.2) • Plaza and Activity Village (340-Foot Setback Area) – approximately 9-acre plaza with amenities including retail, seating with views to the Bay, and landscaping, and will consist of 2 primary components (see PAP Chapter 3.3):	Project is consistent with this policy	Special Provisions 18 (Public Access Plan) and 19

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		1. Public Open Space Plaza Area – approximately 4.2 acres, generally representing about 50% of the 340-Foot Setback Area excluding areas associated with the public esplanade, main public terrace, and the social lawn. This area will contain a variety of pedestrian-oriented activating uses that will be no cost, low cost, or reasonably priced. It will contain pedestrian walkways including the primary Beach Walk, plaza areas, low-scale retail and visitor serving retail uses such as bike rentals, ice cream, and gift shops, an approximately 46,200 SF Pacific Coastal Village retail plaza, restaurant, coffee shop, and restrooms for the retail/restaurant uses which would be available to the public. Two approximately 57,000 SF public open plaza lawns with hardscape and landscaping will contain amenities/activities such as: game activities, linear recreation, social gathering, viewing and relaxation, interactive nature playground, public art, wayfinding/informational signage and/or informational kiosks, and may include other activating uses such as: ATMs, newspaper stands, and outdoor seating and dining areas. The Public Open Space Plaza public amenities will be accessible to the public 100% of the time, with the exception of the northerly public open plaza lawn (Public Open Plaza 2), which will be available to the public 85% of the year during the summer months (Memorial to Labor Day) and 75% of the year during non-summer months. 2. Low-Cost Commercial Recreation – approximately 4.2 acres, generally representing about 50% of the 340-Foot Setback Area excluding areas associated with the public esplanade, main public terrace, and the social lawn. This area will consist of 4 swimming pools, for which 150 low-cost day passes will be available to the general public at a rate of $10 (annual Consumer Price Index increases are allowed); associated amenities; and a pool bar. • Hotel Lobby and Great Room – containing pedestrian paths, seating, coastal Southern California themed amenities, wayfinding signage, and opportunities to view the Bay, planned Harbor Park		

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		(Signature Park Extension), and marina. The Lobby/Great Room will feature a dual-level atrium/indoor garden area that will have food pavilions and retail shops. It will also contain water features, boardwalks, and beach games that will interface the outdoors with the indoors. The upper level of the Lobby/Great Room will feature a restaurant venue that will overlook the atrium. (see PAP Chapter 3.4) Special Provisions 18 and 19 are included in the Draft CDP to implement this Development Policy.		
20.6	Public access and other path-finding signage should be placed at strategic locations throughout the hotel complexes and to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities.	A Public Access Plan (PAP) was designed for the Project. Because the public esplanade, 340-ft. setback area, and hotel and convention center represent a mix of public and private spaces, public access signage and other wayfinding signage will be placed at strategic locations throughout the hotel site to guide guests and visitors to and from public use areas, shops and restaurants, and other facilities (see PAP Chapter 3.5) (RIDA Plan Set Sheet L1.117, Public Park Plan). The signage system will provide for both directional and hours of operation information needed for ease of pedestrian movement. Signage will include the following: • Wayfinding signage - will be placed at areas to identify and connect public access areas. • Gateway Monuments – will identify the primary entry portals to the RHCC. • Pedestrian Directional Signs – will direct visitors to and from major destinations and points of interest such as the Public Esplanade, Public Open Space Plaza Area, and Hotel Lobby. • and Great Room, and planned Harbor Park. Informational signage on the Bayfront Circulator Shuttle will also be provided. • Coastal Access Path Signs – will be used along the site periphery to direct pedestrians to and from the Bay.	Project is consistent with this policy	Special Provisions 18 (Public Access Plan) and 20

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		• Interpretive Signs - will be concentrated in the public plaza areas and illustrate the Bay history as a working waterfront, and describe the natural history and ecological resources of the area. • Online Information – will be provided on the RHCC website, including: public amenities, available pool day passes for the public, and public parking and Bayfront Circulator Shuttle information. Special Provisions 18 and 20 are included in the Draft CDP to implement this Development Policy.		
20.7	To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the hotel developments and associated outdoor areas should contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATM's, public art or gift shops easily accessible to the public.	A Public Access Plan (PAP) was designed for the Project. The design of the RHCC helps integrate all publicly accessible areas and provides convenience and low-cost services for the general public, as the ground floor of the hotel development and associated outdoor areas contain a variety of pedestrian oriented amenities as follows: a series of pedestrian walkways including a prominent Beach Walk, outdoor seating; bike racks; informational kiosks; wireless connectivity; interpretive and educational displays; wayfinding signage; drinking fountains; restrooms; public art; dining areas; retail shops; a retail plaza; 2 public open plaza lawns with activation amenities such as games, linear recreation, social gathering, viewing and relaxation, and interactive nature playground; and low-cost Commercial Recreation Area day passes. (see PAP Chapters 3.2 and 3.3) Public open space within the Plaza and Activity Village consists of: (A) Public Open Plaza Area (consisting of the Pacific Coastal Village, Beach Walk, and open plaza lawns); and (B) a low-cost commercial recreation area. • For (A), RHCC will provide a net surplus of public open space when considering public access both within and through the Public Open Plaza Area and public access within the hotel's Great Room, main terrace, lobby, and F&B/retail. • For (B), RHCC will provide a public access amenity by providing 150 public passes per day at a low-cost rate of $10 each with annual	Project is consistent with this policy	Special Provisions 18 (Public Access Plan), 21 and 31

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		Consumer Price Index increases. The public will have access to the entire pool area. This allows the pool to serve two purposes: as a low-cost visitor serving public amenity and a pool facility for hotel guests. Special Provisions 18, 21 and 31 are included in the Draft CDP to implement this Development Policy.		
20.8	The design of the Resort Conference Center (H-3) development must provide a strong public interface with the adjacent Signature Park by including publicly accessible areas with convenience and low cost services for the general public. Specifically, on the west side of the site, the ground floor of the development and associated outdoor areas must include a variety of pedestrian-oriented amenities and activating uses, such as restaurants, outdoor cafes with sit down and walkup service, informational kiosks, ATMs, public art or gift shops easily accessible to the public. The RFP for the development of the Resort Conference Center (H-3) site will identify these requirements and will emphasize the need for establishing linkages to, from and through the site such that the public feels welcome on the site and encouraged to connect to public promenades and other public amenities in the park areas or along H Street and Marina Parkway. Other public amenities that may be provided at various locations around the hotel site include public wireless connectivity, drinking fountains, bike racks, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, and dog drinking fountains. These elements represent public recreational opportunities and will encourage access to and around the site.	A Public Access Plan (PAP) was designed for the Project. The RHCC design provides a strong public interface with the adjacent planned Signature Park (Sweetwater Park) by including publicly accessible areas with convenience and low-cost services for the general public. Specifically, on the west side of the site, the ground floor of the development and the associated outdoor areas include a variety of pedestrian-oriented amenities and activating uses. (see PAP Chapters 3.2, 3.3, and 3.6). The RHCC will contain an approximately 9-acre 340-Foot Setback Area (Plaza and Activity Village), and adjacent approximately 5-acre Public Esplanade that wraps the west side of the RHCC (100 feet wide) and north and south sides of the RHCC (50 feet wide). Both of these major, publicly accessible components of the RHCC will provide a strong interface and transition between the RHCC and the Park (see PAP Chapters 3.2 and 3.3). The Public Esplanade will contain the following pedestrian-oriented amenities and activating uses: pedestrian walkways, benches, bike racks, informational kiosks, wireless connectivity, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, wayfinding signage, drinking fountains, public art, and a grill venue which will double as a food venue for the pool facility and the Esplanade. (see PAP Chapter 3.2) The Public Open Space Plaza Area within the 340-Foot Setback Area will be approximately 4.2 acres, generally representing about 50% of the 340-Foot Setback Area excluding areas associated with the public esplanade, main public terrace, and the social lawn. This area will contain: the Beach Walk and pedestrian walkways, plaza areas, and low-scale retail development with ground floor dining and visitor serving uses such as bike rentals, ice cream, and gift shops, a retail plaza, restaurant, coffee shop, and restrooms. It will also contain two	Project is consistent with this policy	Special Provision 18 (Public Access Plan) and 32

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		public open plaza lawns with: game activities, linear recreation, social gathering, viewing and relaxation, interactive nature playground, public art, wayfinding/informational signage and/or informational kiosks, and may include other activating uses such as: ATMs, newspaper stands, and outdoor seating and dining areas. (see PAP Chapter 3.3) The Low-Cost Commercial Recreation Area will be approximately 4.2 acres, generally representing about 50% of the 340-Foot Setback Area excluding areas associated with the public esplanade, main public terrace, and the social lawn. As a component of this area, 150 low-cost day passes will be available to the general public; associated amenities; and a pool dining area. (see Chapter 3.3) The Hotel Lobby and Great Room will contain pedestrian paths, seating, coastal Southern California themed amenities, wayfinding signage, and opportunities to view the Bay, planned Harbor Park, and marina. The Lobby/Great Room will feature a dual-level atrium/indoor garden area that will have food pavilions and retail shops. It will also contain water features, boardwalks, and beach games that will interface the outdoors with the indoors. The upper level of the Lobby/Great Room will feature a restaurant venue that will overlook the atrium. (see PAP Chapter 3.4) The public Beach Walk, a prominent public walkway, will complement the Public Esplanade and provide a continuous public pedestrian linkage between the Esplanade, 340-Foot Setback Area, and Great Room and Lobby. The public access areas, public access linkages, and public amenities and activating uses all work together to create linkages to, from, and through the site such that the public feels welcome on and around the RHCC site and surrounding areas. (see PAP Chapters 3.3 and 3.4) Special Provisions 18 and 32 are included in the Draft CDP to implement this Development Policy.		
21.2	Limited Use Overnight Visitor Serving Accommodations (i.e., fractional ownership condominium hotels and timeshares) shall be prohibited on District Tidelands.	The proposed hotel shall not include limited use overnight visitor-serving accommodations.	Project is consistent with this policy	

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
21.3	Lower cost visitor and recreational facilities shall be protected, encouraged and provided where feasible. Specifically, a range of room types, sizes, and room prices should be provided in order to serve a variety of income ranges. Where a new hotel or motel development would consist of entirely high cost overnight accommodations, after thorough consideration of a supply/demand analysis within the Chula Vista Bayfront Master Plan and South Bay area, in-lieu fees or comparable mitigation may be required as a condition of approval for a coastal development permit, to ensure a range of overnight accommodations are provided within the Chula Vista Bayfront Master Plan and South Bay area. High cost is defined as those hotels with daily room rates 25% higher than the statewide average for coastal areas. The mitigation payment would be for providing funding for the establishment of lower cost overnight visitor accommodations within the City of Chula Vista or South San Diego County coastal area. The monies and accrued interest shall be used for the above-stated purpose, in consultation with the CCC Executive Director. Any development funded by this account will require review and approval by the Executive Director of the Coastal Commission and a coastal development permit.	The resort hotel will offer a varying range of hotel room types, sizes, and prices. Supply-demand analysis prepared by the District dated Sept. 6, 2018 surveyed room rates of 25 hotels and motels in Chula Vista and the South Bay area within five miles of the project site shows that there are many low and moderate cost-lodging options within close proximity to the site. For example, during the peak season, the room rates for a Tuesday night range from $62 to $171, with many of the sites charging less than $100 per night. During peak season, the room rates for Labor Day weekend on a Saturday range from $65 to $215. During the off-peak season, the room rates on a Tuesday are between $62 and $300 and on a Saturday are between $73 and $300. Therefore, the analysis shows that there are already overnight accommodations with a range of room types, sizes and prices in the project area. In addition, the CVB Master Plan includes demolition and relocation of the RV Park to maintain low cost overnight accommodations on the CVB. The District authorized issuance of a CDP (dated September 12, 2018) for the construction of the new RV park on a 19-acre site referred to as parcel S-1 in the Sweetwater District for 246 stalls (172 traditional RV stalls and 74 stalls with Park Model units placed), associated amenities, and public infrastructure. Construction is expected to begin in mid-2019 with an anticipated opening mid/late-2020. In sum, based on the range of room types, sizes and prices within 5 miles of the project site and the future RV Park within the CVB, the applicant is not subject to in-lieu fees or comparable mitigation to provide additional accommodations to serve a variety of income types.	Project is consistent with this policy	N/A (sufficient inventory information submitted/ confirmed by CCC staff 1/3/19)

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
21.4	If removal or conversion of lower or moderate cost overnight accommodations is proposed in the District, the inventory shall be replaced with units that are of comparable cost with the existing units to be removed or converted. The District shall proactively work with hotel/motel operators and offer incentives to maintain and renovate existing properties. If replacement of lower or moderate cost units is not proposed (either on-site or elsewhere in District Tidelands or Chula Vista within five (5) miles of the coast), then the new development shall be required to pay, as a condition of approval for a coastal development permit, a mitigation payment to provide significant funding for the establishment of lower cost overnight accommodations within Chula Vista, preferably, or within South San Diego County, for each of the low or moderate units removed/converted on a 1:1 basis.	The southwest portion of parcel H-3 currently includes an existing RV Park that will eventually require demolition once the construction of the RHCC begins. Therefore, demolition of the existing RV Park is included in the subject CDP for the development of the RHCC and Phase 1A Infrastructure. To maintain low cost overnight accommodations on the CVB, the PMP and Development Policies require a minimum 237 stall RV park and/or campground with associated retail, restaurant, and meeting space be continuously maintained. In September 2018, the District authorized a CDP for the construction of a new RV park on a 19-acre site referred to as parcel S-1 in the Sweetwater District. The new RV park will be constructed and operated by Sun Communities, Inc. and includes 246 stalls (172 traditional RV stalls and 74 stalls with Park Model units placed), associated amenities, and public infrastructure including a portion of E Street from Bay Blvd to F Street, pedestrian/bicycle pathways, utilities, and landscaping. Therefore, although the project includes removal of an existing RV Park, these accommodations are being replaced with a new RV Park, already approved by the District, which exceeds the unit requirements stated in the PMP and Development Policies. Special Provision 2 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 2

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
21.5	Lower-cost RV camping uses shall be protected by maintaining at least an equivalent number of RV sites within the Chula Vista Bayfront Master Plan boundaries. Removal of the existing RV park for construction of a resort hotel and conference center (RCC) is proposed as part of the Chula Vista Bayfront Master Plan, with a replacement RV park to be constructed either in the Otay District (parcel O-3) or the Sweetwater District (parcel S-1). In the event that the replacement park cannot be open to visitors prior to closing the existing RV park, an interim site with an equivalent number of RV sites shall be established and opened elsewhere with the Chula Vista Bayfront Master Plan area, at parcels S-1, H-23, or in the Otay District.	The existing RV Park is being replaced by a new RV Park located on parcel S-1 (Port issued a CDP in September 2018). The lease for the existing RV Park expired in March 2019 and an interim operation of the existing RV Park was executed with the new RV Park operator (Sun Communities) to allow for continued operation until demolition of the existing RV Park commences. Construction of a new RV park on parcel S-1 is expected to begin in mid-2019 with an anticipated opening the mid/late-2020. Special Provision 2 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 2
23.1	Public views to the beach, lagoons, and along the shoreline as well as to other scenic resources from major public viewpoints, as identified by the "vista" icon on the Precise Plan for Planning District 7 shall be protected. Development that may affect an existing or potential public view shall be designed and sited in a manner so as to preserve or enhance designated view opportunities. Street trees and vegetation shall be chosen and sited so as not to block views upon maturity.	The Precise Plan for Planning District 7 identifies vistas from Parcel H-3 down H Street corridor. In accordance with Policy 23.12, the development protects open views down the H Street Corridor by ensuring that an approximate 100-ft. width right-of-way (ROW) (curb-curb, building setbacks, and pedestrian plaza/walkway zone) remains clear of buildings, structures, or major landscaping. In addition, in accordance with Policy 23.14, buildings are set back at least 50 feet from the H Street ROW to achieve a 145-ft. wide minimum view corridor at grade level, and the tower must be set back at least 75 feet from the H Street ROW to achieve a 170-ft. wide minimum view corridor at tower level. Sheet A1.500 shows these setbacks as well as a conceptual photo of the proposed H Street view, with mature palm trees spaced in a way that allows "windows" through the landscaping. Therefore, development fronting H Street that could have affected the H Street corridor has been designed and sited in a manner to preserve designated view opportunities. Special Provisions 33 and 37 are included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provisions 33 and 37
23.2	The impacts of proposed development on existing public views of scenic resources shall be assessed	See discussion for Policy 23.1.	Project is consistent with this policy	Same as above

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	by the District or City prior to approval of proposed development or redevelopment.			
23.5	Existing views to the water from the following view corridor roads shall be protected and enhanced: E Street, F Street, Bay Boulevard between E and F Streets, Marina Parkway, and G and L Streets (in the City of Chula Vista); as shall the new views of the Bay created from the H Street corridor. These protected views shall be denoted by the "vista" icons on the Precise Plan for Planning District 7.	See discussion for Policy 23.1.	Project is consistent with this policy	Same as above
23.10	Bayfront Gateway Objectives/Policies: Certain points of access to the Bayfront will, by use, become major entrances to the different parts of the area. A significant portion of the visitors' and users' visual impressions are influenced by conditions at these locations. Hence, special consideration should be given to roadway design, including signage and lighting, landscaping, the protection of public views towards the Bay, and the siting and design of adjoining structures. Concurrent with the preparation of Phase I infrastructure design plans for E and H Streets, a Gateway plan shall be prepared for E and H Streets. Prior to issuance of certificates of occupancy for any projects within the District's jurisdiction in Phase I, the E and H Street Gateway plan shall be approved by the District and City's Directors of Planning and Building. The E and H Street Gateway plan shall be coordinated with the Gateway plan for J Street. All Gateway plans must conform with the setback policies and height limits in the PMP.	Prior to issuance of certificates of occupancy for the RHCC, the E and H Street Gateway plan shall be approved by the District and City's Directors of Planning and Building. Special Provision 33 is included in the Draft CDP to implement this Development Policy.	Project is consistent with this policy	Special Provision 33
23.12	As a condition for issuance of coastal development permits, buildings fronting H Street shall be designed to step away from the street. More specifically, design plans shall protect open views down the H Street Corridor by ensuring that an approximate 100-foot ROW width (curb-curb, building setbacks, and pedestrian plaza/walkway	Buildings fronting H Street have been designed to step away from the street to ensure that views remain open down the H Street corridor (looking west toward the bay). RIDA Plan Set Sheet A1.500, View Analysis Rendering, shows an 80 ft. wide ROW, 50-ft. wide building setback from H Street, and 25-ft. wide tower setback from H Street, thereby ensuring an approximate 100-ft. ROW width (curb-curb, building setbacks, and pedestrian plaza/walkway zone) remains clear of	Project is consistent with this policy	Special Provision 33

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	zone) remains clear of buildings, structures, or major landscaping. Placement of trees should take into account potential view blockage at maturity, and, trees should be spaced in order to ensure "windows" through the landscaping. Trees should also be considered to help frame the views and they should be pruned to increase the views from pedestrians and vehicles, underneath the tree canopy. In order to reduce the potential for buildings to encroach into view corridors, and to address the scale and massing impact, buildings shall step back at appropriate intervals or be angled to open up a broader view corridor at the ground plane to the extent feasible. All plans shall be subject to review and approval by the District. All future development proposals shall conform to District design guidelines and standards.	buildings, structures, or major landscaping. Sheet A1.500 also shows a conceptual photo of the proposed H Street view, with mature palm trees spaced in a way that allows "windows" through the landscaping. Special Provision 33 is included in the Draft CDP to implement this Development Policy.		
23.13	Prior to issuance of coastal development permits for projects within the District's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles, and to avoid the appearance or effect of "walling off' the Bayfront.	The project will incorporate standard design techniques. Building edges would be broken up with windows, balconies, railings, and other architectural details. The color schemes of the project would be varied to separate the building base from the upper elevations. As shown on RIDA Plan Set Sheet A5.030, South and West Elevation Material Diagram, and Sheet A5.040, North and East Elevation Material Diagram, the project would include various exterior materials. The tower plan is also oriented toward H Street to the south and offset on each wing to break up the façade massing. As designed, the project is consistent with building articulation to further reduce the potential of bird strikes described in Development Policy 4. In addition, the project is designed to avoid the appearance of walling off the Bayfront through various measures noted above in addition to maintaining consistency with the: 50-ft building and 75-ft. tower stepbacks from H Street (maintaining a 145-ft. view corridor west on H Street); 50 and 100-ft. esplanade stepbacks around parcel H-3; additional 340-ft. stepback from E Street esplanade; height limitations of 100-ft. for the convention space, 240-ft. for the tower, and 35-ft. for structures within the 340-ft. setback.	Project is consistent with this policy	Special Provision 33

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		Special Provision 33 is included in the Draft CDP to implement this Development Policy.		
23.14	Resort Conference Center (H-3) Development: In addition to policies 23.12 and 23.13 above, development of the Resort Conference Center (H-3) site shall incorporate additional building setbacks and stepbacks to further reduce the visual impact of building massing and to further widen view corridors towards the bay. Minimum building setbacks of 50 feet from the H Street right-of-way shall be required to result in a 145 foot wide minimum view corridor width at grade level with minimum tower stepbacks of 75 feet from the H Street right-of-way to generally achieve a 170 foot wide view corridor width at tower level. Exhibit 4 to this Plan illustrates the general design parameters for the Resort Conference Center (RCC) site. The bayward portion of the RCC site shall be devoted to a mix of public open space, public plazas, limited amounts of parking, and low-scale development with ground floor commercial recreation and visitor commercial uses. Upper floor conference center/hotel uses are allowed. The inland portion of Parcel H-3 will be developed with hotel and conference center structures. Exhibit 4 shows a setback of an average of 100 feet from the E Street right-of-way on the west side of the site and 50 feet from the E Street right-of-way on the north side of the site. This "esplanade" setback shall be for the creation of publicly accessible areas such as pedestrian promenades, bicycle access ways, landscaping, street furniture, and other pedestrian friendly features. Various public amenities, such as shade structures, benches, or bus stops are allowed within the esplanade. In addition to the esplanade, this bayward portion shall be developed with a mix of public open spaces and structures to a maximum	A Public Access Plan (PAP) was designed for the Project. The design of the RHCC incorporates additional building setbacks and stepbacks (in addition to Development Policies 23.12 and 23.13) to further reduce the visual impact of building massing and to further widen view corridors towards the bay as follows: the proposed building is setback more than 50 feet from H Street to preserve the minimum 145-foot wide minimum view corridor width at grade level and the tower is setback more than 75 feet to preserve the minimum 170-foot-wide view corridor width at tower level. (RIDA Plan Set Sheet A1.500, View Analysis Rendering). Consistent with Exhibit 4 of the CVBMP, the bayward portion of the RHCC design is devoted to a mix of public open space, public plazas, limited amounts of parking (19 spaces), and low-scale development with ground floor commercial recreation and visitor commercial uses. Furthermore, upper floor conference center/hotel uses are proposed, however, not sited within the bayward portion of the site so as to expand open space and reduce building massing. As a result, taller structures were shifted to the inland portion of H-3 where the hotel and conference center structures are proposed. (see PAP Chapters 3.2 and 3.3) Consistent with Exhibit 4 of the CVBMP, the RHCC design contains a setback of 100 feet from E Street to the west, and a setback of 50 feet from E Street to the north. In addition, it contains a setback of 50 feet to the south. The setbacks form the Public Esplanade described above in Development Policies 20.5 and 20.8, which is a publicly accessible area containing pedestrian walkways, bicycle access ways, landscaping, street furniture, and other pedestrian friendly features such as information kiosks, educational/interpretive/historic displays, wayfinding signage, drinking fountains, public art, and a grill venue. A Bayfront Shuttle stop will be located along the western boundary of the RHCC site along E Street. (see PAP Chapters 3.2 and 3.3) The 340-Foot Setback Area (Plaza and Activity Village) will contain a mix of public open spaces, as described above, and will contain low-scale	Project is consistent with this policy	Special Conditions 18, 31 and 32

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions

	height of 35 feet. All structures shall include retail or restaurant uses on the ground floor in a pedestrian-friendly specialty shopping "village" style. Conference rooms or other uses associated with the hotel or conference center may be located on the upper level. A minimum of 40% of this portion of the site at ground floor shall be open plaza, seating (including seating for cafes), public art, and landscaping. Uses such as vendor carts, bicycle rentals, etc., shall be permitted in this area. Within these broad use parameters, flexibility in the specific design and layout of the site is permitted. In order to achieve a lively, pedestrian oriented development attractive to the public and welcoming to visitors, E Street could be shifted inland to allow the development of additional public esplanade-type uses on the bay side of the street, at the adjacent Harbor Park. Retail uses could also be expanded into the area designated esplanade, as long as these structures are designed to create visual interest and variety at a human scale. The boundary between the esplanade and the commercial retail shown on Exhibit 4 is intended to be illustrative only, and it is expected that the distinction between the areas will be meandering and visually appealing.
	To ensure that pedestrians can cross between the park and the RCC safely and easily, pedestrian crossing distances shall be minimized where feasible, and crosswalks aligned with retail nodes and points of interest. On the inland portion, the tallest buildings on Parcel H-3 will be located in the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets. Hotel structures shall be no more than a maximum height of 240 feet and the
		development that will be less than 35 feet in height. The structures in the setback area include retail and restaurant uses on the ground floor in a pedestrian-friendly specialty shopping “village” style (Plaza and Activity Village). No conference rooms or other hotel/conference center uses are located on the upper level within the bayward portion of the site as these uses have been sited to the inland portion of parcel H-3.
		
		Public open space within the Plaza and Activity Village consists of: (A) Public Open Plaza Area (consisting of the Pacific Coastal Village, Beach Walk, and open plaza lawns); and (B) a low-cost commercial recreation area. Areas (A) and (B) will each be approximately 4.2 acres in size, generally representing about 50% of the 340-Foot Setback Area each excluding areas associated with the public esplanade, main public terrace, and the social lawn.
		
		For (A), RHCC will provide a net surplus of public open space when considering public access both within and through the Public Open Plaza Area and public access within the hotel's Great Room, main terrace, lobby, and F&B/retail.
		
		For (B), RHCC will provide a public access amenity by providing 150 public passes per day at a low-cost rate of $10 each with annual Consumer Price Index increases. The public will have access to the entire pool area. This allows the pool to serve two purposes: as a low-cost visitor serving public amenity and a pool facility for hotel guests.
		
		The RHCC design contains extensive ground level open plaza, seating, and public art, landscaping, and other public amenities and activating uses as described above under Public Esplanade and 340-Foot Setback Area. Furthermore, within the Public Open Space Plaza Area, approximately 4.5 acres (or 50% of the 340-Foot Setback Area) and will contain a variety of pedestrian-oriented activating uses. (see PAP Chapter 3.3)
		
		The RHCC design achieves a lively, pedestrian-oriented development that will be attractive to the public and welcoming to visitors through its many public access areas, amenities, and activating uses, linkages		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
	conference facility height is limited to a maximum of 120 feet. Design for the hotel structures on Parcel H-3 shall avoid east-west monolith massing and shall include architectural articulation. The hotel structures shall not result in lot coverage exceeding 30% of the inland portion of the parcel.	between these areas, and well as linkages to surrounding areas such as the planned Harbor Park (Signature Park Extension) to the west and southwest, and retail development to the south. The distinction between the Public Esplanade and commercial retail will be meandering and visually appealing. Pedestrian crossings are proposed at appropriate distances and locations on the north, west, and south sides of the RHCC site to provide a safe route for pedestrians as well as provide strong pedestrian linkages between the RHCC and adjacent planned Sweetwater Park (Signature Park) north of the RHCC, planned Harbor Park (Signature Park Extension) west and southwest of the RHCC, and future retail development south of the RHCC. (see PAP Chapter 3.6) The hotel tower is oriented predominantly north/south for bird strike mitigation and include architectural articulation. Consistent with this policy, the hotel will have a maximum height of 240 feet, and the conference facility will have a maximum height of 100 feet. The location of the pool facility and other hotel and public amenities on the western portion of the H-3 site was sited in the proposed location by the Project Applicant for the following reasons: 1) Project Applicant felt it would be best if the high activity areas associated with outdoor pools, public plazas, retail, outdoor event lawns, etc., were located as far away as possible from the sensitive F & G Street marsh areas. Furthermore, structures such as the garage will provide a visual and acoustic barrier between the marsh and pool amenities to the west. 2) Project Applicant felt that the significant land area devoted to public plazas and other associated public/hotel amenities should provide for a strong public interface with the adjacent planned Sweetwater Park (Signature Park). By locating these amenities in the western portion of the H-3 site a direct physical, pedestrian, and visual connection and interface is provided for with the planned Harbor Park (Signature Park Extension) located immediately to the west across E Street with a dedicated pedestrian crossing provided for. (Development Policy 20.8)		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		3) Development Policy 23.14 Exhibit 4 requires that: "The inland portion of Parcel H-3 will be developed with hotel and conference center structures". By locating the majority of hotel and conference center structures on the inland (eastern) portion of the site, the western portion of the property is available to be devoted for the pools, public plazas and other hotel/public amenities with associated structures that are minimal in height, mass, and bulk. 4) By designing the hotel structure with a north-west orientation (Development Policy 23.14), this avoids east-west monolithic massing thereby keeping free the western portion of the site for the pools, public plazas and other hotel/public amenities. 5) A detailed sun/shade analysis was undertaken by the Project architects which indicated (given the hotel and conference center structure locations) that the western portion of H-3 would have the best sun exposure thereby allowing the pools and other outdoor actives centers to be located in the western portion of the site. Special Provisions 18, 31 and 32 are included in the Draft CDP to implement this Development Policy.		
23.17	All building height limits listed herein are measured from finished grade. Building pads shall not be raised from existing grade more than 8 feet.	All building slabs on grade are 8 ft. or less above grade. For purposes of building height measurement, the lowest slab on grade elevation was used, not raised structural slabs.	Project is consistent with this policy	N/A (implemented in project description and design)
24.4 e	Consider a private shuttle system to transport employees between the H-18 parking structure and the H-3 parcel in the Harbor District.	After consideration, the applicant decided not to provide a private shuttle because employees can use the existing H Street trolley and the planned Chula Vista Bayfront circulator shuttle for direct transit to the hotel property.	Project is consistent with this policy	Special Provision 27

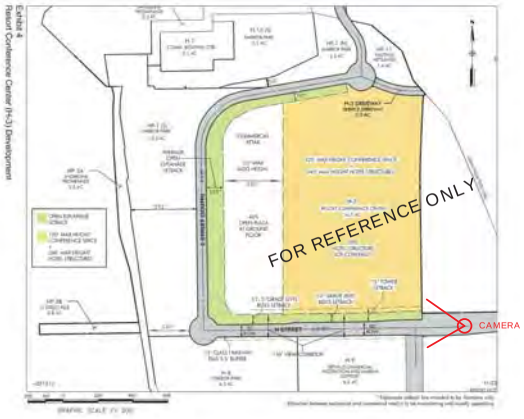
Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
24.5	Shuttle service shall be phased concurrent with development. At a minimum, service shall be provided upon the issuance of Certificate of Occupancy for either the H-3 resort conference center hotel or the 500th residential unit. Additional stops shall be provided at the Signature Park, the Recreational Vehicle Park, the H-18 parking structure, and the Park in Otay District, as these uses are developed.	Consistent with the CVB Master Plan Public Access Program (PAP), the Chula Vista Bayfront Shuttle would be phased concurrent with development and would service the area with a key focus on connecting general users to and from: downtown areas east of I-5; the RHCC; the residential project; park areas; and, existing trolley stops. As shown on RIDA Plan Set Sheet L1.120, Site Access, the project contains two proposed shuttle stops on the western boundary of the project site on the east and west sides of E Street, near the mobile food or retail kiosk spaces, public open plazas, and entrance to future Harbor Park. The shuttle would have fewer stops than a conventional bus, located as close as possible to the major traffic generators. Exhibit 4 of the CVB Master Plan PAP shows the initial general route of the transit shuttle along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third Avenue. Special Provision 29 is included in the Draft CDP to implement participation with this Development Policy.	Project is consistent with this policy	Special Provision 29
24.6	In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit.	Using the parking rates in the Final EIR and the PAP, the project would require 2,408 parking spaces. Parking analysis prepared by Linscott, Law & Greenspan (LLG) dated June 13, 2019 states that, based on alternate transit to be provided, including ride share, charter buses, shuttles, and the trolley, as well as their experience at other Gaylord Resort and Conventions Center projects, 1,200 parking spaces would be sufficient; however, the Development Agreement between the District and Project Applicant identifies the nonexclusive right to use at least 1,600 spaces within a parking structure and an additional 400 additional spaces. The Parking analysis describes that the parking rates used in the Final EIR and the PAP are generic and do not fully account for mixed-use parking, shared-parking, and anticipated parking demand reductions due to alternative modes (ride share, charter buses, shuttles, trolley, etc.). LLG assert that parking space determination for hotels should be made on a case-by-case basis after a detailed analysis of site-specific	Project is consistent with this policy	Special Provision 28

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		factors, including location of the development (urban, suburban, rural), cost, transit availability, walkability, and guest demographics. The base parking rates identified in the certified CVBMP PAP are reduced by 35% for hotel rooms and 35% for the convention center. The parking rate for restaurants was not reduced since LLG believe it already reflects the mixed-use aspect of being in a resort hotel with a convention center. The parking rate reductions are primarily focused on ride sharing (Lyft & Uber) and charter buses. The parking analysis concludes that a blended rate of 1.0 space per room (including conference spaces, restaurants, and employees) is consistent with and greater than what is occurring at three other San Diego Bayfront resort hotels. Table 2 shows that the RHCC is proposing more parking per room than the average of the four comparison sites. The average of the four other properties is 0.92 spaces per room. Only the Town and Country is above 1.00 and that could be due to the age of the property (built decades before the Trolley). Therefore, LLG believes that 1,640 parking spaces should be sufficient which is provided for as part of the project. However, at an unexpected peak, the Parking analysis describes how valet parking can increase the supply by 10 to 15% by allowing vehicles to be parked closer than the marked stalls would indicate or in the aisles. The industry norm is to provide parking for the 85-percentile day, which in this case is 1,600 spaces. Furthermore, the Parking analysis recommends that a Parking Management Plan be required to identify where and how to accommodate the excess demand on the days when the demand is expected to exceed the supply. The project CDP provides for parking in three phases with the ultimate buildout of a 1,600-space parking structure on parcel H-3. When the hotel and supporting facilities on Parcel H-3 are built, preference is for the 1,600-space parking structure to also be built concurrently. However, in the event that the structure cannot be built concurrent, parking will be accounted for in a 1,600-space parking lot that would be built on Parcel H-23 to the southeast of the project site, and an additional 78 spaces on Parcel H-3 for an overall total of 1,678 spaces (resulting in a surplus of 38 spaces compared to the 1,640 required).		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		The 78 spaces would remain even after the 1,600-space parking garage is constructed. A Parking Management Plan will be required in order to provide detailed performance criteria and outline measures that the hotel will undertake to ensure that adequate parking is available. The Parking Management Plan shall address how parking capacity will be monitored to ensure that parking is available to guests, patrons, employees, and the general public. The Parking Management Plan shall also include a "Parking Monitoring Plan" requiring Permittee to submit annual parking surveys to the District providing regular parking counts for a minimum of three (3) years from the date of issuance of the first certificate of occupancy for the RHCC. At a minimum, two parking surveys per year shall be conducted during peak usage days/hours and include at least one major holiday weekend. At the end of the three-year reporting period, Permittee shall submit a "Final Monitoring Report." A Transportation Demand Management Plan (TDMP) for the RHCC was developed by LLG in May 2019 and contains policies aimed at managing parking. The following policies are proposed for the RHCC: • Limit parking supply: The 1,600 parking spaces provided would be in line with demand calculations for typical operations. To encourage smart growth principles and a mix of transportation options, surplus event parking is not proposed. • Unbundle Parking Costs: Hotel guests will be required to pay for parking separately to serve as a financial incentive for guests to consider alternative forms of transportation. • Utilize Parking Permits: The parking structure will require secured card key access, available to the public and hotel guests alike. • Implement a Parking Management Plan: A Parking Management Plan would promote smart growth principals and provide a guide for parking enforcement and other parking management issues. Special Provision 28 is included in the Draft CDP to implement participation with this Development Policy.		

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
24.7 a-h	In order to reduce transportation-related air quality impacts, the following items should be encouraged at the project-level planning phase: a) Limit idling time for commercial vehicles, including delivery and construction vehicles. b) Use low- or zero-emission vehicles, including construction vehicles. c) Promote ride sharing programs, for example, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides. d) Provide the necessary facilities and infrastructure to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling). e) Provide public transit incentives, such as free or low-cost monthly transit passes. f) For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including (for example) showers, lockers, locked bicycle storage or covered or indoor bicycle parking. g) Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences. h) Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.	The RHCC project incorporates provisions to limit idling time for commercial, non-refrigerated vehicles, including delivery and construction vehicles. As described in Development Policy 24.6a, a Transportation Demand Management Plan (TDMP) for the RHCC was developed by LLG in March 2019 and contains policies aimed at managing parking. The RHCC will develop a final TDMP that shall include at a minimum, the following features: 1) Establish on-site Transportation Management Representative ("TMR") as part of the management office to assist employees and guests in finding alternate travel modes and strategies. 2) Provide a visible on-site kiosk or signage in the Project with options for ridesharing, public transportation routes, bike routes in a prominent area(s) in view for guests, employees and patrons to assist in reducing transportation related emissions and encourage use of alternative transportation. 3) Consider future use of a private shuttle system to transport employees between the Site and future parking structure on parcel H-18 (once developed). 4) Provide information on car sharing services for guests and employees. 5) Provide preferential parking for carpools/vanpools that register with the TMR. 6) Post available alternative modes of transportation and links to schedules on the RHCC website and include in on-boarding materials to employees. The RHCC incorporates adequate bicycle parking near building employee entrances, within the Public Esplanade and 340-Foot Area to promote cyclist safety, security, and convenience. To encourage employee transit use, the RHCC operator or its designee shall offer a minimum of 5,000 transit rebates each year to Project employees, on a first come, first serve basis, that utilize alternative transit to/from the RHCC site. The amount of transit rebate to each employee shall be equivalent to the cost of a day pass on the Metropolitan Transit System trolley.	Project is consistent with this policy	Special Provisions 27 (TDM) and 44 (AQ/GHG)

Dev Policy #	Development Policy	Proposed Project	Port Consistency	CDP Conditions
		Information regarding the shuttle service to visitors and employees will be provided and RHCC operator shall promote its use in order to reduce vehicle trips and associated greenhouse gas emissions. Hotel guests shall be made aware, through in-room information materials and lobby posting, of alternative transit opportunities if they wish to avail themselves of these services. Special Provision 27 and 44 are included in the Draft CDP to implement participation with this Development Policy.		
26.1	Signs shall be designed and located to minimize impacts to visual resources. Signs approved as part of commercial development shall be incorporated into the design of the project and shall be subject to height and width limitations that ensure that signs are visually compatible with surrounding areas and protect scenic views. Permitted monument signs shall not exceed eight feet in height. Free-standing pole or roof signs are prohibited. Permanent advertising signs and banners shall be prohibited in public beaches and beach parks.	Project signage shall be designed and located to minimize impacts to visual resources and will comply with the requirements. Special Provision 39 is included in the Draft CDP to implement this Development Policy.	The project is consistent with this policy.	Special Provision 39



EXISTING "H STREET" LOOKING WEST
*FROM GOOGLE STREET

CONCEPTUAL PHOTO MONTAGE "H STREET" VIEW
* NOT FINAL AND SUBJECT TO CHANGE

SECTION GENERAL NOTES

1. PLANTING RENDERED IS FOR REFERENCE ONLY.
2. PROPERTY LINES AND SETBACKS MOVE ACROSS SITE. REF. OVERALL FLOOR PLANS FOR ACTUAL LOCATION OF BOUNDARIES.
3. FOR PLANTING SCHEMES PLANS REF. SHEETS L1.125 - L1.127

01 H STREET SECTION
1/16" = 1'-0"

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HKS

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DALLAS, TX 75201

MEP ENGINEER
BLUM CONSULTING ENGINEERS
8144 WALNUT HILL LANE, SUITE 200
DALLAS, TX 75231

INTERIOR DESIGNER
LOONEY & ASSOCIATES
3131 MCKINNEY AVENUE
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GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER
RIDA DEVELOPMENT CORPORATION
1777 WALKER ST., SUITE 501
HOUSTON, TX 77010

OWNER CONSULTANT
ALLEGIS DEVELOPMENT SERVICES, INC.
427 C STREET, SUITE 316
SAN DIEGO, CA 92101

LANDSCAPE
ITEC ENTERTAINMENT
8544 COMMODITY CIRCLE
ORLANDO, FL 32819

INTERIM REVIEW ONLY
These documents are incomplete, and are released for interim review only and are not intended for regulatory approval, permit, or construction purposes.
Architect: XXXXXX
Arch. Reg. No.: XXXXX
Date: XXXXXXXXX

KEY PLAN

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
18427.000

DATE
28 SEP 2018

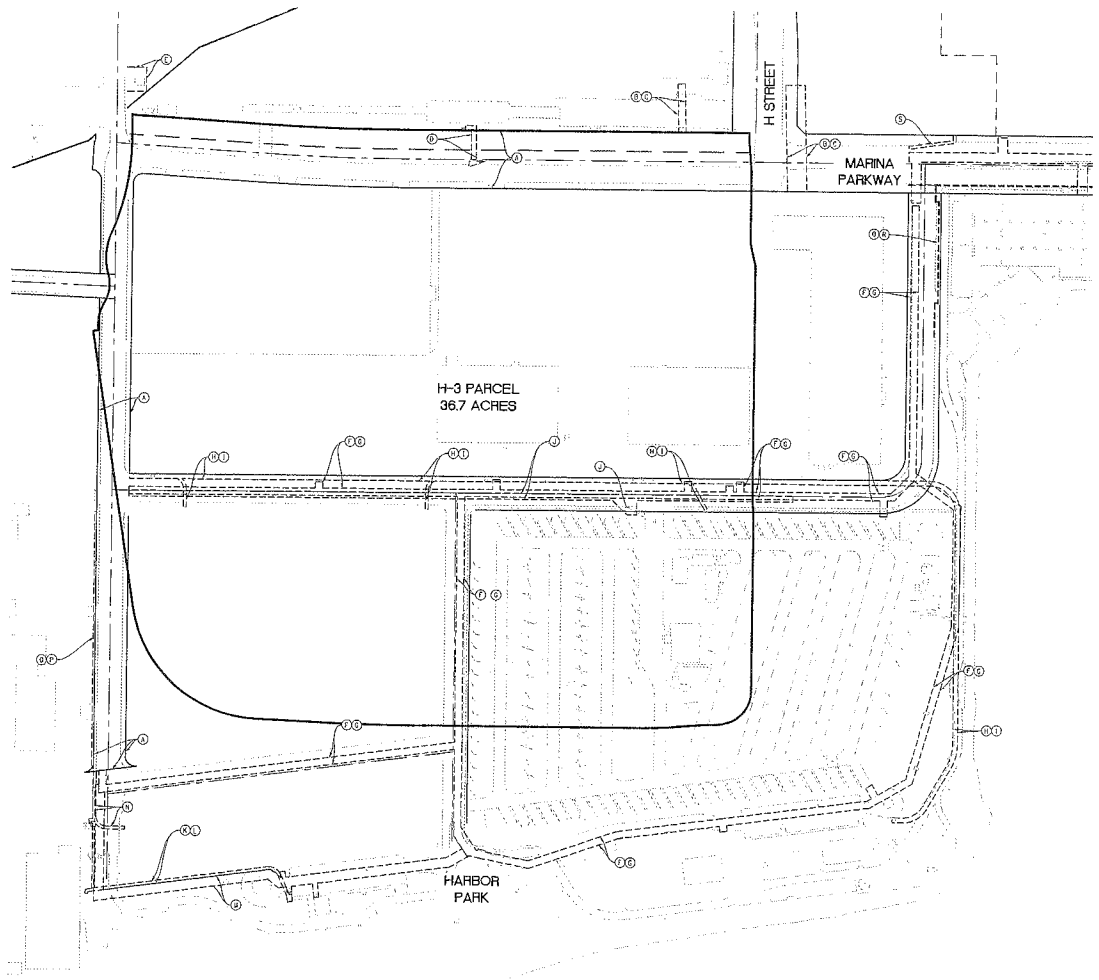
ISSUE
CDP UPDATE
SUBMITTAL 2.0

SHEET TITLE
VIEW ANALYSIS
RENDERING

SHEET NO.
AA1.500

Attachment B

PLOT DATE:



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A	163052	CHULA VISTA	STREET DED.	UNK	10/10/1966
B	66-52677	ROHR	ACCESS	40'	3/29/1966
C	76-188061	SDUPD	STORM DRAIN	15'	6/17/1966
D	04-101-9579	SDGE	U.G./UTILITIES	VARIES	10/28/2004
E	69-204761	CHULA VISTA	SEWER	50'	11/7/1969
F	81-294452	SWEETWATER	U.G./UTILITY	15'	9/15/1981
G	81-307302	SWEETWATER	U.G./UTILITY	15'	9/28/1981
H	83-080370	SDG&E	UTILITIES	10'	3/14/1983
J	83-115695	SDG&E	UTILITIES	10'	4/12/1983
J	83-267669	CHULA VISTA	SEWER	12'	8/2/1983
K	85-430361	SDG&E	U.G./UTILITY	6', 10'	11/15/1985
L	86-28455	SDG&E	U.G./UTILITY	6', 10'	1/23/1986
M	86-494357	SWEETWATER	U.G./UTILITY	20'	10/30/1986
N	1991-571303	SDG&E	U.G./UTILITY	6'	11/5/1991
O	1992-241584	CHULA VISTA	STREET LIGHT	4'	4/24/1992
P	1992-444884	CHULA VISTA	STREET LIGHT	4'	7/16/1992
Q	1996-0564687	COX COMM	UTILITY	2'	11/7/1996
R	1998-0339212	COX COMM	UTILITY	2'	6/5/1998
S	87-325384	UNI. CO-GEN.	PIPELINE	6'	6/11/1987

SCALE 1" = 100'

Nasland

HKS

ARCHITECT
HKS INC.
[illegible]

CIVIL ENGINEER
[illegible]

STRUCTURAL
[illegible]

MEP ENGINEER
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INTERIOR DESIGNER
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LIFE SAFETY ENGINEERING
[illegible]

FOOD SERVICE
[illegible]

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA

OWNER
[illegible]

OWNER CONSULTANT
[illegible]

LANDSCAPE
[illegible]

INTERIM REVIEW ONLY
[illegible]

VIEW PLAN

REVISIONS		
NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
18427.000

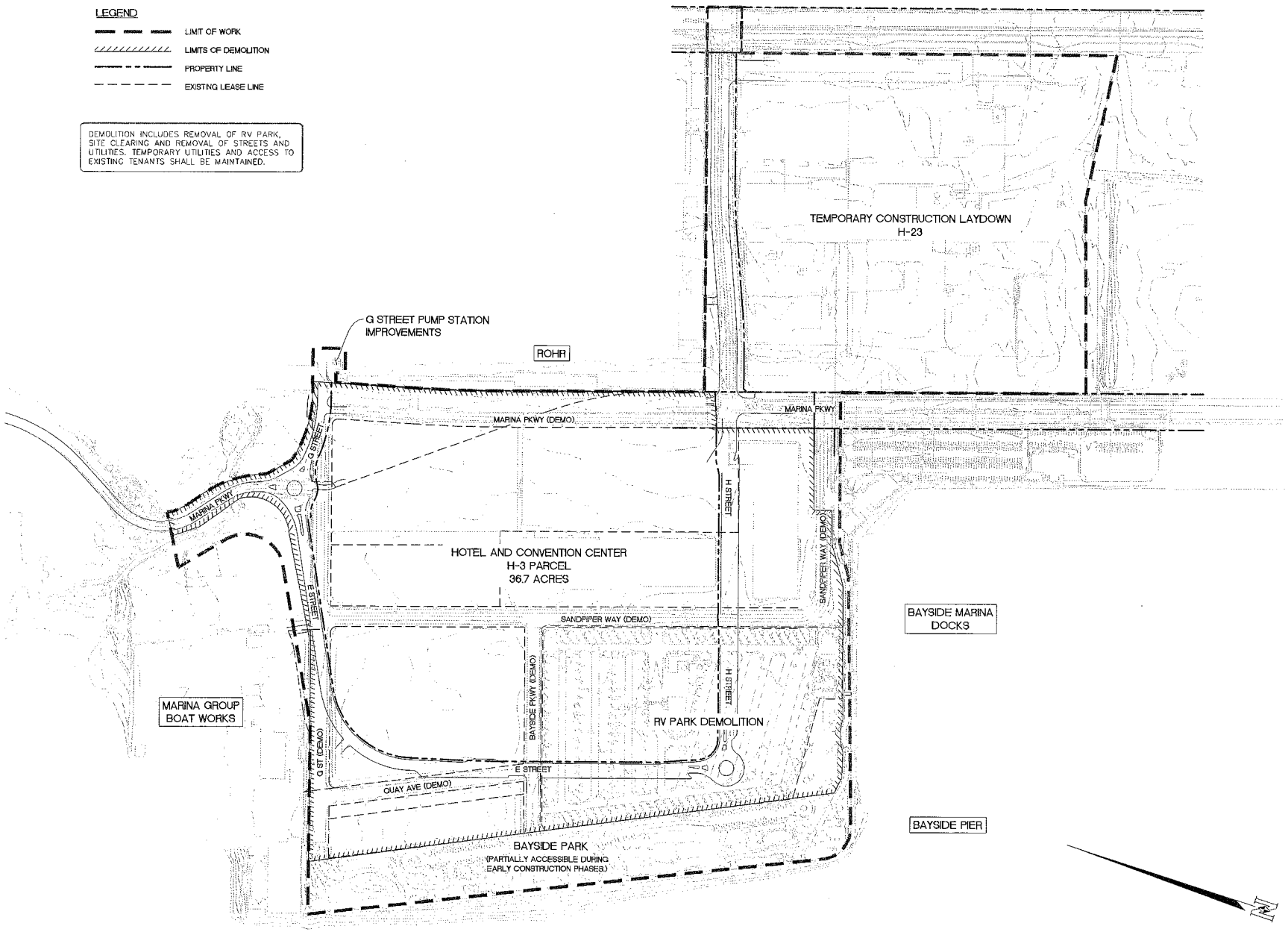
DATE
16 NOV 2018

TITLE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
EXISTING EASEMENTS

SHEET NO.
C1.001

Attachment C



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MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

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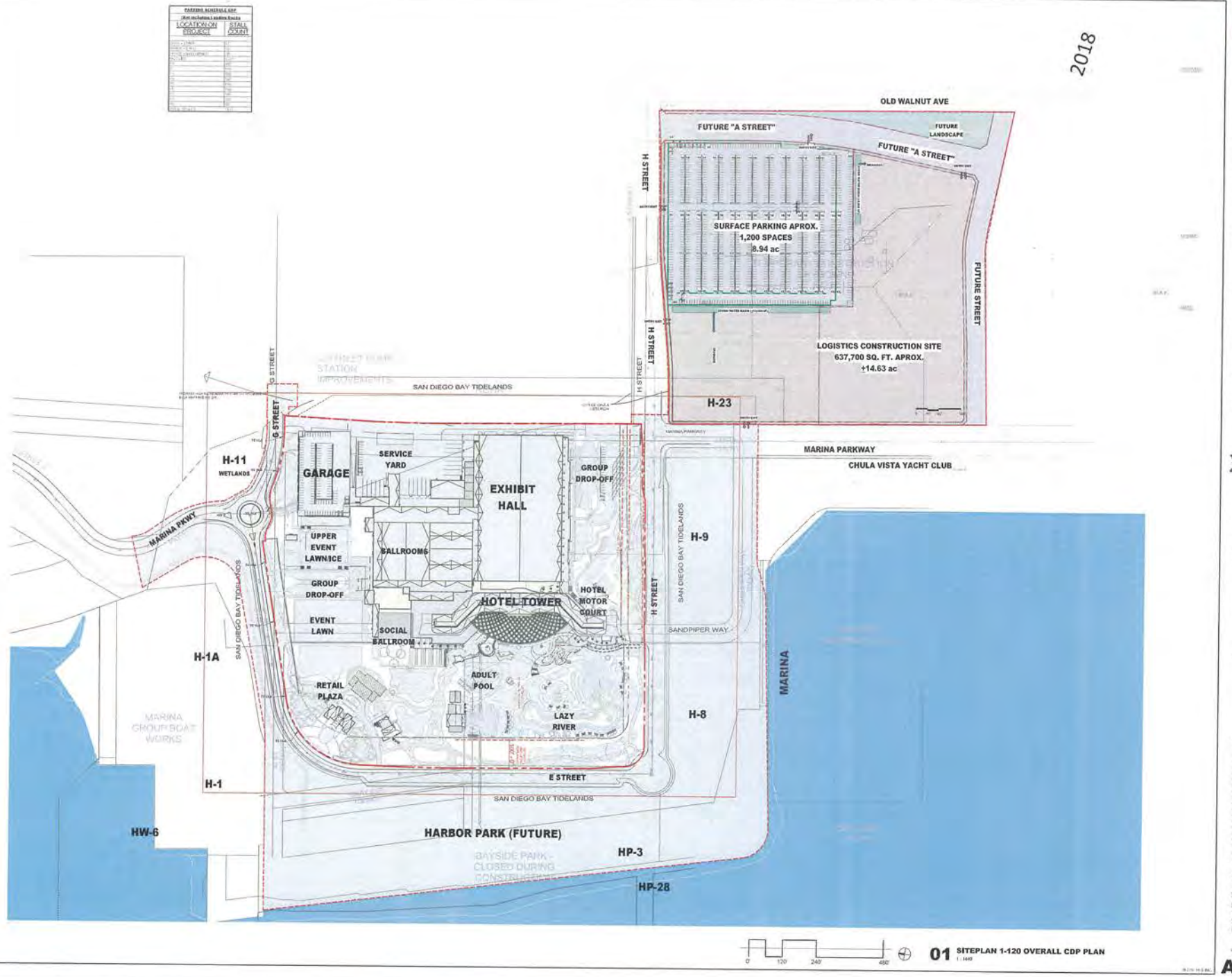
PROJECT NUMBER
18427.000

DATE
16 NOV 2018

ISSUE
CDP UPDATE
SUBMITTAL 2.0

SHEET TITLE
PROJECT LIMITS

SHEET NO.
C1.003



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MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

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18427.000

11 JAN 2019

DESIGN DEVELOPMENT

OVERALL CDP MASTERPLAN

AA1.002

Exhibit 4
Resort Conference Center (H-3) Development

01 HOTEL COVERAGE

HKS

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MEP ENGINEER

INTERIOR DESIGNER

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28 SEP 2018

CDP UPDATE
SUBMITTAL 2.0

H-3 HOTEL
STRUCTURE LOT
COVERAGE PLAN

AA1.130

NOTES:

- Public Open Plaza #24 may be closed for Private use up to 25% of the time, except from Memorial Day through Labor Day, when it may be closed for Private use up to 15% of the time.
- Additional Meeting / Event Space #21 – This Private use area within the 340' setback has been reduced from 18,000 square feet to approximately 8,000 square feet. The other square footage has been re-designated as Public use area, 100% of the time.
- Public Open Plaza #22 designated for Public use 100% of the time.
- Southerly shift of the commercial recreation to provide for a more direct interface at the E Street crossing and into the hotel.
- Pool Bar #16 relocated to provide better access and activation of the public open area and add to the coastal village.
- Concierge Commercial Building #35

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STRUCTURAL

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HKS PROJECT NUMBER
18427.000

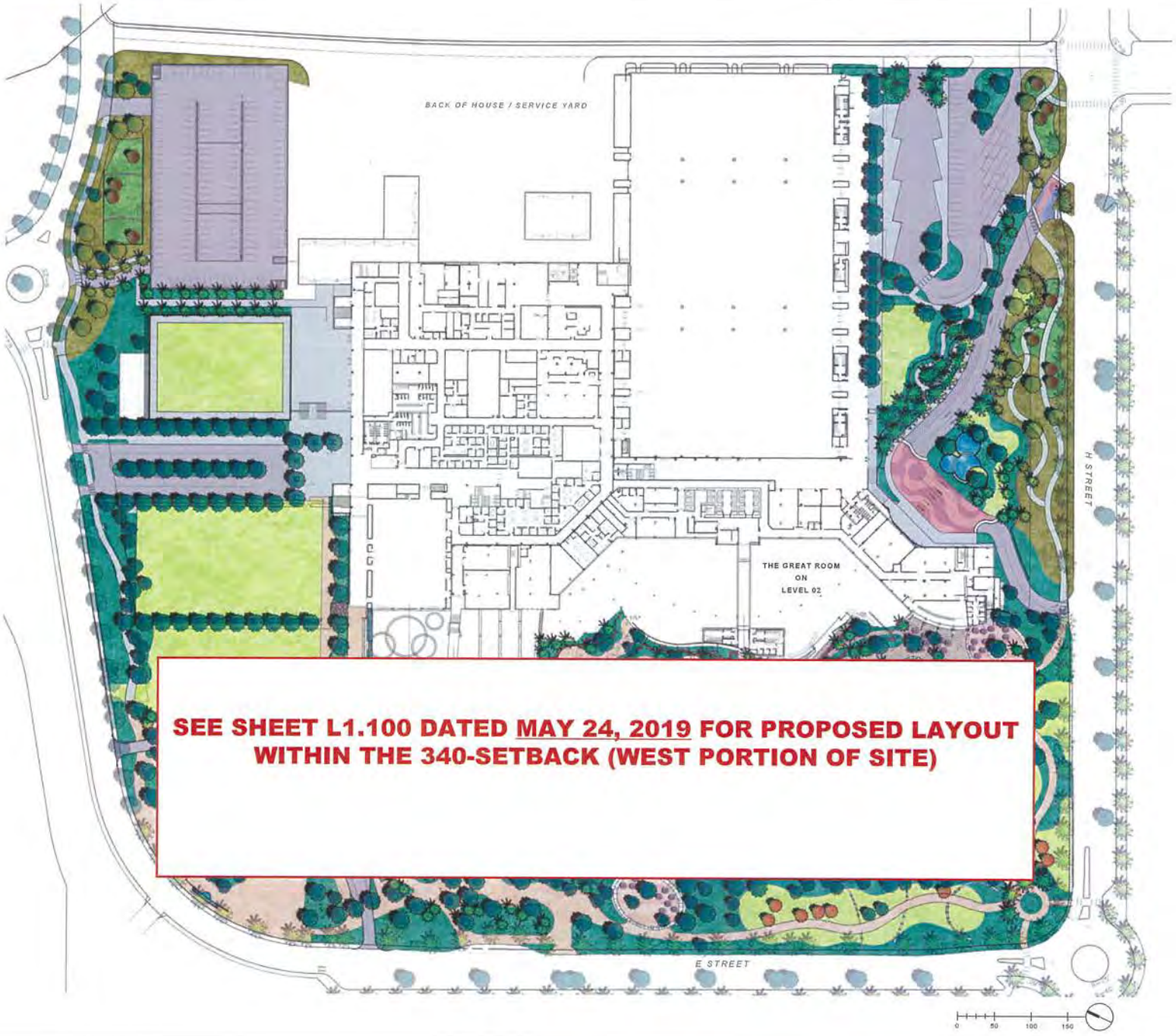
DATE
24 MAY 2019

COP UPDATE SUBMITTAL

SHEET TITLE
OVERALL ILLUSTRATIVE PLAN

SHEET NO.
L1.100

THIS IS SHEET L1.100 DATED MAY 24, 2019



SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

HKS

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LANDSCAPE

STRUCTURAL

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04 MARCH 2019

CDP UPDATE SUBMITTAL

OVERALL ILLUSTRATIVE PLAN

L1.100

TOTAL WATER AREA - +/- 35,400 SF

RESORT POOL - 7,900 SF
WAVE POOL - 7,300 SF
KID'S POOL - 1,100 SF
MAIN SPA - 200 SF

LAZY RIVER - 15,200 SF

ADULT POOL - 3,500 SF
ADULT SPA - 200 SF

CHAISE - 1,436
CABANAS - 29
3 BUFFET CABANAS
3 LIFEGUARD PREMIUM CABANAS

1. ENTRY WATER FEATURE AND SIGNAGE
2. GUEST DROP OFF (5 LANES)
3. PORTE COCHERE WATER FEATURE
4. GROUP DROP-OFF (7 COACH/ 8 TAXI, 21 VALET PARKING SPACES)
5. SITE RETAINING WALL (NATURAL STONE BLUFFS)
6. TAXI STAGING LANE (8 SPACES)
7. OUTDOOR EVENT SPACE (+/- 8,800 SF) ON LEVEL 01
8. WALKWAY FROM POOL AREA TO BEACH
9. PUBLIC BEACH WALK TO LOBBY
10. LAZY RIVER (+/- 750 LF)
11. KID'S POOL AND SLIDES (+/- 1,100 SF)
12. WAVE POOL (+/- 7,300 SF)
13. MAIN RESORT POOL (+/-7,900 SF)
14. SLIDE TOWER COMPLEX (2 SLIDES)
15. SPA 1 (+/- 200 SF)
16. POOL BAR / RESTROOMS / POOL EQUIPMENT
17. ADULT SPA (+/- 200 SF)
18. ADULT LAP POOL (+/- 3,500 SF)
19. TOWEL HUT GATEWAY
20. ADULT CABANAS
21. ADDITIONAL MEETING / EVENT SPACE (18,000 SF)
22. PUBLIC OPEN PLAZA (+/- 25,400 SF)
23. PUBLIC OPEN PLAZA (+/- 14,800 SF)
24. PUBLIC OPEN PLAZA (+/- 31,450 SF)
25. ADDITIONAL MEETING / EVENT SPACE (36,000 SF)
26. ADDITIONAL MEETING / EVENT SPACE (20,246 SF)
27. MOTOR COURT DROP OFF
28. PARKING STRUCTURE
29. BIO-SWALE DETENTION ZONES
30. PUBLIC PARK ESPLANADE
31. FOOD SERVICE VENUES (6,000 SF AND 2,300 SF)
32. RETAIL (4,000 SF) AND EVENT PLAZA (+/- 46,200 SF)
33. ONE WAY STREET W/ 19 ON STREET PARKING SPACES
34. SERVICE ACCESS TO POOL EQUIPMENT
35. CONCIERGE COMMERCIAL BUILDING +-200 SF
36. PUBLIC PLAZA
37. PUBLIC PLAZA
38. CABANAS

SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

OVERALL KEY PLAN

SCALE 1" = 50'-0"

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ARCHITECT

CIVIL ENGINEER

LANDSCAPE

STRUCTURAL

MEP ENGINEER

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LIFE SAFETY ENGINEERING

FOOD SERVICE

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18427.000

04 MARCH 2019

CDP UPDATE SUBMITTAL

OVERALL KEY PLAN

L1.101

SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

OVERALL LANDSCAPE PLAN
SCALE: 1" = 50'-0"

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LANDSCAPE

STRUCTURAL

MEP ENGINEER

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04 MARCH 2019

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OVERALL LANDSCAPE PLAN

L1.104

PUBLIC PEDESTRIAN PATHWAYS INTO HOTEL (PER DEVELOPMENT POLICIES 20.7)

AT-GRADE CROSSINGS FOR PUBLIC ACCESS TO PUBLIC PARK

HOTEL/RESORT GUEST ACCESS POINTS

NOTE:
AMENITIES SHOWN IN THE PUBLIC PARK EASEMENT ARE TO MEET THE REQUIREMENTS OF DEVELOPMENT POLICIES 20.7 AND 20.8.

FINAL LOCATION, QUANTITY AND DESIGNS TO BE DEVELOPED AT A LATER DOCUMENT PHASE.

TOTAL PARK AREA: +/- 4.8 ACRES

SUGGESTED SITE FURNISHINGS
(FINAL SELECTIONS TO BE COORDINATED WITH DISTRICT STAFF TO PROVIDED CONSISTENCY WITH OTHER PROJECTS IN CHULA VISTA)

(A) Bench
Manf. - Landscapeforms.com
Model - Metro 40

(B) Trash Receptacle
Manf. - Landscapeforms.com
Model - Metro 40

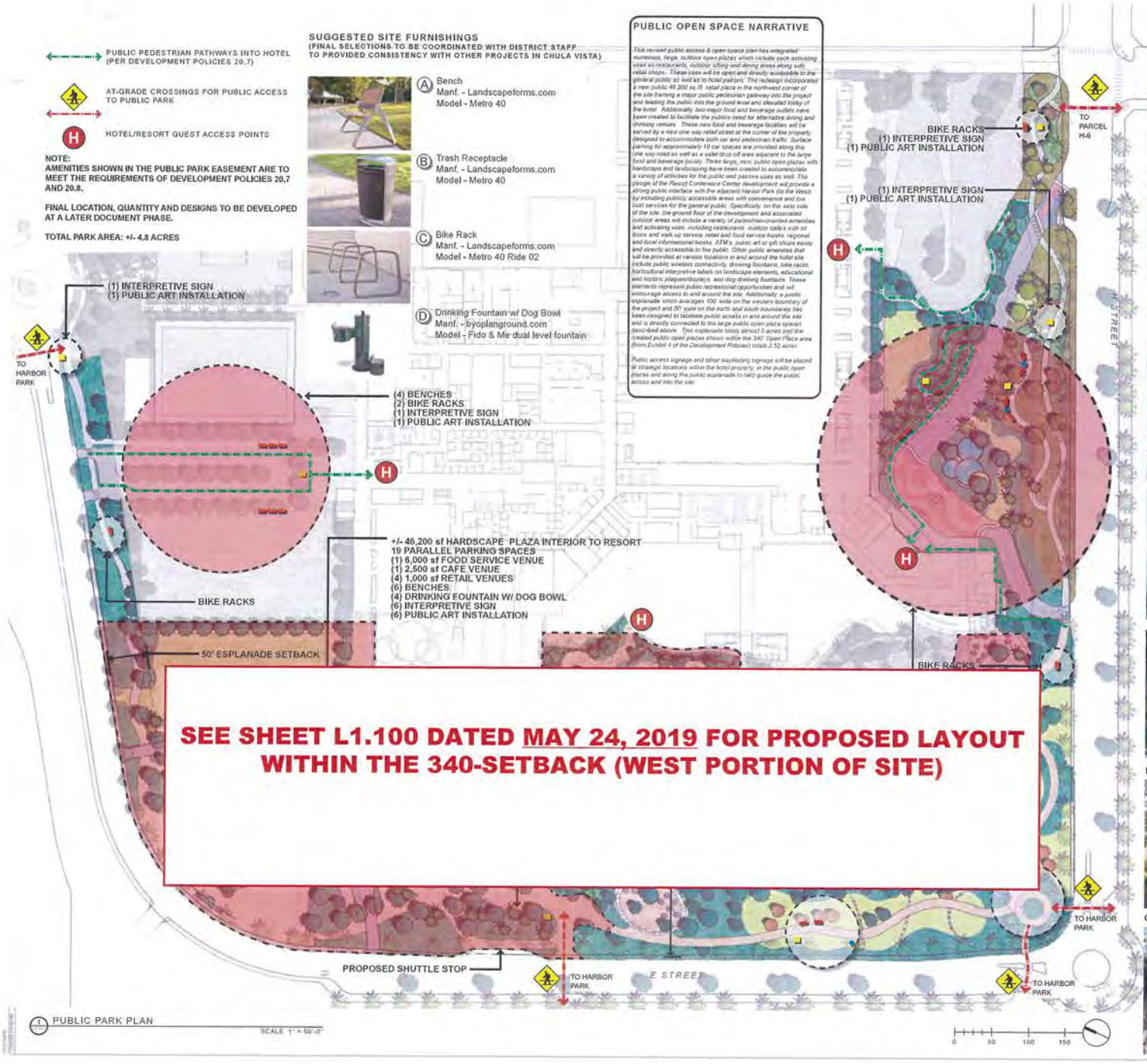
(C) Bike Rack
Manf. - Landscapeforms.com
Model - Metro 40 Ride 02

(D) Drinking Fountain w/ Dog Bowl
Manf. - byoplanground.com
Model - Fido & Me dual level fountain

PUBLIC OPEN SPACE NARRATIVE

This revised public access & open space plan has integrated numerous, large, outdoor open plazas which include such activating uses as restaurants, outdoor sitting and dining areas along with retail shops. These uses will be open and directly accessible to the general public as well as to hotel patrons. The redesign incorporates a new public 46,200 sq.ft. retail plaza in the northwest corner of the site framing a major public pedestrian gateway into the project and leading the public into the ground level and elevated lobby of the hotel. Additionally two major food and beverage outlets have been created to facilitate the publics need for alternative dining and drinking venues. These new food and beverage facilities will be served by a new one way retail street at the corner of the property designed to accommodate both car and pedestrian traffic. Surface parking for approximately 19 car spaces are provided along this one way road as well as a valet drop off area adjacent to the large food and beverage facility. Three large, new, public open plazas with hardscape and landscaping have been created to accommodate a variety of activities for the public and passive uses as well. The design of the Resort Conference Center development will provide a strong public interface with the adjacent Harbor Park (to the West) by including publicly accessible areas with convenience and low cost services for the general public. Specifically, on the west side of the site, the ground floor of the development and associated outdoor areas will include a variety of pedestrian-oriented amenities and activating uses, including restaurants, outdoor cafe's, sit down and walk up service, retail and food service kiosks, regional and local informational kiosks, ATM's, public art or gift shops easily and directly accessible to the public. Other public amenities that will be provided at various locations in and around the hotel site include public wireless connectivity, drinking fountains, bike racks, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, and dog drinking fountains. These elements represent public recreational opportunities and will encourage access to and around the site. Additionally, a public esplanade which averages 100' wide on the western boundary of the project and 50' wide on the north and south boundaries has been designed to facilitate public access in and around the site and is directly connected to the large public open plaza spaces described above. This esplanade totals almost 5 acres and the created public open plazas shown within the 340' Open Plaza area (from Exhibit 4 of the Development Policies) totals 3.52 acres.

Public access signage and other wayfinding signage will be placed at strategic locations within the hotel property, in the public open plazas and along the public esplanade to help guide the public across and into the site.



SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

PUBLIC PARK PLAN
SCALE 1" = 50'-0"

INTERPRETIVE ECOLOGICAL, HISTORIC AND LANDSCAPE SIGNAGE ESSENCE

PUBLIC ART ESSENCE

MOBILE RETAIL / FOOD KIOSKS

COASTAL ACCESS POINTS

HKS

ARCHITECT

CIVIL ENGINEER

LANDSCAPE

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

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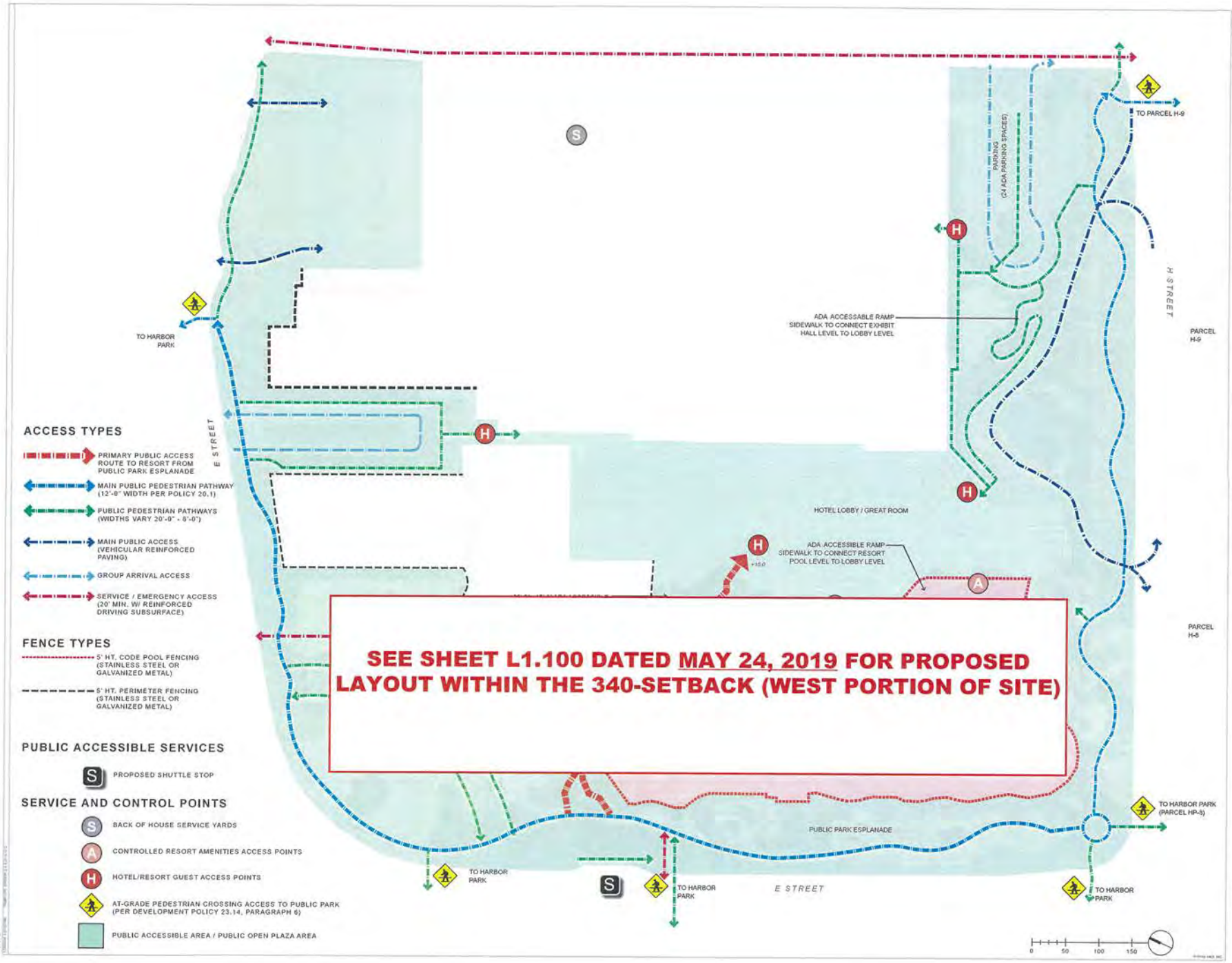
PUBLIC PARK PLAN

L1.117



SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

HKS

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SITE ACCESS

L1.120

California Native Species Inventory List	
California Native Plant Society (Rancho Santiago)	
California sig (flows on San Diego County)	
National Resource Mgmt Plan Appx F MM-3848	
KTUA Design Guidelines	
Observed in Project Boundary (appx. of 8-11)	
KTUA Schematic Design Plant List	

RESORT TREES (VARYING HEIGHTS FROM 10' – 40' OVERALL AT FULL GROWTH.)

Bauhinia spp	Orchid tree						
Carcidium x 'Desert Museum'	Desert Museum Palo Verde						
Cercis occidentalis	Western Redbud						
Chilopsis linearis	Desert Willow						
Cupressus macrocarpa	Monterey Cypress						
Cupressus sitidata	Red Flowering Gum						
Eucalyptus ironstalis	Mexican Gum						
Juniperus scopulorum	Juniperus						
Juniperus occidentalis	Western Juniper						
Liquidambar styraciflua	American Sweetgum						
Lonchocarpus sericeus	Silky Vine						
Lophostemon confertus	Brisbane Box						
Lyonothamnus floribundus	Santa Cruz Island Ironwood						
Melaleuca leucadendra	Weeping Paperbark						
Pinus canariensis	Canary Island Pine						
Pinus pinea	Mediterranean Pine						
Pinus torreyana	Torrey Pine						
Platanus racemosa	California Sycamore						
Plumeria spp	Frangipani						
Populus fremontii	Fremont's Cottonwood						
Pyrus kawakamii	Evergreen Pear						
Quercus agrifolia	California Live Oak						
Quercus ilex	Holly Oak						
Salix spp	Willow						
Umbellularia californica	California Bay						

RESORT PALMS - VARYING CLEAR TRUNK HEIGHTS FROM 8' - 30' OVERALL AT FULL GROWTH.

Archontophoenix alexandrae	King Palm						
Chamaerops humilis	European Fan Palm						
Howea forsteriana	Kentia Palm						
Phoenix dactylifera	Medjool Palm						
Syagrus romanzoffiana	Queen Palm						
Washingtonia robusta	Mexican Palm						
Washingtonia filifera	California Fan Palm						

RESORT SHRUBS, GROUNDCOVERS AND ACCENTS - VARYING HEIGHTS FROM 2' - 10' OVERALL AT FULL

Alternanthera spp	Alternanthera						
Bougainvillea spp	Bougainvillea						
Carpobrotus californica	Sea Fig						
Eriogonum fasciculatum	California Buckwheat						
Festuca glauca	Blue Fescue						
Helenium autumnale	Sneezweed						
Lantana montevidensis	Purple Trailing Lantana						
Leucophyllum spp	Barometer Bush						
Muhlenbergia capillaris	Pink Muhly Grass						
Rosa californica	California Wild Rose						
Senecio mikanioides	Cape Ivy						
Salvia leucophylla	Purple Sage						

RESORT PERENNIALS - VARYING HEIGHTS FROM 6" - 2' OVERALL AT FULL GROWTH.

Acalypha wilkesiana	Copper Plant						
Agastache pallidiflora	Native California Hummingbird Mint						
Bouteloua dactyloides	Buffalo Grass						
Carex barbarae	Santa Barbara Sedge						
Carex divulsa	San Diego Sedge						
Ceanothus griseus var. horizontalis	Carmel Creeper						
Dianella revoluta	Blue Flax Lily						
Eschscholzia californica	California Poppy						
Penstemon spectabilis	Showy Penstemon						
Rosmarinus officinalis	Rosemary						
Salvia apiana	White Sage						
Salvia clevelandii	Cleveland Sage						

RESORT ACCENTS - VARYING HEIGHTS FROM 6" - 10' OVERALL AT FULL GROWTH.

Agave americana	Blue Agave						
Aloe ferox	Cape Aloe						
Echeveria spp	Echeveria						
Ferocactus viridescens	San Diego Barrel Cactus						
Senecio cineraria	Dusty Miller						
Opuntia littoralis	Coastal Prickly Pear						
Spartium junceum	Spanish Broom						
Strelitzia nicolai	White Bird of Paradise						
Strelitzia reginae	Bird of Paradise						

BIOSWALE PLANTS

Alnus rhombifolia	White Alder						
Cercis occidentalis	Western Redbud						
Chilopsis linearis	Desert Willow						
Salix spp	Willow						

BIOSWALE PLANTS

Achillea millefolium	Yarrow						
Ambrosia pumila	San Diego Ambrosia						
Artemisia californica	Coastal Sagebrush						
Asclepias fascicularis	Narrow-Leaf Milkweed						
Baccharis pilularis	Dwarf Coyote Brush						
Baccharis salicifolia	Mule Fat						
Carex barbarae	Santa Barbara Sedge						
Carex divulsa	San Diego Sedge						
Distichlis spicata	Salt Grass						
Elymus triticoides	Creeping Wild Rye						
Eriogonum fasciculatum var. foliolosum	Coast California Buckwheat						
Frankenia salina	Alkali Heath						
Juncus acutus subsp. leopoldii	Spiny Rush						
Juncus effusus var. decorticatus	Pacific Rush						
Juncus mexicanus	Mexican Rush						
Juncus rugulosus	Wrinkle Rush						
Leymus condensatus	Giant Wild Rye						
Lupinus chamissonis	Coastal Dune Lupine						
Mimulus aurantiacus var. australis	Coastal Bush Monkey Flower						
Pandorea jasminoides	Bower Vine						
Phacelia distoma	Salt Marsh Phacelia						
Schoenoplectus pungens var. longispatus	Common Three-Square						
Stipa pulchra	Purple Needlegrass						

SALT MARSH AND TRANSITIONAL ZONE TREES

Cercis occidentalis	Western Redbud						
Cupressus macrocarpa	Monterey Cypress						
Juniperus occidentalis	Western Juniper						
Pinus torreyana	Torrey Pine						
Platanus racemosa	California Sycamore						
Quercus agrifolia	Coast Live Oak						
Umbellularia californica	California Bay						

SALT MARSH AND TRANSITIONAL ZONE PLANTS

Artemisia californica	Coastal Sagebrush						
Atriplex californica	California Saltbush						
Atriplex canescens	Fourwing Saltbush						
Atriplex lentiformis	Big Saltbush						
Atriplex prostrata	Fat Hen						
Atriplex watsonii	Watsonia						
Arthrocnemum subterminale	Pickle Weed						
Baccharis pilularis 'consanguinea'	Coyote Brush						
Baccharis salicifolia	Mule Fat						
Bolsa maritima	Salicornia						
Chlorocyrus cauldhami maritimus	Salt Marsh Bird's Beak						
Cressa truxillensis	Alkali Weed						
Distichlis spicata	Salt Grass						
Elymus triticoides	Beardless Wild Rye						
Eriogonum fasciculatum var. foliolosum	Coast California Buckwheat						
Frankenia palmeri	Palmer's Alkali Heath						
Frankenia salina	Alkali Heath						
Helianthus cinerea	Sea Dahlia						
Hemizonia pungens	Prickle Hemizonia						
Jaumea carnosa	Coast Gobernadora						
Lasthenia maritima	Salt Marsh Daisy						
Limonium californicum	South-western Sprig Rush						
Limonium sinuatum	Sea Lavender						
Lonicera subspicata var. denudata	Coast Dwarf Honeysuckle						
Lycium californicum	Coast Desert Thorn						
Malacothamnus fasciculatus	Mesa Bush Mallow						
Monardella hypoleuca	Coastal Wild Dune Plant						
Parkinsonia aculeata	Mexican Palo Verde						
Phacelia distoma	Salt Marsh Phacelia						
Schoenoplectus pungens var. longispatus	Common Three-Square						
Stipa pulchra	Purple Needlegrass						

NOTE:

The design team has cross referenced this Master Plant list with the California Invasive Plant Inventory list and the California Invasive Plant Inventory Database to confirm that invasive species will not be used in this project area per DEV Policy 6.1.a.

The following Master Plant List is conceptual in nature and shall be refined and verified along with quantities, sizes and final locations through the design process. Final Master Plant lists will be coordinated with environmental consultants working on adjacent properties to the Gaylord Chula Vista project to create a holistic environmental landscape across the entirety of the Chula Vista Bayfront.

HKS

ARCHITECT

CIVIL ENGINEER

LANDSCAPE

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

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GAYLORD HOTELS

RIDA DEVELOPMENT CONSULTANTS

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MASTER PLANT LIST INDEX

L1.125

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All turf areas to be a variety adapted to low water use and common to California and the Chula Vista Bayfront region. Potential cultivars include, but are not limited to the following:
Paspalum vaginatum Seashore Paspalum Aloha®
Bouteloua gracilis UC Verde buffalo grass
Agrostis pallens Native California bent grass
Festuca spp

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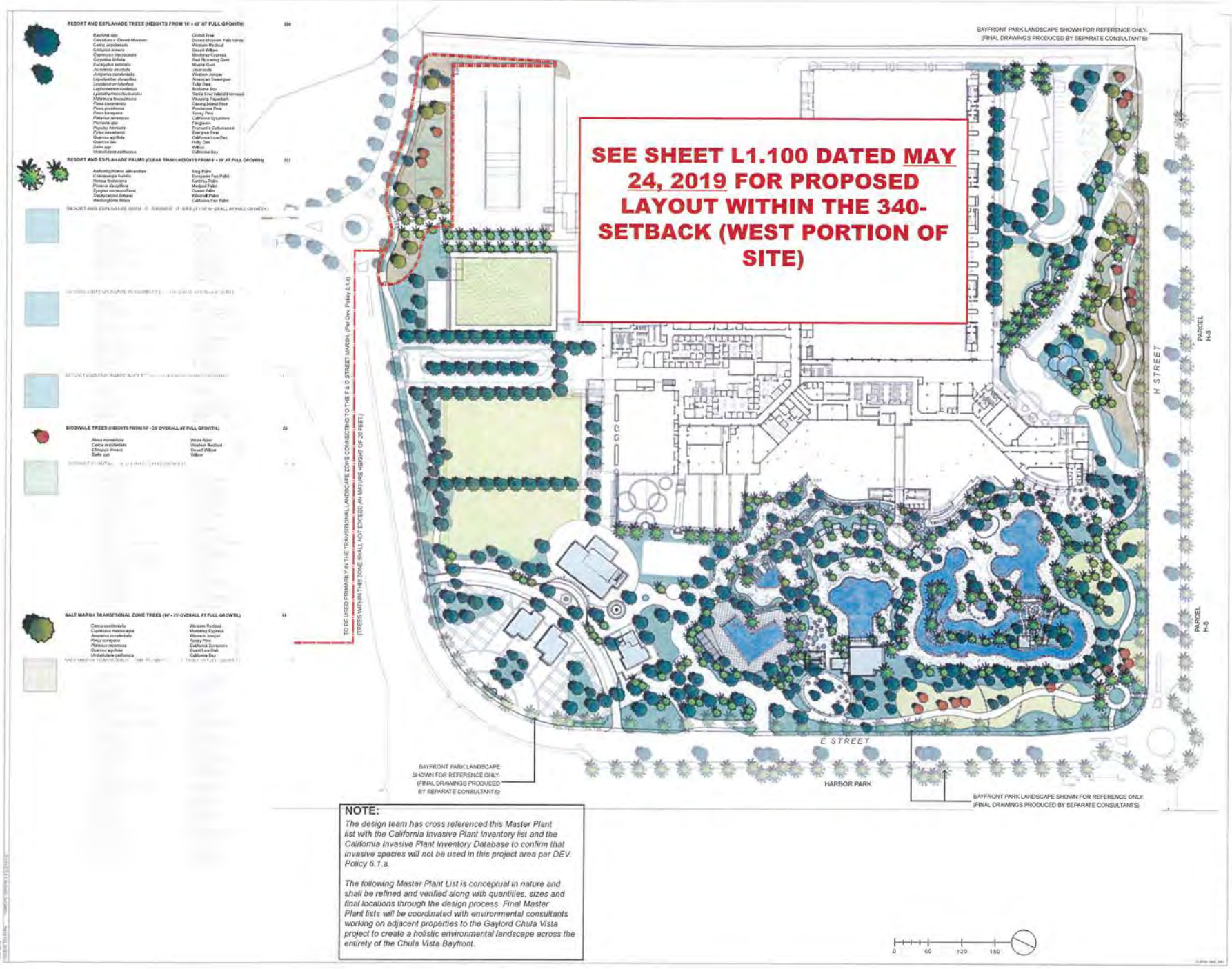
OVERALL SHRUB AND GROUNDCOVER MASTER PLAN

L1.126



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OVERALL TREE AND PALM MASTER PLAN

L1.127

PUBLIC PEDESTRIAN PATHWAYS INTO HOTEL (PER DEVELOPMENT POLICIES 20.7)

AT-GRADE CROSSINGS FOR PUBLIC ACCESS TO PUBLIC PARK AND COASTAL ACCESS

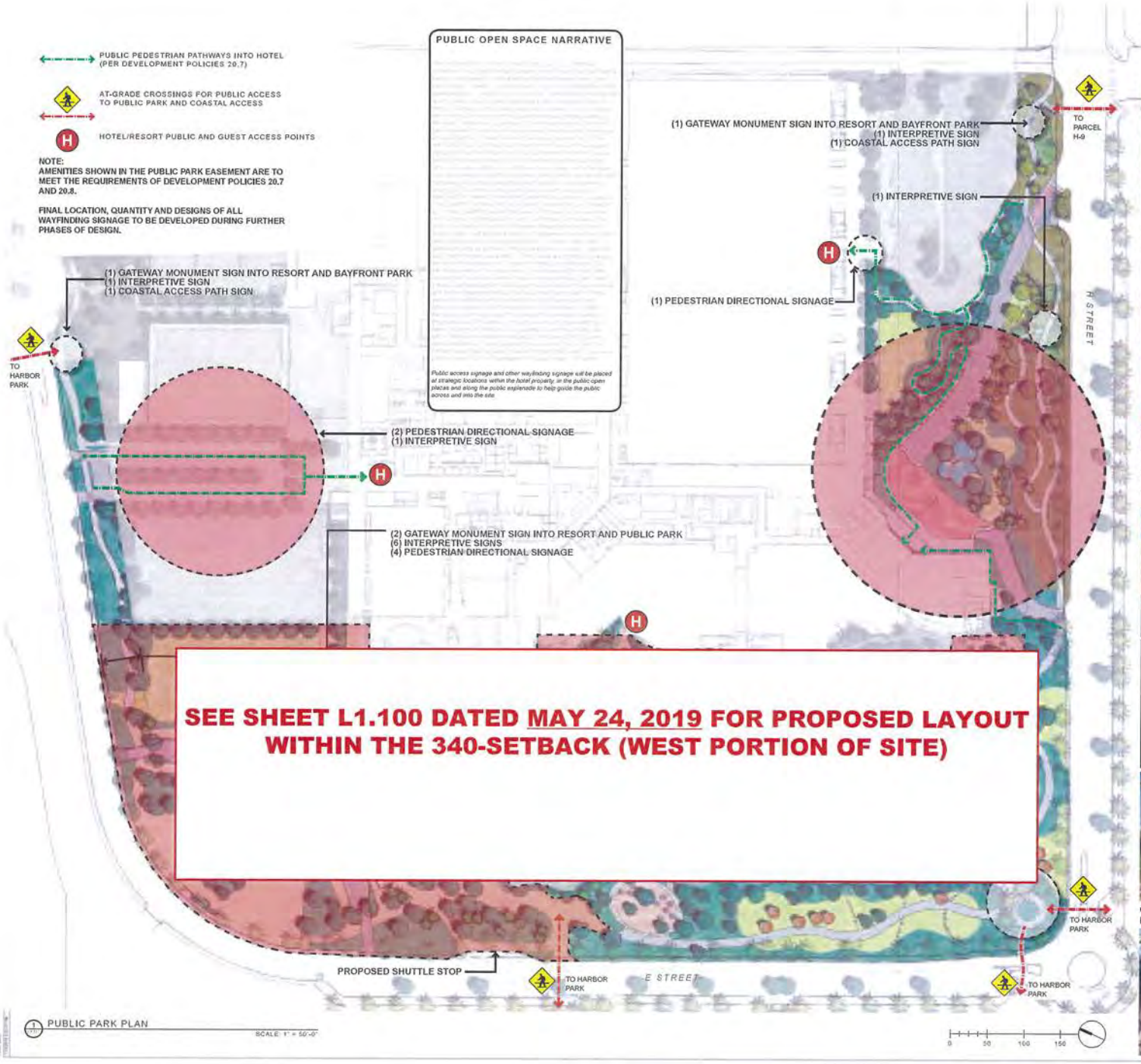
HOTEL/RESORT PUBLIC AND GUEST ACCESS POINTS

NOTE:
AMENITIES SHOWN IN THE PUBLIC PARK EASEMENT ARE TO MEET THE REQUIREMENTS OF DEVELOPMENT POLICIES 20.7 AND 20.8.

FINAL LOCATION, QUANTITY AND DESIGNS OF ALL WAYFINDING SIGNAGE TO BE DEVELOPED DURING FURTHER PHASES OF DESIGN.

PUBLIC OPEN SPACE NARRATIVE

Public access signage and other wayfinding signage will be placed at strategic locations within the hotel property, in the public open plazas and along the public esplanade to help guide the public across and into the site.



SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

PUBLIC PARK PLAN
SCALE: 1" = 50'-0"

** SIGNAGE SHOWN IS FOR REFERENCE ONLY FINAL DESIGN TO BE DEVELOPED IN FUTURE DESIGN PHASES*

GATEWAY MONUMENT SIGNAGE EXAMPLE

PUBLIC PEDESTRIAN DIRECTIONAL SIGNAGE EXAMPLE (OPTIONS INCLUDE LOCATION MAP

INTERPRETIVE ECOLOGICAL, HISTORIC AND LANDSCAPE SIGNAGE EXAMPLES

COASTAL ACCESS PATH SIGNAGE EXAMPLE

HKS

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04 MARCH 2019

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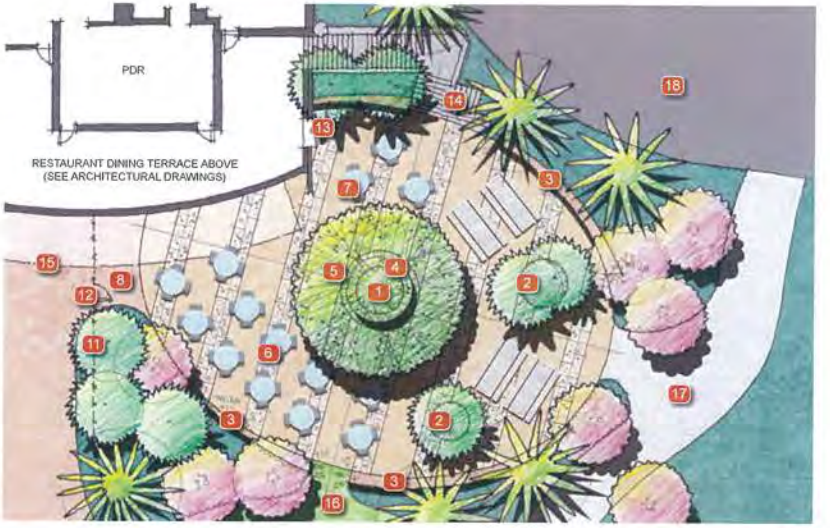
WAYFINDING MASTER PLAN

L1.129



1 PUBLIC PLAZA 36 ENLARGEMENT PLAN

SCALE 1" = 10'-0"

1 SPECIMAN CANOPY TREE WITH TWINKLE

2 AT-GRADE PLANTING AREA

3 1.5' HIGH CONCRETE SEATWALL WITH WASHED-OUT GRAVEL FINISH

4 RAISED PLANTER SEATWALL WITH PRECAST SHELLROCK CAP AND GLASS MOSAIC TILE VENEER DETAIL THAT LOOKS LIKE CINTAGE CITRUS CRATE LABELS FROM CHULA VISTA'S CITRUS INDUSTRY PAST

5 BAND OF EXPOSED GLASS AGGREGATE IN INTEGRAL COLOR COLOR CONCRETE

6 BAND OF INTEGRAL COLOR CONCRETE WITH SEEDED SHELL AGGREGATE FINISH

7 INTEGRAL COLOR CONCRETE WITH ROCK-SALT FINISH

8 POOL DECK

9 ~~WOOD DECK (NOT USED)~~

10 ~~PLANTER URNS SITTING ON SEATWALL (NOT USED)~~

11 ~~POOL AREA PERIMETER FENCE (NOT USED)~~

12 POOL SECURITY GATE (TO MATCH PERIMETER FENCE STYLE)

13 PUBLIC SNACK BAR COUNTER SERVICE (SEE ARCHITECTURAL DRAWINGS)

14 STEPS FROM RESTAURANT DINING TERRACE ABOVE (SEE ARCHITECTURAL DRAWINGS)

15 EDGE LINE OF OVERHEAD ROOFLINE (SEE ARCHITECTURAL DRAWINGS)

16 LAWN.

17 PUBLIC ESPLANADE WALKWAY.

18 LOBBY EXIT DRIVE

19 ~~OPEN AIR MECHANICAL AREA (NOT USED)~~

20 ~~MECHANICAL AREA WALL (NOT USED)~~

21 ~~POOL AREA RESTROOMS (SEE ARCHITECTURAL DRAWINGS) (NOT USE)~~

HKS

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PUBLIC PLAZA 36 ENLARGEMENT PLAN

L1.131

The Shack
Pick Up

EXISTING "H STREET" LOOKING WEST
*FROM GOOGLE STREET

CONCEPTUAL PHOTO MONTAGE "H STREET" VIEW
* NOT FINAL AND SUBJECT TO CHANGE

01 H STREET SECTION
1/16" = 1'-0"

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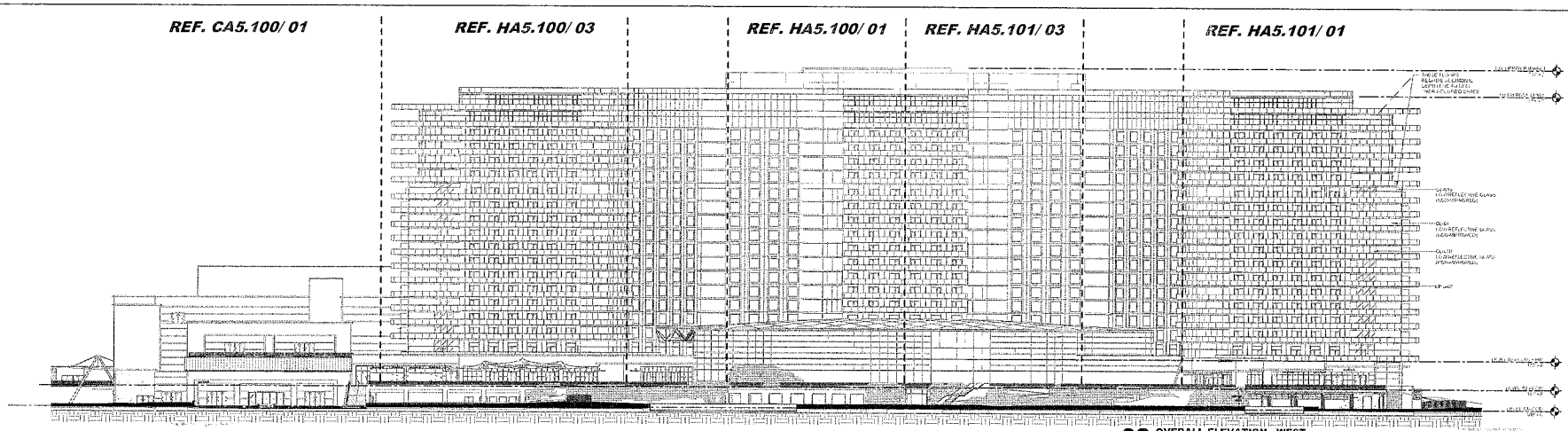
HKS PROJECT NUMBER
18427.000

DATE
28 SEP 2018

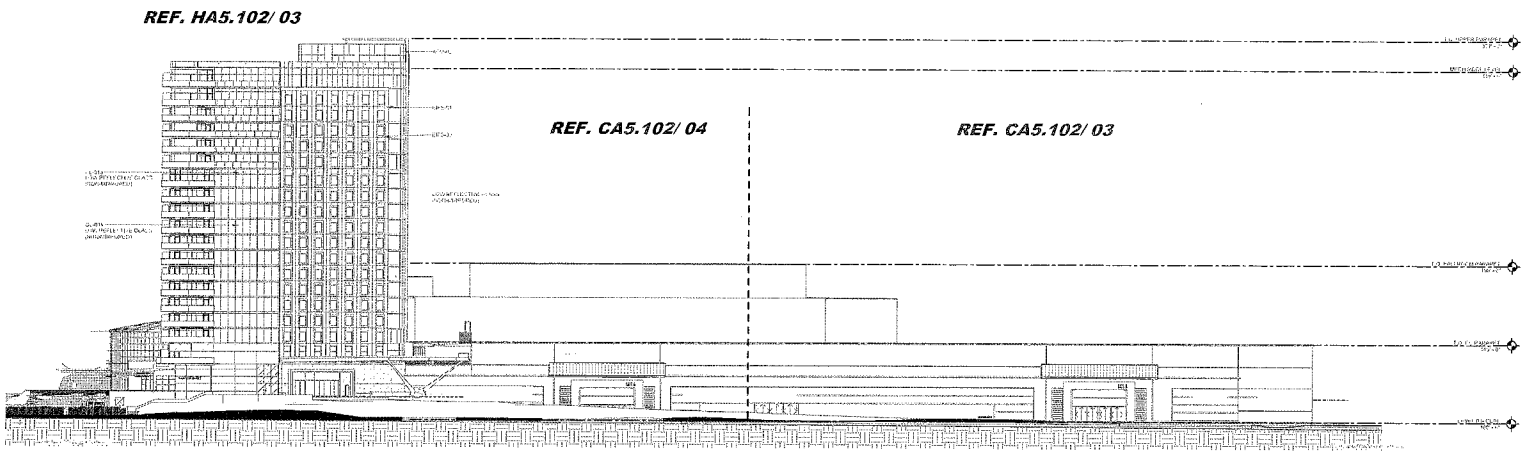
PHASE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
VIEW ANALYSIS RENDERING

SHEET NO.
AA1.500



02 OVERALL ELEVATION - WEST
1" = 30'-0"



01 OVERALL ELEVATION - SOUTH
1" = 30'-0"

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL FEATURES EXTERIOR CONCRETE COLUMNS

AC-01 ARCHITECTURALLY FINISHED EXTERIOR CONCRETE COLUMNS, SMOOTH FLUSHED FINISH

ARCHITECTURAL METAL FINISHES - LIVE

AMF-01A HIGH PERFORMANCE ORGANIC COATING FOR ALUMINUM - 3 COAT SYSTEM COLOR - MEDIUM METALLIC

AMF-01B HIGH PERFORMANCE COATING FOR A.E.S.S - LIGHT METALLIC

AMF-02A HIGH PERFORMANCE ORGANIC COATING FOR ALUMINUM - 3 COAT SYSTEM COLOR - DARK METALLIC

AMF-02B HIGH PERFORMANCE COATING FOR A.E.S.S - DARK METALLIC

AMF-03 POWDER COAT - WOOD GRAIN APPEARANCE

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.S. ARCHITECTURAL EXPOSED STRUCTURAL STEEL

SPECIALTY WOOD CLADS

SC-01 SCC FLOORING
CONCRETE WITH FORMED, SMOOTH FINISH
LOCATION: RESTAURANT

DECK SYSTEMS - OS

DS-01 TYPICAL DECK - PRECAST PAVERS ON PEDESTAL PAVERS, 4'-0" X 8" EXTRUDED POLYETHYLENE BOARD, OVER HOT FLUID APPLIED WATERPROOFING ON SLOPED STRUCTURAL SLAB - REF. LANDSCAPE - PLANTER

DS-02 TYPICAL DECK - PRECAST PAVERS ON PEDESTAL PAVERS, 8'-0" X 8" EXTRUDED POLYETHYLENE BOARD, OVER HOT FLUID APPLIED WATERPROOFING, ON SLOPED STRUCTURAL SLAB REF. LANDSCAPE - PLANTER

DS-03 TYPICAL DECK - PRECAST PAVERS ON PEDESTAL PAVERS, ON HOT FLUID APPLIED WATERPROOFING, ON STRUCTURAL SLAB

PAINTED GLASS (OPAQUE) SPANDREL PANELS SYSTEM - OPS

GPS-01 PAINTED GLASS - FIELD COLOR

GPS-02 PAINTED GLASS - ACCENT COLOR

SPANDREL GLAZING - OS

GL-01A 1" INSULATED LOW REFLECTIVE VISION GLASS, TOWER FIELD

GL-01B 1" INSULATED LOW REFLECTIVE SPANDREL GLASS, TOWER

GL-01C 1" INSULATED LOW REFLECTIVE VISION GLASS, TOWER FIELD WITH BACK PAINT

GL-02 1" INSULATED LOW REFLECTIVE VISION GLASS, PODIUM

GL-03A 1" INSULATED LOW REFLECTIVE SPANDREL GLASS, PODIUM

GL-03B 1" INSULATED LOW REFLECTIVE VISION GLASS, PODIUM WITH BACK PAINT

GL-03 GLASS GUARD RAILS
CLEAR LAMINATED GLASS, 1.5 IN VISION GLASS

GL-04 GLASS FLOORS
LAMINATED GLASS WITH ENGRAVED FRIT PATTERN

GL-05 1" CLEAR SCHOOLTIME GLASS, GLASS DOORS

SUNSPACE SYSTEMS - OS

CS-01 TABLE SUNSPACE SYSTEM
FINISH: STAINLESS STEEL
LOCATION: RESTAURANT TERRACES

CS-02 GLASS SUNSPACE SYSTEM
GLASS TYPE: GLASS
STAINLESS STEEL POSTS AND CAP

CURTAIN WALL SYSTEMS - OS

CW-01 CONTINUOUS HORIZONTAL SUNVISOR
BASED AT SUNBOX - C S PC 2102
FINISH: TBD

FENESTRATION - NON WINDOWS SYSTEMS - OVER

OW-01 FIXED WINDOW WALL SYSTEM
1" INSULATED LOW REFLECTIVE GLAZED GLASS
FINISH: TBD

OW-02 TOWER WINDOW WALL SYSTEM
6" FRAME IN HORIZONTAL EXPOSED, VERTICAL BUTT GLAZED GLASS
1" HORIZONTAL SNAP COVERS
FINISH: TBD

OW-03 TOWER CURTAIN WALL SYSTEM
6" FRAME IN HORIZONTAL EXPOSED, VERTICAL BUTT GLAZED GLASS
6" HORIZONTAL SNAP COVERS
FINISH: TBD

OW-04 PODIUM WINDOW WALL SYSTEMS
10 - 1" FRAME IN HORIZONTAL EXPOSED, VERTICAL BUTT GLAZED GLASS
1" HORIZONTAL SNAP COVERS
FINISH: TBD

OW-05 TOWER CURTAIN WALL SYSTEM
10 - 1" FRAME IN HORIZONTAL EXPOSED, VERTICAL BUTT GLAZED GLASS
FINISH: TBD

OW-06 CURTAIN STEEL WALL SYSTEM (PODIUM)
FINISH: PRIMER STEEL FRAME
FINISH: TBD

FORMED METAL PANEL

FMP-01 FORMED METAL PANEL SCREEN WALLS

ROOF SYSTEMS

TYPE-1A ROOF
SINGLE PLY MEMBRANE ROOFING SYSTEM OF FIBE WHITE COLOR

TYPE-1B ROOF
SINGLE PLY MEMBRANE ROOFING SYSTEM OF FIBE GRAY COLOR

TYPE-2 ROOF
BITUMEN PLY ROOFING MEMBRANE GRAY COLOR WITH KNIFE FINISH BALLAST ALUMINUM

TYPE-3 ROOF
LIQUID APPLIED PEDESTRIAN TRAFFIC WATERPROOFING ON SUNSPACE

TYPE-4 ROOF
STANDING SEAM ROOF SYSTEM - METAL DECKING

TRIM/MISCELLANEOUS - ST

STAIN STEEL MISCELLANEOUS
VALVE STEM: TBD
FINISH: SMOOTH CUT
PATTERN: TBD

STAIN STEEL MISCELLANEOUS
ELEVATOR: TBD
FINISH: BRUSHED
PATTERN: TBD

TEXTURED CERAMIC COATINGS - TAC

TAC-01 TEXTURED ACRYLIC COATING
LIGHT FIELD

WOOD LINE

WO-01 WOOD CLADDING
FINISH: TBD
PATTERN: TBD
LOCATION: RESTAURANTS

ELEVATIONS/SECTIONS GENERAL NOTES

1. PROJECT DATUM: REFER TO SHEET CS-1 FOR ELEVATIONS (+/- 0'-0")

HKS

ARCHITECT
HKS, INC.
3000 WEST PARK, ST. SUITE 100
DALLAS, TX 75219-4210

CIVIL ENGINEER
KIMLEY-HORN & ASSOCIATES
1700 NORTHWEST
SAN ANTONIO, TX 78213

STRUCTURAL
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1900 ROSS AVENUE, SUITE 1600
DALLAS, TX 75201

MEP ENGINEER
NORTH CAROLINA TPO ASSOCIATES
2101 WOODWARD AVENUE, SUITE 100
DALLAS, TX 75201

INTERIOR DESIGNER
CYLINE & ASSOCIATES
2101 WOODWARD AVENUE
DALLAS, TX 75201

LIFE SAFETY ENGINEERING
HAYES ENGINEERING
1000 WOODWARD DRIVE - SUITE 200
HARWELL, GA 30301

FOOD SERVICE
ARCHITECTURAL PROFESSIONALS, LLC
2004 CALIFORNIA BALLE
FLEMINGTON, NJ 08822

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS®

RIDA DEVELOPMENT CORPORATION

OWNER
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1175 WALKER ST. SUITE 100
HOUSTON, TX 77010

OWNER CONSULTANT
CLEARPOINT PROJECT SERVICES, INC.
2212 STREET, SUITE 100
SAN DIEGO, CA 92101

LANDSCAPE
PEG ENVIRONMENTAL
1540 CHAMPION DRIVE
CARLSBAD, CA 92009

INTERIM REVIEW ONLY
PRELIMINARY, NOT FOR CONSTRUCTION
PERMIT, BIDDING OR CONSTRUCTION
REVIEW PURPOSES ONLY
DATE: 11/16/2018
PER REVIEW
DATE

REVISION

NO.	DESCRIPTION	DATE

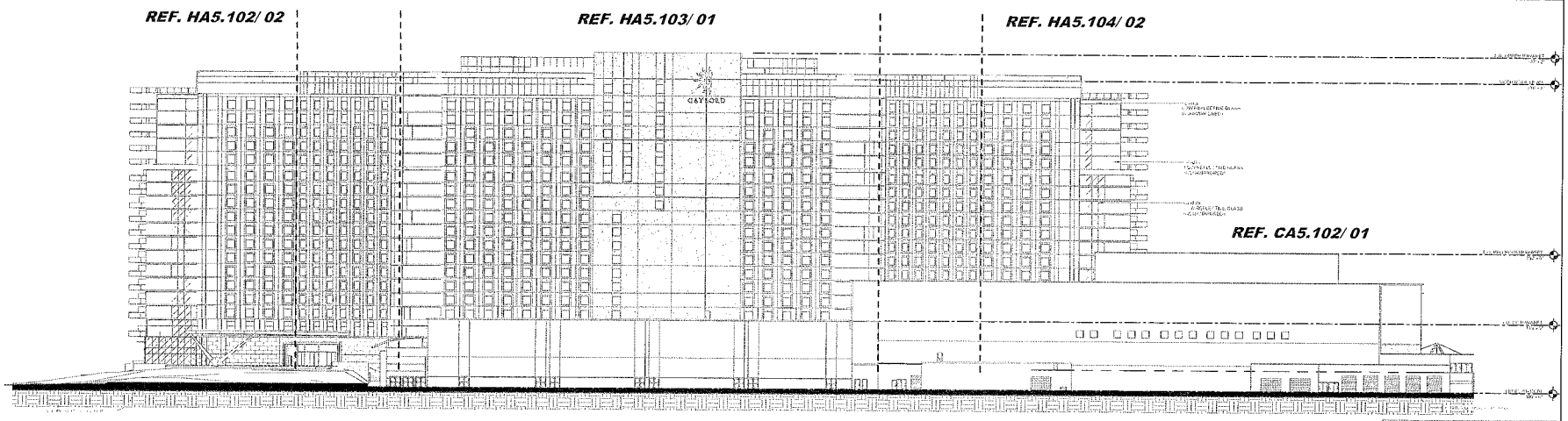
HKS PROJECT NUMBER
18427.000

DATE
16 NOV 2018

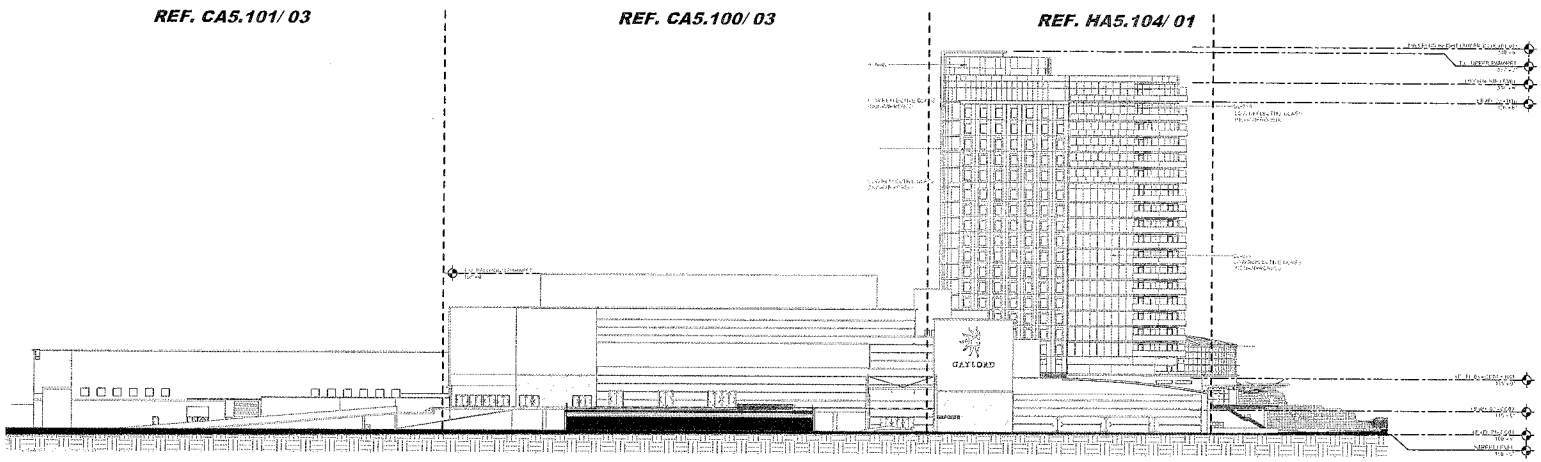
PHASE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
OVERALL SOUTH & WEST ELEVATION

SHEET NO.
AA5.010



02 OVERALL ELEVATION - EAST
1" = 30'-0"



01 OVERALL ELEVATION - NORTH
1" = 30'-0"

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL TERRACOTTA / FOREIGN CONCRETE CLADDING

AC-01 ARCHITECTURALLY FINISHED EXTERIOR CONCRETE COLUMNS, TRIGGER TEXTURE FINISH

ARCHITECTURAL METAL FINISHES & LINE

AMF-01 HIGH PERFORMANCE ORGANIC COATING FOR ALUMINUM - 2 COAT WHITE COLOR - LIGHT METALLIC

AMF-02 HIGH PERFORMANCE COATING FOR A.E.S. - LIGHT METALLIC

AMF-03 HIGH PERFORMANCE ORGANIC COATING FOR ALUMINUM - 2 COAT WHITE COLOR - DARK METALLIC

AMF-04 HIGH PERFORMANCE COATING FOR A.E.S. - DARK METALLIC

AMF-05 POWDER COAT - WOOD GRAIN APPEARANCE

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.-1 ARCHITECTURAL EXPOSED STRUCTURAL STEEL

EXTERIOR MASONRY VENEER - BRICK

EMV-1 EBL HERITAGE
FINISH: SMOOTH PAVERS, SUBTLE
COLOR: BURNED BRICK
LOCATION: RESTAURANT

EIFS & SYSTEMS - EFS

EF-01 TYPE 2 DECK - PRECAST PAVERS ON PEDESTAL PAVERS, GM 4" EMBEDDED POLYSTYRENE BOARD, DEDICATED FLUID APPLIED WATERPROOFING ON SUPER STRUCTURAL SLAB REF. LANDSCAPE - ROOFING

EF-02 TYPE 1 DECK - PRECAST PAVERS ON PEDESTAL PAVERS, GM 4" EMBEDDED POLYSTYRENE BOARD, SUPER SOFT FLUID APPLIED WATERPROOFING, ON SUPER STRUCTURAL SLAB REF. LANDSCAPE - ROOFING

EF-03 TYPE 1 DECK - PRECAST PAVERS ON EMBEDDED INSULATION OVER MEMBRANE FLUID APPLIED WATERPROOFING, ON STRUCTURAL SLAB

EMBEDDED & TRUSSED EXTERIOR GYPSUM SYSTEMS - EFS

EF-04 FINISHED EIFS - FIELD COLOR

EF-05 FINISHED EIFS - ACCENT COLOR

EXTERIOR GLAZING - GL

GL-01 1" INSULATED LOW REFLECTIVE VISION GLASS, TEMPER FIELD

GL-02 1" INSULATED LOW REFLECTIVE SPANDREL GLASS, TEMPER

GL-03 1" INSULATED LOW REFLECTIVE VISION GLASS, TEMPER FIELD - OVER GRADE PLAZA

GL-04 1" INSULATED LOW REFLECTIVE VISION GLASS, PORCHES

GL-05 1" INSULATED LOW REFLECTIVE SPANDREL GLASS, PORCHES

GL-06 1" INSULATED LOW REFLECTIVE VISION GLASS, PORCHES (BACK PAN)

GL-07 GLASS GUARD RAILS
CLEAR LAMINATED GLASS (LOW IRON GLASS)

GL-08 CANOPY GLAZING
LAMINATED GLASS WITH CERAMIC FRIT PATTERN

GL-09 1" CLEAR INSULATED GLASS, GLASS DOORS

GLASS RAIL SYSTEMS - GRS

GS-01 CABLE GUARDRAIL SYSTEM
FINISH: STAINLESS STEEL
LOCATION: RESTAURANT TERRACES

GS-02 GLASS GUARDRAIL SYSTEM
CLEAR TEMP. GLASS
STAINLESS STEEL POSTS AND CAP

CURTAIN WALL SYSTEMS - CWS

CW-01 CONTINUOUS HORIZONTAL MULLIONS
BASIS OF DESIGN: C-W INC. 1500
FINISH: TBD

ELEVATED WALL AND WINDOW SYSTEMS - EWS

EWS-01 PINCHED WINDOW WALL SYSTEM
1" INSULATED LOW EMISSIVITY GLASS GLASS
FINISH: TBD

EWS-02 TOWER WINDOW WALL SYSTEM
6" FRAME W/ HORIZONTAL CAPTURED, VERTICAL BUTT GLAZED GLASS
1" INSULATED SNAP COVERS
FINISH: TBD

EWS-03 TOWER CURTAIN WALL SYSTEM
6" FRAME W/ HORIZONTAL CAPTURED, VERTICAL BUTT GLAZED GLASS
1" INSULATED SNAP COVERS
FINISH: TBD

EWS-04 PORCH CURTAIN WALL SYSTEM
6" FRAME W/ HORIZONTAL CAPTURED, VERTICAL BUTT GLAZED GLASS
1" INSULATED SNAP COVERS
FINISH: TBD

EWS-05 NON-VISION CURTAIN WALL SYSTEM
1" FRAME W/ BUTT BUTT GLAZED GLASS
FINISH: TBD

EWS-06 CUSTOM STEEL WALL SYSTEM (RESTAURANT)
TUBE PROFILE STEEL FRAME
FINISH: TBD

FINISHED METAL PANELS

FMP-01 FINISHED METAL PANEL BEHIND WALLS

ROOF SYSTEMS

TYPE-1 ROOF
SINGLE PLY THERMPLAS ROOFING SYSTEM - GRAY WALL SURFACE COLOR

TYPE-2 ROOF
SINGLE PLY THERMPLAS ROOFING SYSTEM - GRAY WALL SURFACE COLOR

TYPE-3 ROOF
SINGLE PLY THERMPLAS MEMBRANE GRAY COLOR WITH PAVER ROOF, BALLAST PAVERS

TYPE-4 ROOF
LIQUID APPLIED THERMPLAS MEMBRANE WATERPROOFING SYSTEM

TYPE-5 ROOF
STANDING SEAM ROOF SYSTEM ON METAL DECKING

STONE MASONRY VENEER - SV

STM-1 STONE MASONRY VENEER
SELECTION: TBD
FINISH: SMOOTH CUT
PATTERN: TBD

STM-2 STONE MASONRY VENEER
SELECTION: TBD
FINISH: SPLIT FACE
PATTERN: TBD

FEATURED EXTERIOR COATING - FAC

FAC-01 TEXTURED ACRYLIC COATING
LIGHT COLOR

WOOD - WW

WW-01 WOOD GLAZEBOARD
FINISH: TBD
MATERIAL: TBD
LOCATION: RESTAURANTS

ELEVATIONS/SECTIONS GENERAL NOTES

1. INDICATE EF-1 ON SEPARATE EGRESS ZONE IN ELEVATIONS

HKS

ARCHITECT
HKS INC.
[illegible]
DALLAS, TX 75219-4120

CIVIL ENGINEER
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[illegible]
SAN DIEGO, CA 92111

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[illegible]
DALLAS, TX 75201

MEP ENGINEER
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DALLAS, TX 75201

INTERIOR DESIGNER
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[illegible]
DALLAS, TX 75202

LIFE SAFETY ENGINEERING
[illegible]
[illegible]
[illegible]

FOOD SERVICE
[illegible]
[illegible]
[illegible]

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER
RIDA DEVELOPMENT CORPORATION
[illegible]
[illegible]

OWNER CONSULTANT
[illegible]
[illegible]
SAN DIEGO, CA 92101

LANDSCAPE
[illegible]
[illegible]
[illegible]

INTERIM REVIEW ONLY
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REVISIONS
NO. DESCRIPTION DATE

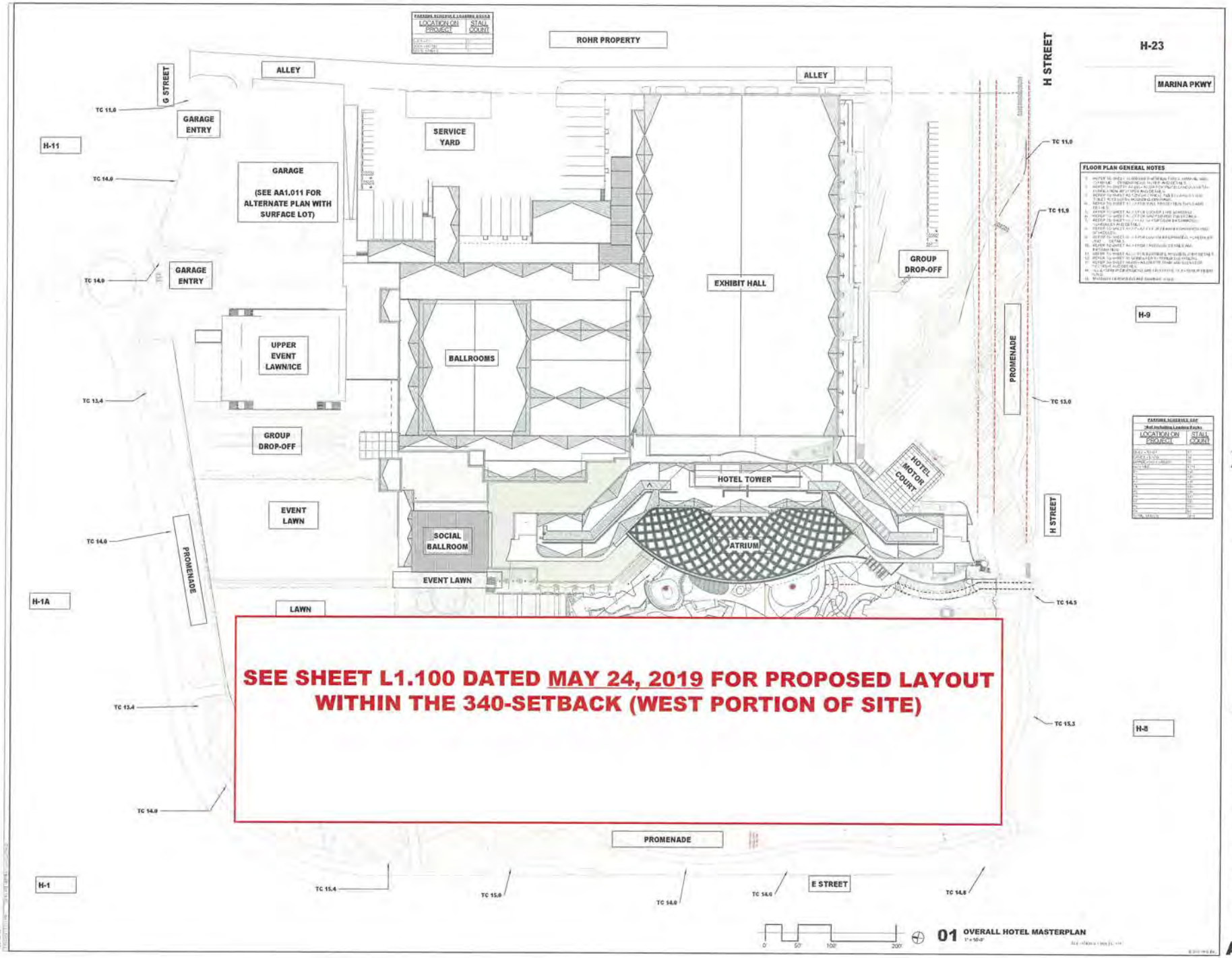
PROJECT NUMBER
18427.000

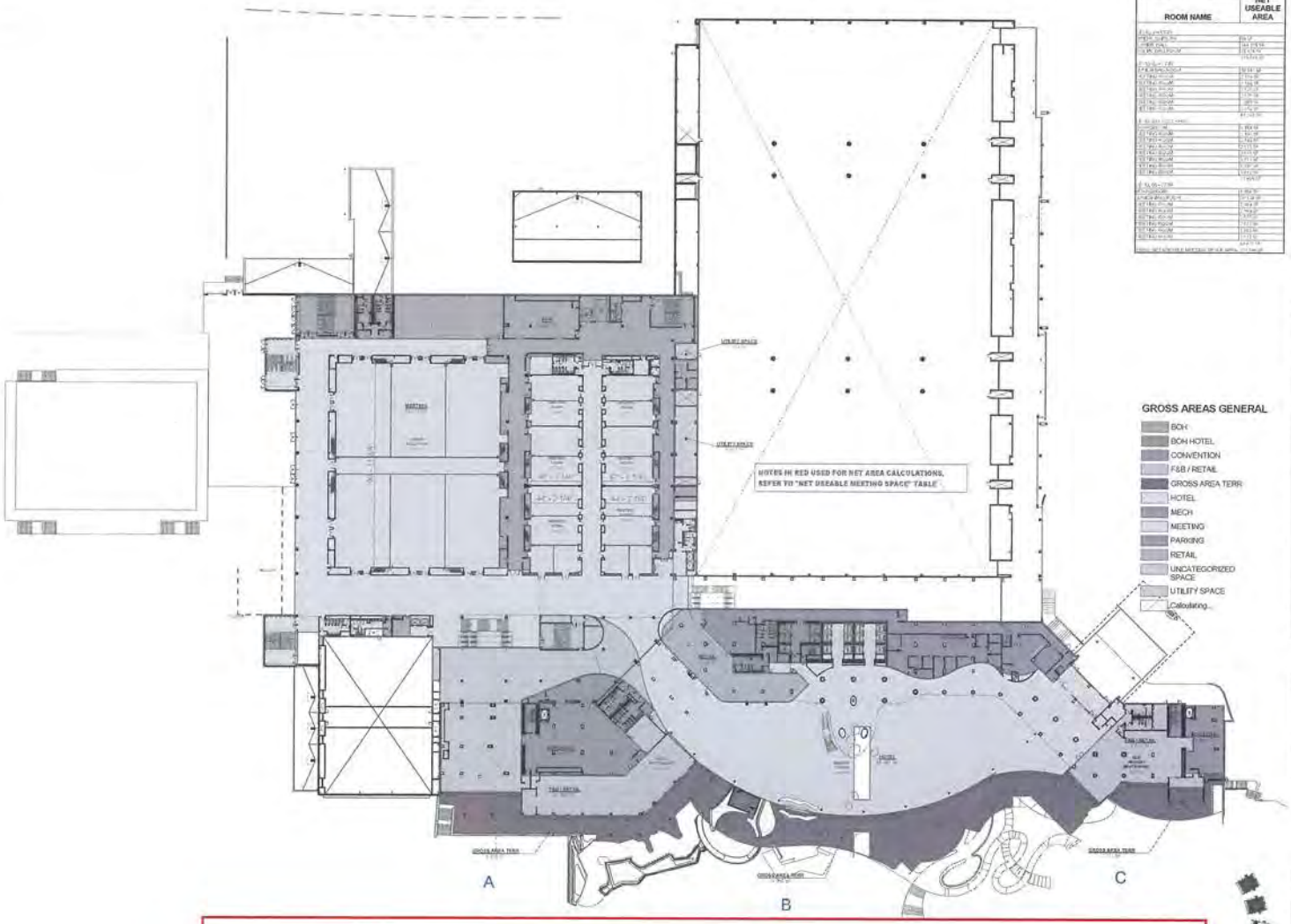
DATE
16 NOV 2018

ISSUE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
OVERALL NORTH & EAST ELEVATION

SHEET NO.
AA5.020


ROHR PROPERTY
ALLEY
ALLEY
G STREET
H STREET
H-23
MARINA PKWY
GARAGE ENTRY
SERVICE YARD
GARAGE
(SEE AA1.011 FOR ALTERNATE PLAN WITH SURFACE LOT)
GARAGE ENTRY
EXHIBIT HALL
GROUP DROP-OFF
UPPER EVENT LAWN/ICE
BALLROOMS
GROUP DROP-OFF
PROMENADE
H-9
HOTEL TOWER
HOTEL MOTOR COURT
EVENT LAWN
SOCIAL BALLROOM
ATRIUM
EVENT LAWN
PROMENADE
LAWN
H STREET
H-11
H-1A
H-8
PROMENADE
E STREET
H-1
TC 11.0
TC 14.0
TC 14.0
TC 13.4
TC 14.0
TC 13.4
TC 14.0
TC 11.0
TC 11.9
TC 13.0
TC 14.5
TC 15.3
TC 15.4
TC 15.0
TC 14.0
TC 14.0
TC 14.8
FLOOR PLAN GENERAL NOTES
PARKING SCHEDULE LOCATION ON PROJECT
STALL COUNT
PARKING SCHEDULE GAP
LOCATION ON PROJECT
STALL COUNT
SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)
0
50'
100'
200'
01 OVERALL HOTEL MASTERPLAN
HKS
ARCHITECT
CIVIL ENGINEER
STRUCTURAL
MEP ENGINEER
INTERIOR DESIGNER
LIFE SAFETY ENGINEERING
FOOD SERVICE
GAYLORD CHULA VISTA RESORT & CONVENTION CENTER
GAYLORD HOTELS
RIDA DEVELOPMENT CORPORATION
OWNER
OWNER CONSULTANT
LANDSCAPE
INTERIM REVIEW ONLY
18427.000
11 JAN 2019
DESIGN DEVELOPMENT
SITE PLAN - H-3 SITE
AA1.010



NET USEABLE MEETING SPACE	
ROOM NAME	NET USEABLE AREA

GROSS AREAS - TOTAL PER FLOOR	
AREA TYPE	GROSS AREA

GROSS AREAS GENERAL

- BOH
- BOH HOTEL
- CONVENTION
- F&B / RETAIL
- GROSS AREA TERR
- HOTEL
- MECH
- MEETING
- PARKING
- RETAIL
- UNCATEGORIZED SPACE
- UTILITY SPACE
- Calculating...

GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA PER FLOOR

GROSS AREAS - UTILITY SPACE	
AREA TYPE	GROSS AREA

TOTAL GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA

SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

02 LEVEL 02 - CC02
1" = 40'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

12	11
10	09
07	08
04	05
03	01

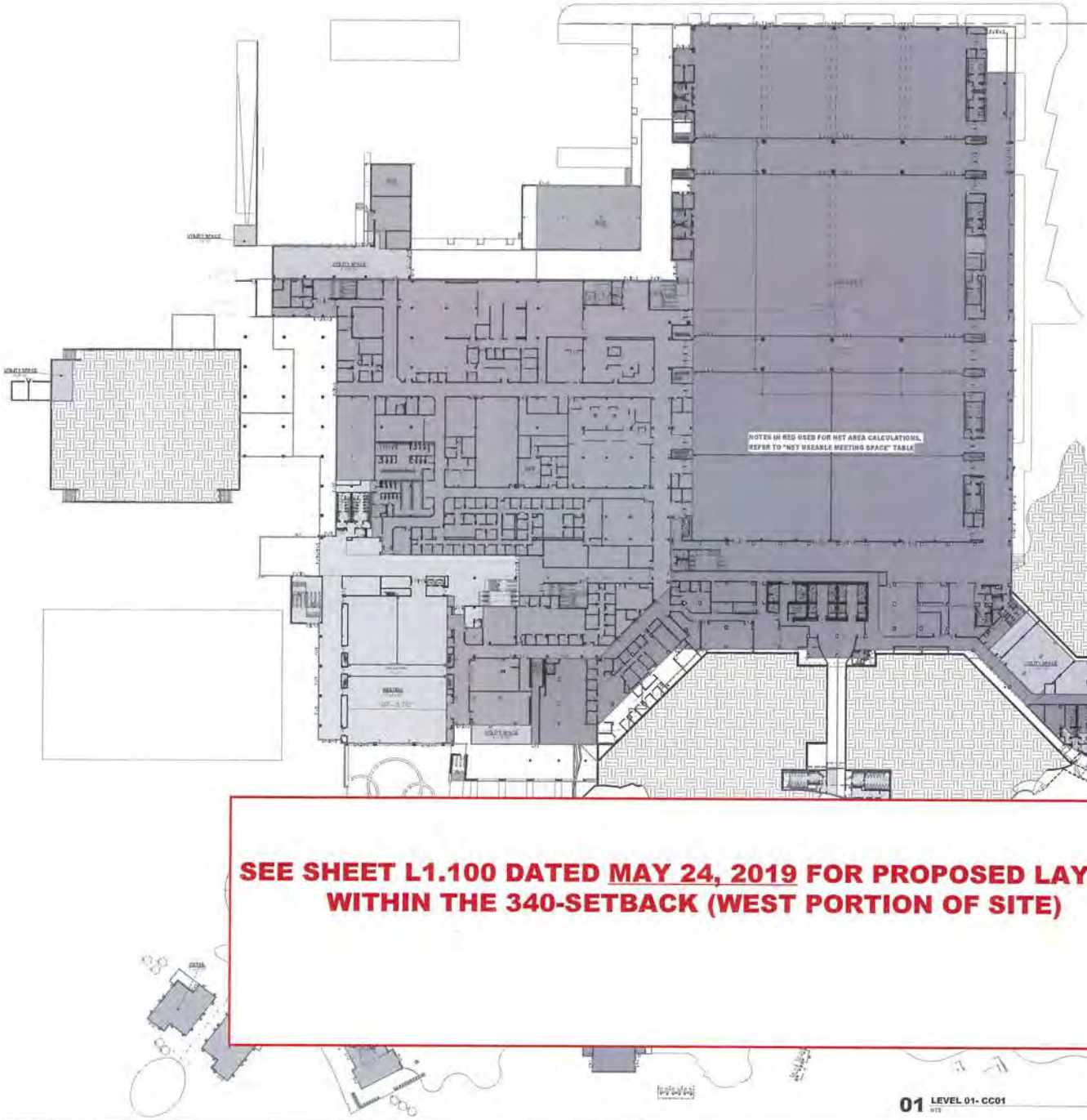
18427.000

11 JAN 2019

DESIGN DEVELOPMENT

GROSS AREA CALCULATION PLANS

AA1.111



SEE SHEET L1.100 DATED MAY 24, 2019 FOR PROPOSED LAYOUT WITHIN THE 340-SETBACK (WEST PORTION OF SITE)

01 LEVEL 01- CC01

NET USEABLE MEETING SPACE	
ROOM NAME	NET USEABLE AREA

GROSS AREAS - TOTAL PER FLOOR	
AREA TYPE	GROSS AREA

GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA PER FLOOR

GROSS AREAS - UTILITY SPACE	
AREA TYPE	GROSS AREA

TOTAL GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER

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LANDSCAPE

INTERIM REVIEW ONLY

18427.000

11 JAN 2019

DESIGN DEVELOPMENT

GROSS AREA CALCULATION PLANS

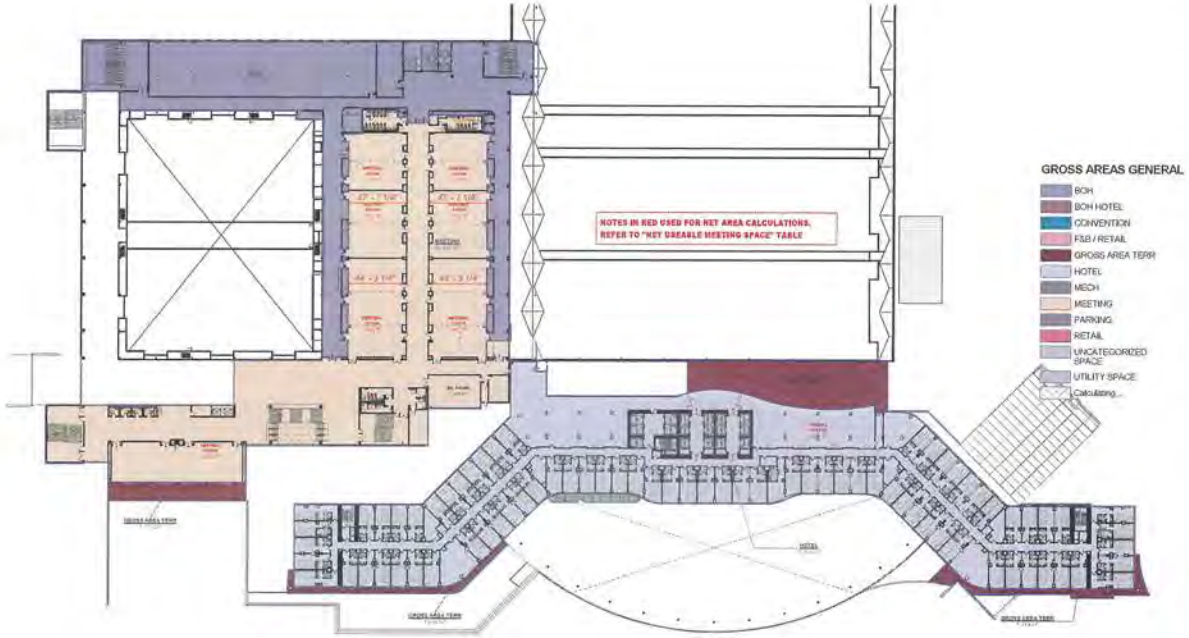
AA1.110

NET USEABLE MEETING SPACE

ROOM NAME	NET USEABLE AREA
[illegible]	[illegible]

GROSS AREAS - TOTAL PER FLOOR

AREA TYPE	GROSS AREA
[illegible]	[illegible]



03 Level 03 - Spa + Hotel 01 (+35)
1" = 40'-0"

GROSS AREA SUMMARY

AREA TYPE	TOTAL GROSS AREA PER FLOOR
[illegible]	[illegible]

GROSS AREAS - UTILITY SPACE

AREA TYPE	GROSS AREA
[illegible]	[illegible]

TOTAL GROSS AREA SUMMARY

AREA TYPE	TOTAL GROSS AREA
[illegible]	[illegible]

HKS

ARCHITECT
[illegible]

CIVIL ENGINEER
[illegible]

STRUCTURAL
[illegible]

MEP ENGINEER
[illegible]

INTERIOR DESIGNER
[illegible]

LIFE SAFETY ENGINEERING
[illegible]

FOOD SERVICE
[illegible]

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER
[illegible]

OWNER CONSULTANT
[illegible]

LANDSCAPE
[illegible]

INTERIM REVIEW ONLY
[illegible]

NO.	DESCRIPTION	DATE
[illegible]	[illegible]	[illegible]

PROJECT NUMBER
18427.000

DATE
16 NOV 2018

TITLE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
GROSS AREA CALCULATION PLANS

SHEET NO.
AA1.112

PARKING FLOOR PLAN GENERAL NOTES

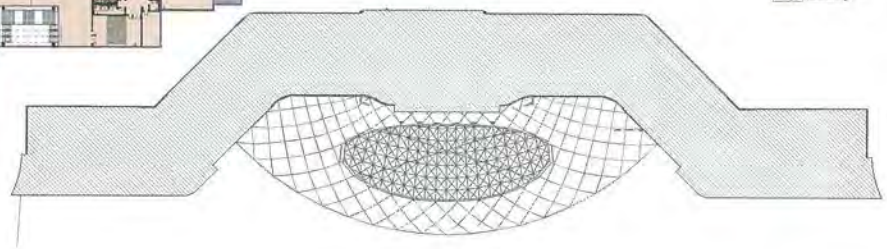
NET USEABLE MEETING SPACE	
ROOM NAME	NET USEABLE AREA

GROSS AREAS - TOTAL PER FLOOR	
AREA TYPE	GROSS AREA

NOTES IN RED USED FOR NET AREA CALCULATIONS. REFER TO "NET USEABLE MEETING SPACE" TABLE

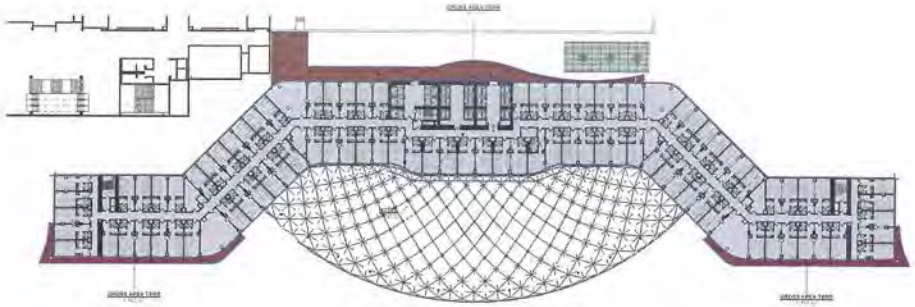
GROSS AREAS GENERAL

- BOH
- BOH HOTEL
- CONVENTION
- F&B / RETAIL
- GROSS AREA TERR
- HOTEL
- MECH
- MEETING
- PARKING
- RETAIL
- UNCATEGORIZED SPACE
- UTILITY SPACE
- Calculating...



05 LEVEL 05 - CC04
1" = 40'-0"

GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA PER FLOOR



04 LEVEL 04 - H02
1" = 40'-0"

GROSS AREAS - UTILITY SPACE	
AREA TYPE	GROSS AREA

TOTAL GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

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LANDSCAPE

INTERIM REVIEW ONLY

13	12	11	
10	09	08	
07	06	05	
04	03	02	01

18427.000

16 NOV 2018

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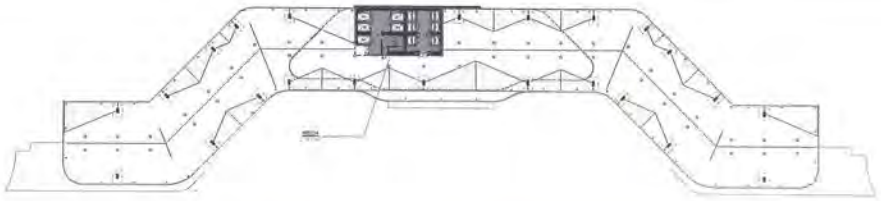
GROSS AREA CALCULATION PLANS

AA1.113



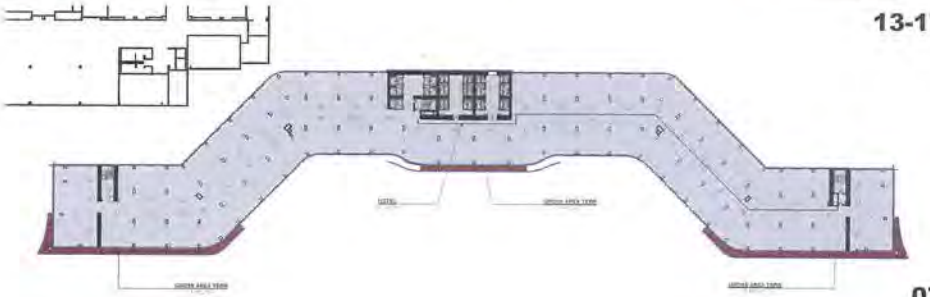
23 MECH ROOF LEVEL
1" = 40'-0"

GROSS AREAS GENERAL

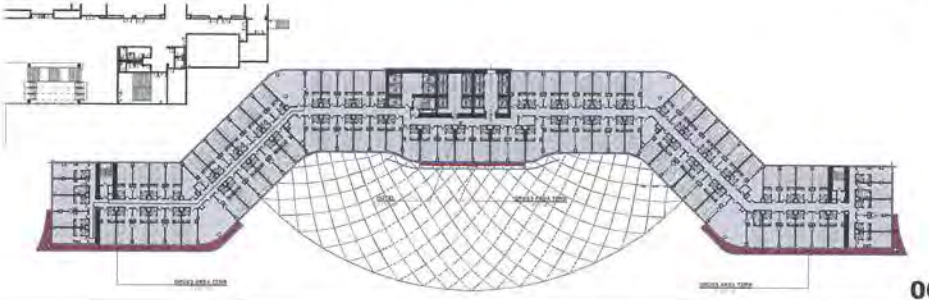
- BOH
- BOH HOTEL
- CONVENTION
- F&B / RETAIL
- GROSS AREA TERR
- HOTEL
- MECH
- MEETING
- PARKING
- RETAIL
- UNCATEGORIZED SPACE
- UTILITY SPACE
- Calculating...

22 HOTEL LEVEL 22 - H18
1" = 40'-0"

13-17 LEVEL 17 - H13 TO LEVEL 21 - H17
1" = 40'-0"



07 LEVEL 07 - H04 TO LEVEL 16 - H12
1" = 40'-0"



06 LEVEL 06 - H03
1" = 40'-0"

GROSS AREAS - TOTAL PER FLOOR

AREA TYPE	GROSS AREA
[illegible]	[illegible]

GROSS AREA SUMMARY

AREA TYPE	TOTAL GROSS AREA PER FLOOR
[illegible]	[illegible]

GROSS AREAS - UTILITY SPACE

AREA TYPE	GROSS AREA
[illegible]	[illegible]

TOTAL GROSS AREA SUMMARY

AREA TYPE	TOTAL GROSS AREA
[illegible]	[illegible]

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

PROJECT NUMBER
18427.000

DATE
16 NOV 2018

TITLE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
GROSS AREA CALCULATION PLANS

SHEET NO.
AA1.114

TOTAL GROSS AREA SUMMARY	
AREA TYPE	TOTAL GROSS AREA

GROSS AREA SUMMARY- Parking	
PARKING GARAGE LEVEL	TOTAL AREA PER FLOOR

PARKING FLOOR PLAN GENERAL NOTES

P09 PARKING LEVEL 09
1" = 40'-0"

P08 PARKING LEVEL 08
1" = 40'-0"

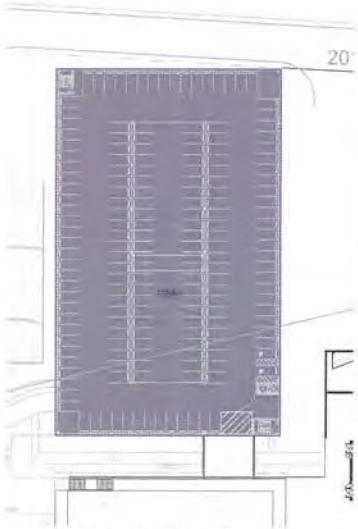
P07 PARKING LEVEL 07
1" = 40'-0"

P06 PARKING LEVEL 06
1" = 40'-0"

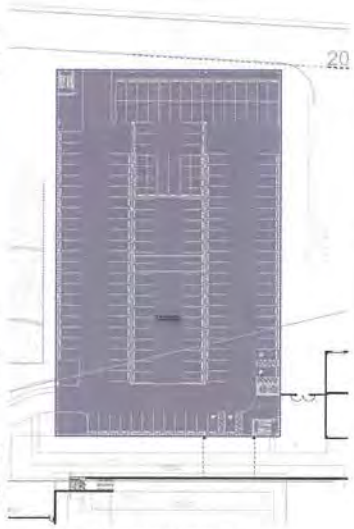
P05 PARKING LEVEL 05
1" = 40'-0"

P04 PARKING LEVEL 04
1" = 40'-0"

P03 PARKING LEVEL 03
1" = 40'-0"



P02 PARKING LEVEL 02
1" = 40'-0"



P01 PARKING LEVEL 01
1" = 40'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

REVISIONS

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
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28 SEP 2018

ISSUE
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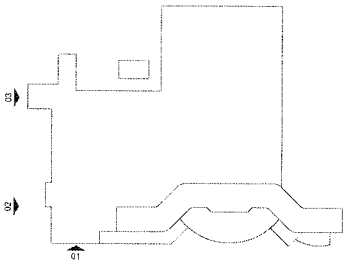
SHEET TITLE
GROSS AREA CALCULATION PLANS

SHEET NO.
AA1.115



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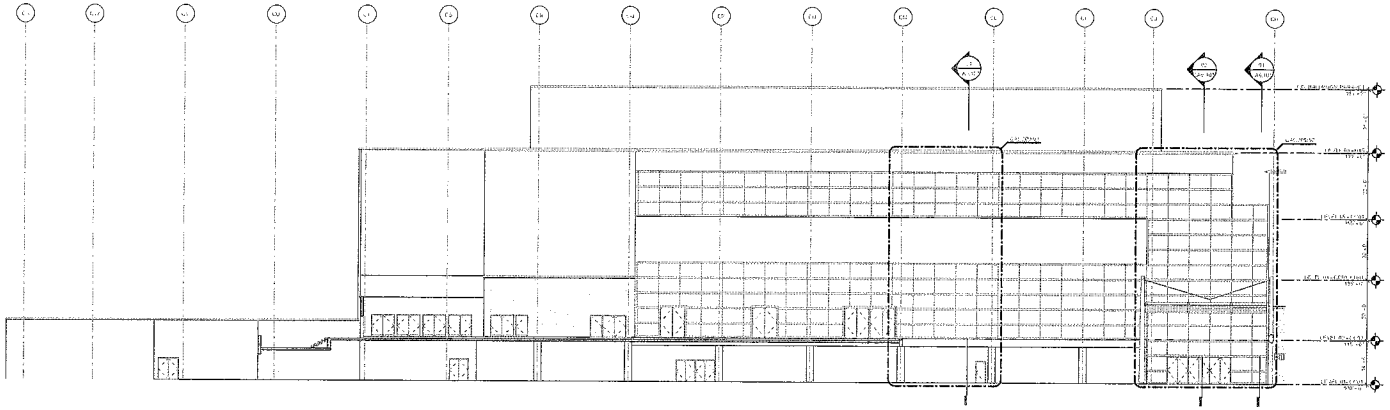
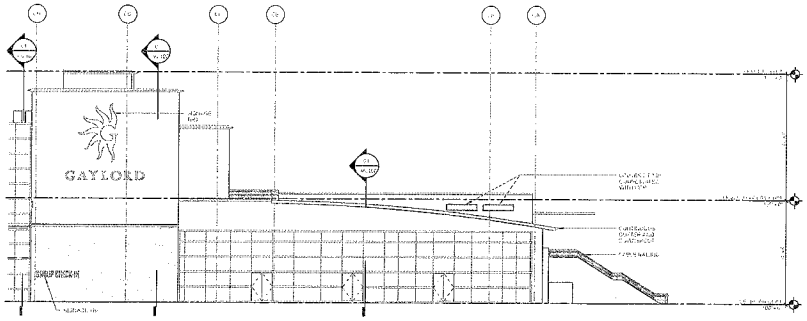
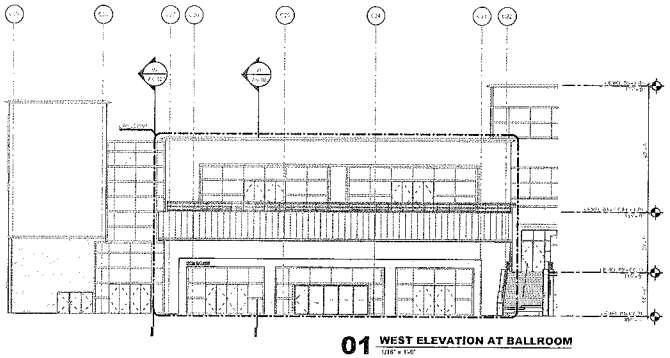


03 NORTH ELEVATION AT BALLROOM - SECTOR 2
1/16" = 1'-0"



02 NORTH ELEVATION AT BALLROOM - SECTOR 1
1/16" = 1'-0"



01 WEST ELEVATION AT BALLROOM
1/16" = 1'-0"

HKS

ARCHITECT
HKS, INC.
2010 MAIN STREET, SUITE 100
DALLAS, TX 75201-4320

CIVIL ENGINEER
PAUL A. GAUL/DEVELOPMENT ENGINEERING
4 CORPORATE PLACE
SAN DIEGO, CA 92123

STRUCTURAL
WALTER P MOORE
WATSON-KONG ENGINEERS INC - SUITE 1450
DALLAS, TX 75201

MEP ENGINEER
PAUL E. GAUL/MEP ENGINEERS
2010 MAIN STREET, SUITE 100
DALLAS, TX 75201

INTERIOR DESIGNER
L.S.D.C. & ASSOCIATES
2010 MAIN STREET AVENUE
DALLAS, TX 75201

LIFE SAFETY ENGINEERING
HAYES FIGGERS & ASSOCIATES
1800 LAKESHORE DRIVE - SUITE 200
HOPEWELL, TX 75201

FOOD SERVICE
JAGNOTTA/FALTY MANAGEMENT GROUP
2000 CROWN AVENUE
FUQUAY-VARINA, NC 27526

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS®

RIDA DEVELOPMENT CORPORATION

OWNER
RIDA DEVELOPMENT CORPORATION
1777 WALKER ST, SUITE 100
HOUSTON, TX 77010

OWNER CONSULTANT
MERRITT PROPERTY SERVICES, INC.
1777 STREET, SUITE 300
SAN DIEGO, CA 92101

LANDSCAPE
PAUL ENTERTAINMENT
1000 FINDLEY STREET
DALLAS, TX 75219

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PRELIMINARY DRAWINGS
PRINTED: 11/16/18
PRELIMINARY: 11/16/18
DUE: 11/16/18

REVISIONS

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
18427.000
DATE
16 NOV 2018
TITLE
CDP UPDATE SUBMITTAL 2.0
SHEET TITLE
BALLROOM ELEVATIONS
SHEET NO
CA5.100

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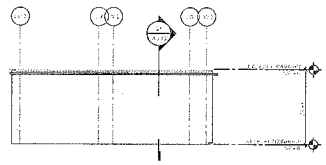
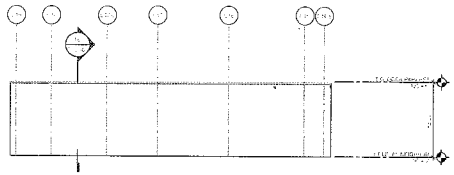


06 SOUTH ELEVATION AT PLANT
1/16" = 1'-0"



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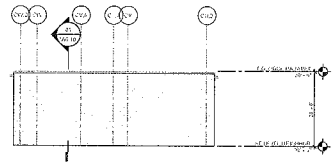
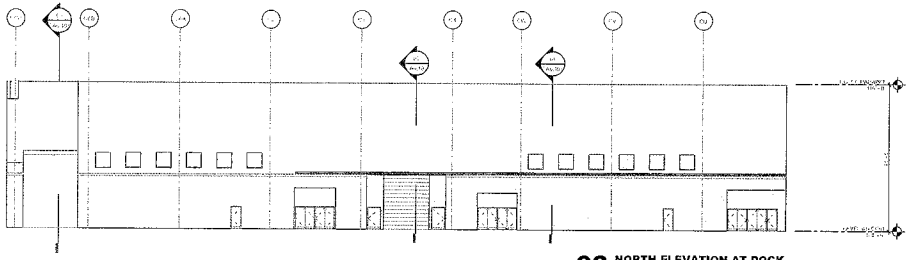
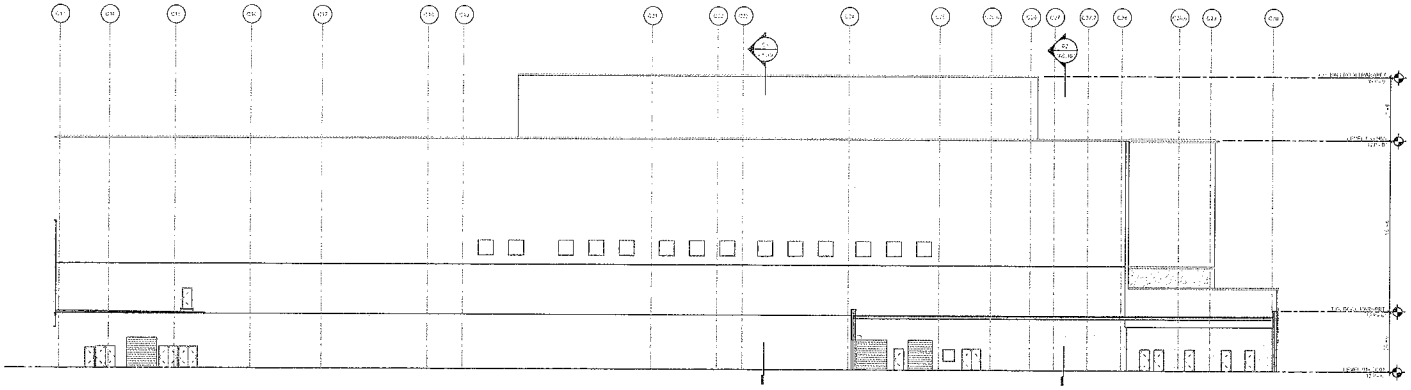


04 NORTH ELEVATION AT PLANT
1/16" = 1'-0"



03 NORTH ELEVATION AT DOCK
1/16" = 1'-0"



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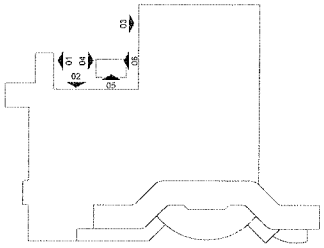
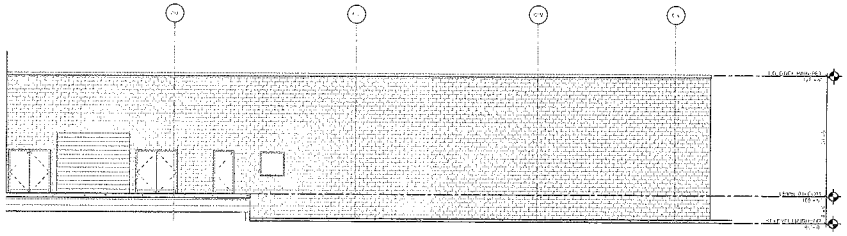


KEY PLAN



01 SOUTH ELEVATION AT DOCK
1/8" = 1'-0"

HKS

ARCHITECT
HKS, Inc.
[illegible]

CIVIL ENGINEER
[illegible]

STRUCTURAL
[illegible]

MEP ENGINEER
[illegible]

INTERIOR DESIGNER
[illegible]

LIFE SAFETY ENGINEERING
[illegible]

FOOD SERVICE
[illegible]

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RESORT & CONVENTION CENTER

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RIDA DEVELOPMENT CORPORATION

OWNER
[illegible]

OWNER CONSULTANT
[illegible]

LANDSCAPE
[illegible]

INTERIM REVIEW ONLY
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REVISIONS

NO.	DESCRIPTION	DATE

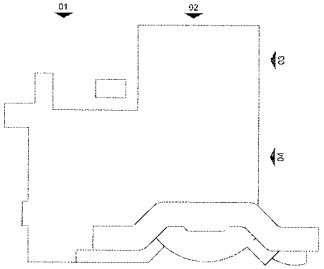
HKS PROJECT NUMBER
18427.000

DATE
16 NOV 2018

ISSUE
CDP UPDATE SUBMITTAL 2.0

SHEET TITLE
BALLROOM ELEVATIONS

SHEET NO.
CA5.101



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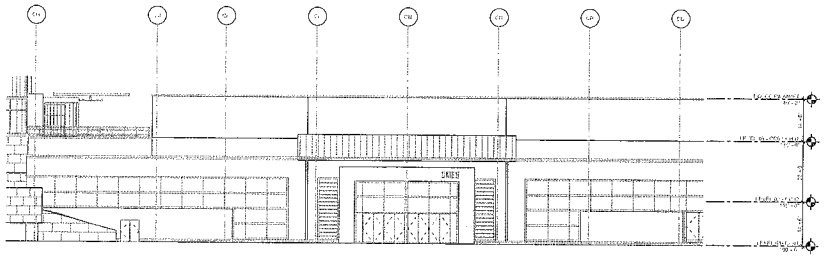
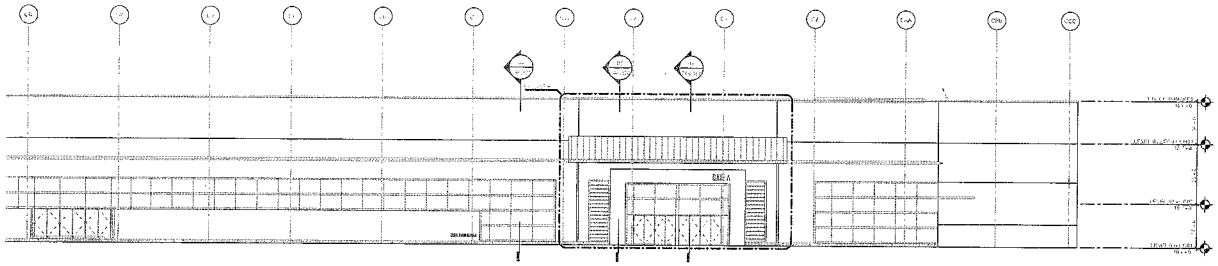
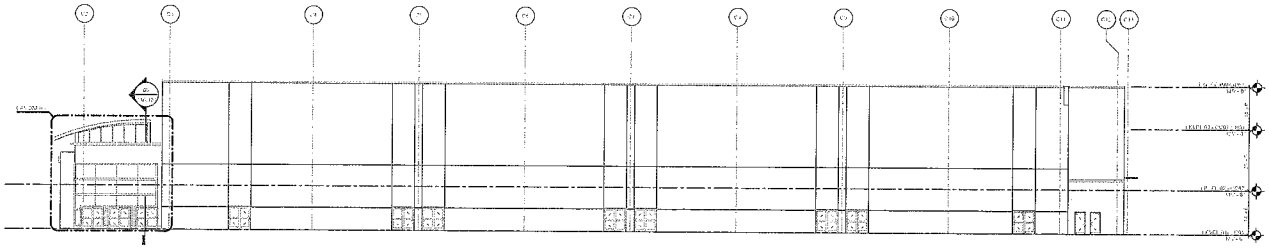


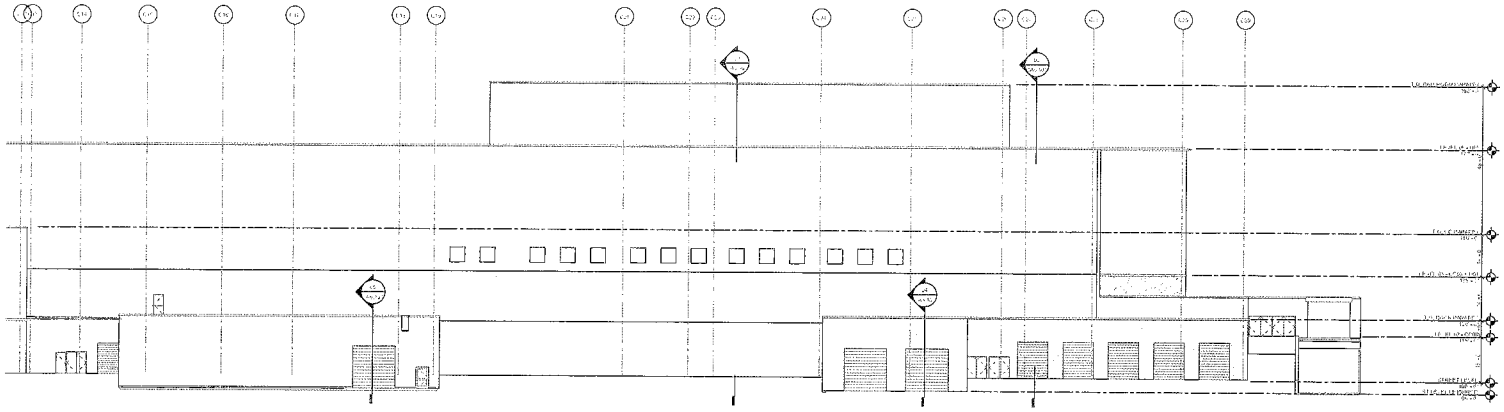
04 SOUTH ELEVATION AT EXHIBIT HALL - SECTOR 2
1/16" = 1'-0"



03 SOUTH ELEVATION AT EXHIBIT HALL - SECTOR 1
1/16" = 1'-0"



02 EAST ELEVATION AT DOCK - SECTOR 2
1/16" = 1'-0"



01 EAST ELEVATION AT DOCK - SECTOR 1
1/16" = 1'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

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LANDSCAPE

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REVISIONS
NO. DESCRIPTION DATE

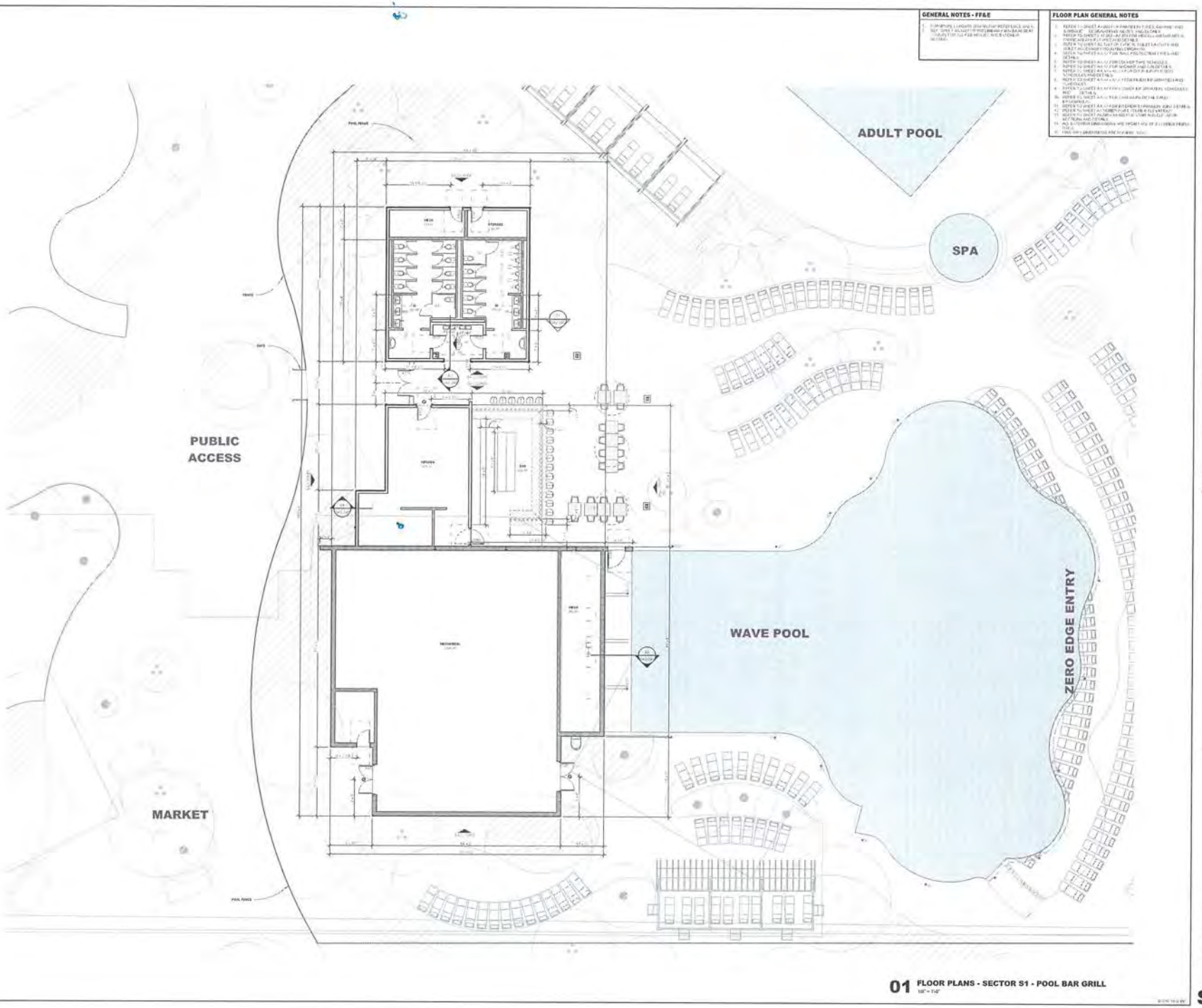
HKS PROJECT NUMBER
18427.000

DATE
16 NOV 2018

ISSUE
CDP UPDATE
SUBMITTAL 2.0

SHEET TITLE
CONVENTION
CENTER
ELEVATIONS

SHEET NO.
CA5.102



01 FLOOR PLANS - SECTOR S1 - POOL BAR GRILL
1/8" = 1'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

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13	12	11
10	09	08
07	06	05
04	03	02	01

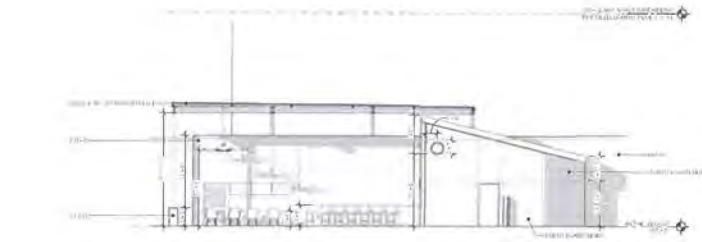
18427.000

11 JAN 2019

DESIGN DEVELOPMENT

SITE BUILDINGS - BAR AND GRILL- FLOOR PLAN

SA2.300



06 ELEVATION 06
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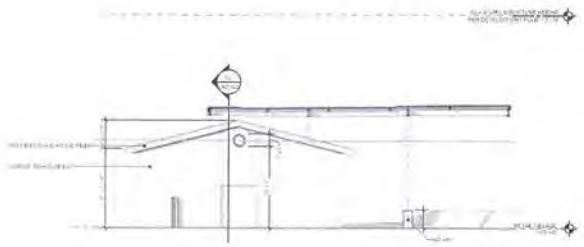
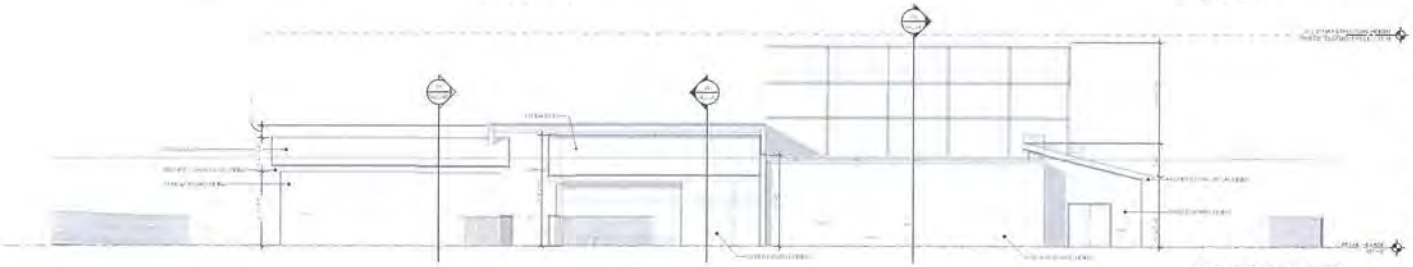
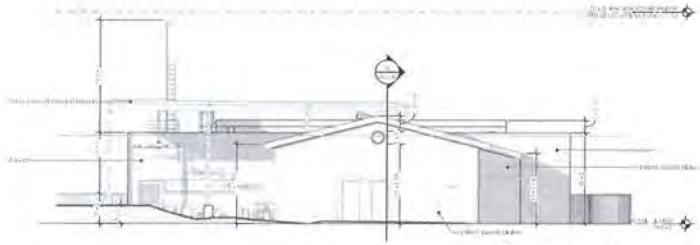


05 ELEVATION 05
1/8" = 1'-0"



03 ELEVATION NORTH
1/8" = 1'-0"



04 ELEVATION WEST
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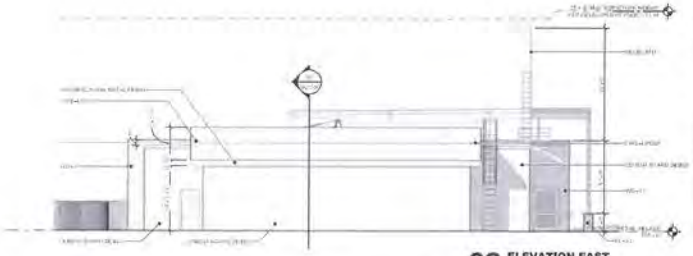
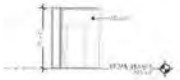


02 ELEVATION EAST
1/8" = 1'-0"

01 ELEVATION SOUTH
1/8" = 1'-0"



07 ELEVATION AT TOILET ROOM ENTRY
1/8" = 1'-0"

ELEVATIONS/SECTIONS GENERAL NOTES

EXTERIOR MATERIAL LEGEND

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

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13	12	11
10	09	08
07	06	05
04	03	02	01

NO.	DESCRIPTION	DATE

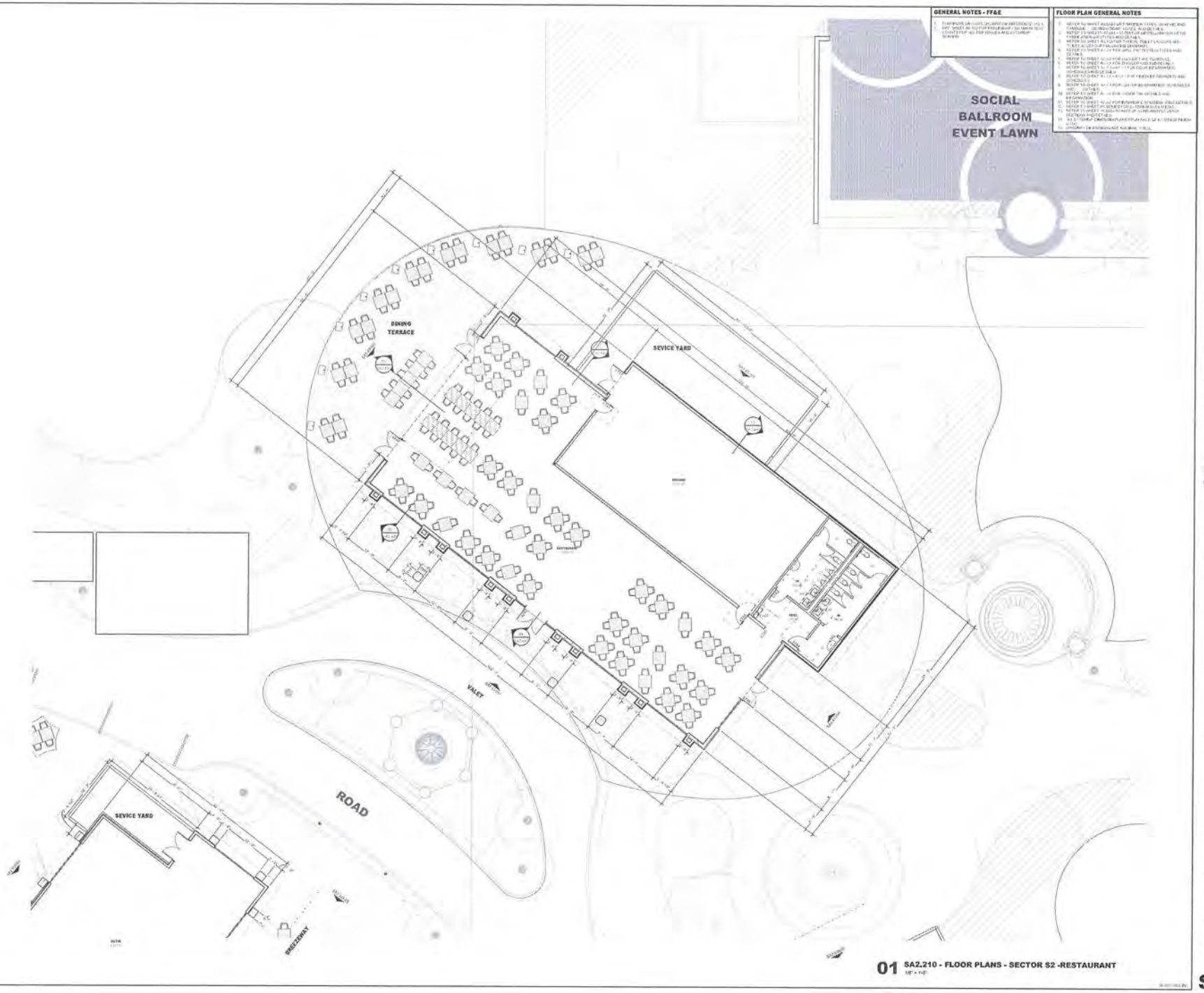
HKS PROJECT NUMBER
18427.000

DATE
11 JAN 2019

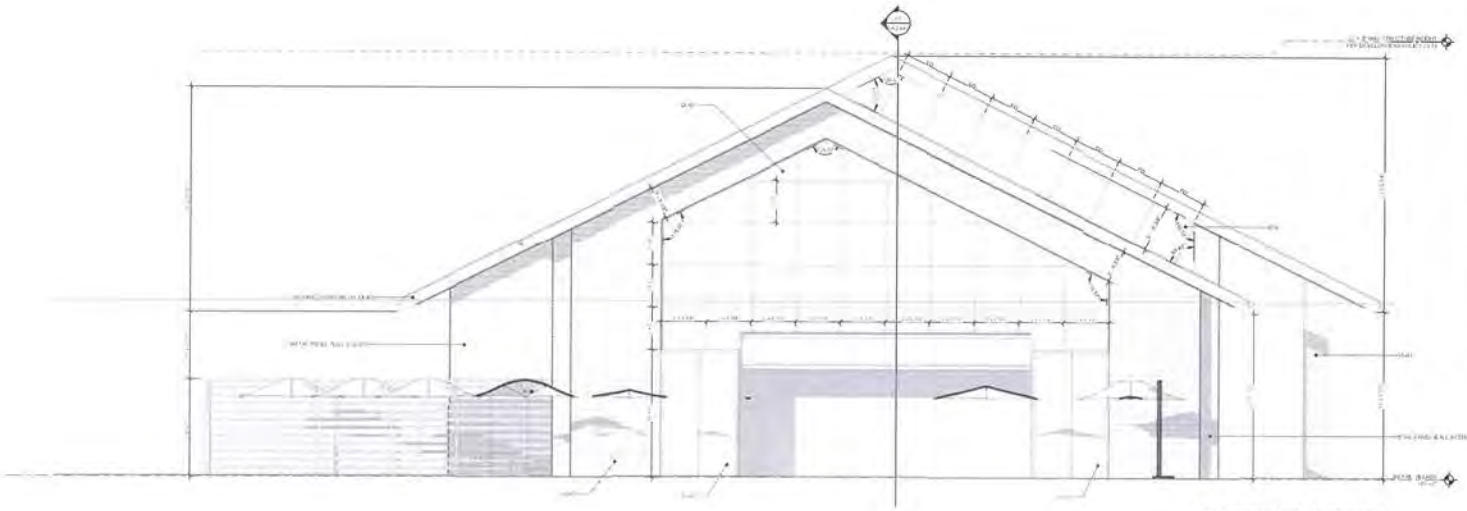
TITLE
DESIGN DEVELOPMENT

SHEET TITLE
SITE BUILDINGS - BAR AND GRILL- ELEVATIONS

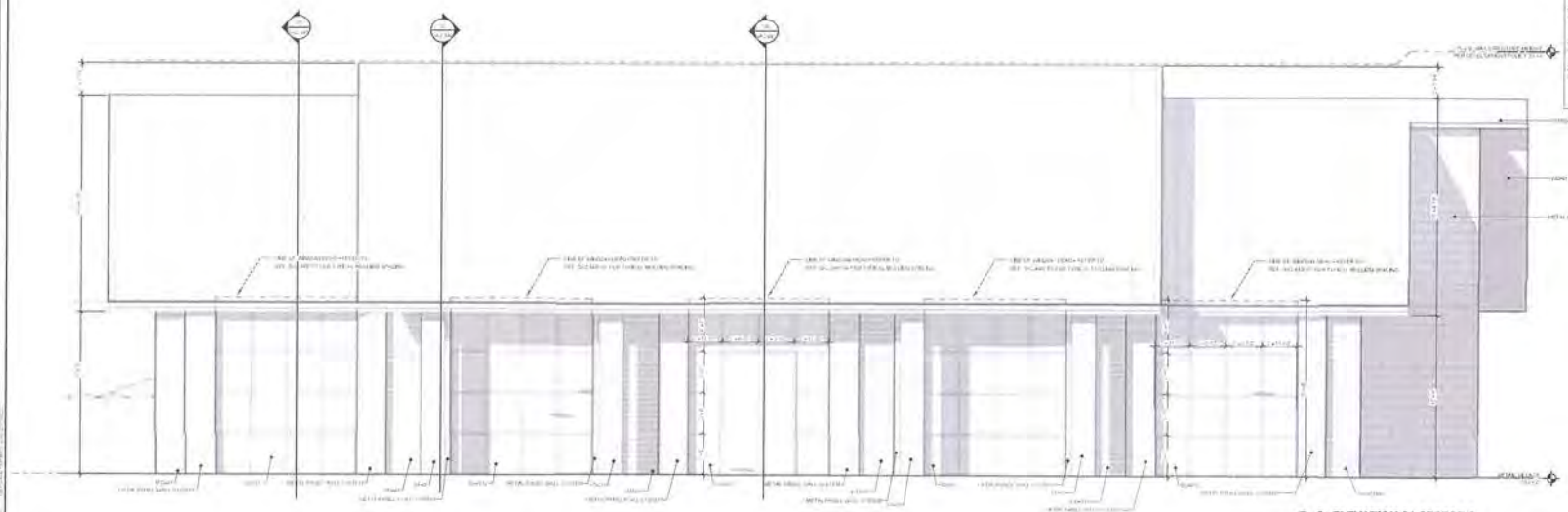
SHEET NO.
SA2.330



01 SA2.210 - FLOOR PLANS - SECTOR S2 -RESTAURANT



02 ELEVATION 02 SECTOR 2
1/8" = 1'-0"



01 ELEVATION 01 SECTOR 2
1/8" = 1'-0"

ELEVATIONS/SECTIONS GENERAL NOTES

EXTERIOR MATERIAL LEGEND

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

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INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

PROJECT NUMBER
18427.000

DATE
11 JAN 2019

TITLE
DESIGN DEVELOPMENT

SHEET TITLE
SITE BUILDINGS - RESTAURANT - ELEVATIONS

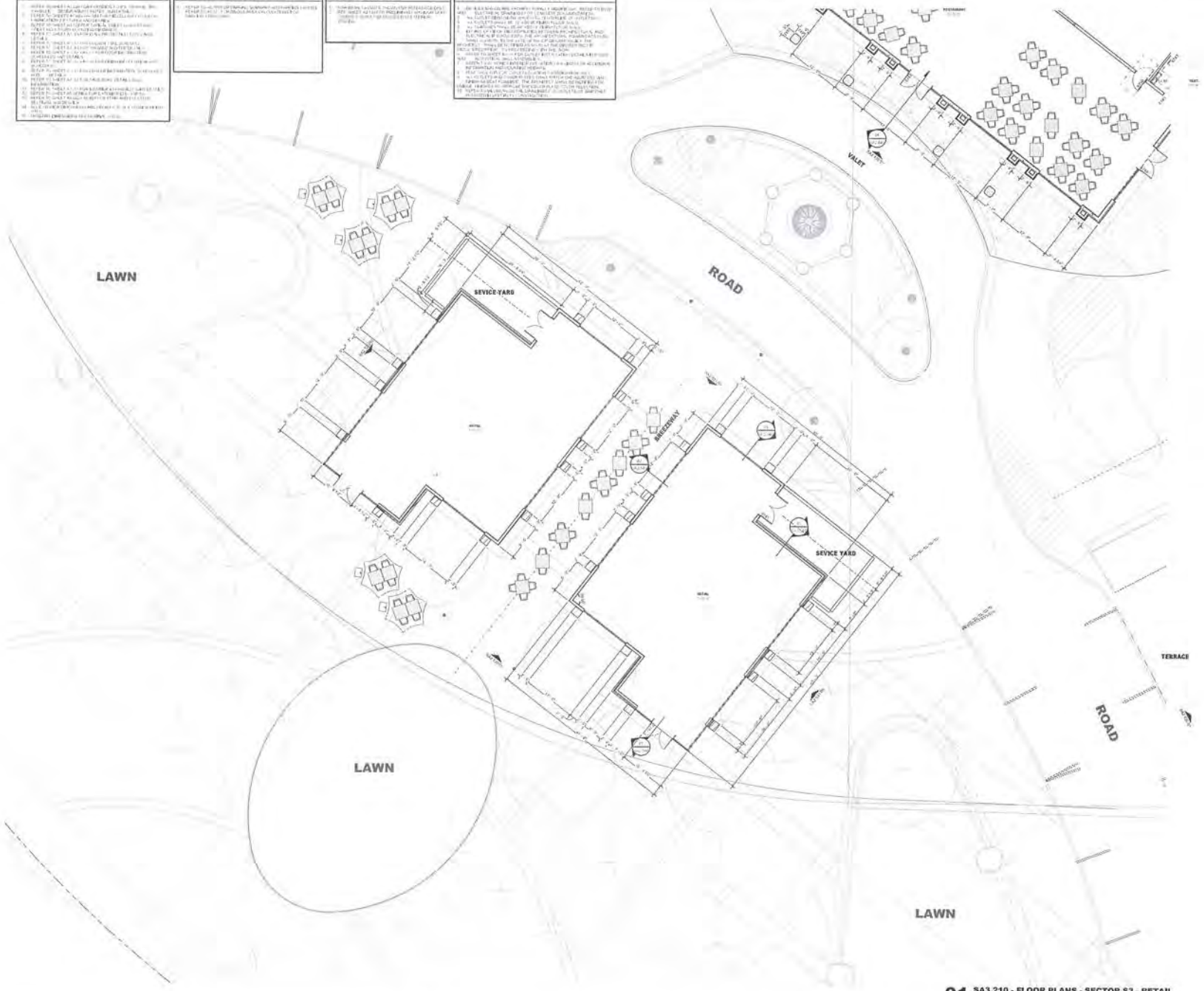
SHEET NO.
SA2.430

FLOOR PLAN GENERAL NOTES

PARKING FLOOR PLAN GENERAL NOTES

GENERAL NOTES - FF&E

POWER / DATA / FF&E GENERAL NOTES



01 SA3.210 - FLOOR PLANS - SECTOR S3 - RETAIL
1/8" = 1'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA
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LANDSCAPE

INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

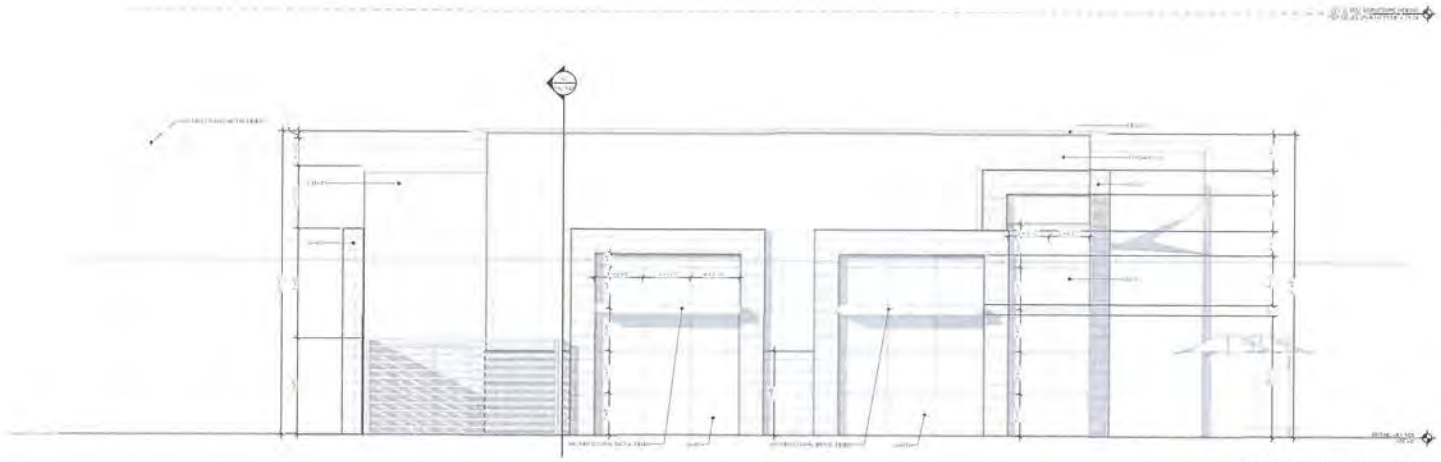
18427.000

11 JAN 2019

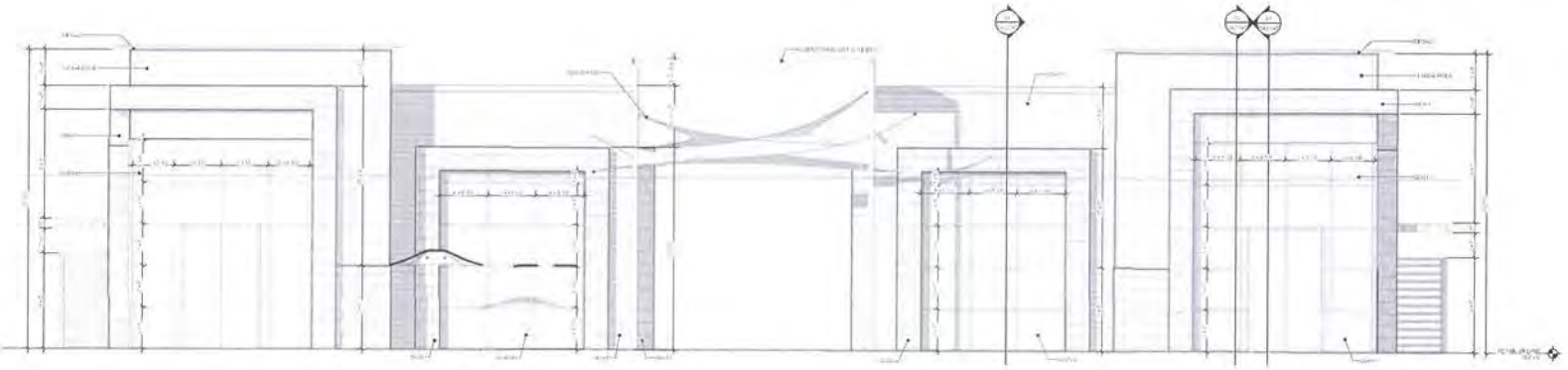
DESIGN DEVELOPMENT

SITE BUILDINGS - RETAIL - FLOOR PLANS

SA2.500



02 ELEVATION 03 SECTOR 3
1/8" = 1'-0"



01 ELEVATION 01 SECTOR 3
1/8" = 1'-0"

ELEVATIONS/SECTIONS GENERAL NOTES

1. [illegible]

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL EXPOSED EXTERIOR CONCRETE COLUMNS

ACC01 ARCHITECTURAL T EXPOSED EXTERIOR CONCRETE COLUMNS, SMOOTH FORMED FINISH

ALUMINUM COMPOSITE METAL (ACM)

ACM01 ALUMINUM COMPOSITE METAL PANEL

ACM02 ALUMINUM METAL PANEL MECHANICAL SCREEN

ARCHITECTURAL METAL FABRICATION

AMF01A HIGH PERFORMANCE ORGANIC COATING FOR ALUMINUM - 2 COAT KYNAR FINISH - LIGHT METALLIC

AMF01B HIGH PERFORMANCE COATING FOR A.E.S.S. - LIGHT METALLIC

AMF02A HIGH PERFORMANCE ORGANIC COATING FOR ALUMINUM - 2 COAT KYNAR FINISH - DARK METALLIC

AMF02B HIGH PERFORMANCE COATING FOR A.E.S.S. - DARK METALLIC

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.S. ARCHITECTURAL EXPOSED STRUCTURAL STEEL

WOOD SIDING / COVER (AE)

WS01 WOOD SIDING
FINISH PANEL PARTIAL SIDING
PATTERN BUNDED BOND
LOCATION RESTAURANT

FACE CONTROL (FC)

FC01 FIBER BOARD - PRE-COAT PANELS (ATTACHED TO PANELS ON 4" ELEVATED PILLAR PRIME BOARD OVER HOT FLASH APPLIED WATERPROOFING ON SLOPED STRUCTURAL SLAB - REF. LANDSCAPE - PLAN NB)

FC02 TYPE 2 DECK - PRE PANELS ON PEDESTAL FOUNDS ON 4" ELEVATED PILLAR PRIME BOARD OVER HOT FLASH APPLIED WATERPROOFING ON SLOPED STRUCTURAL SLAB REF. LANDSCAPE - PLAN NB)

FC03 TYPE 1 DECK - PRE-CAST PANELS ON ELEVATED PEDESTALS OVER HOT FLASH APPLIED WATERPROOFING ON STRUCTURAL SLAB

FINISHED EXTERIOR INSULATED FINISH SYSTEM (EIFS)

EIFS-01 FINISHED EIFS - FIELD COLOR

EIFS-02 FINISHED EIFS - ACCENT COLOR

GLASS (GL)

GL-01 1" INSULATED LOW REFLECTIVE VISION GLASS - TOWER FIELD

GL-02 1" INSULATED LOW REFLECTIVE SPANDREL GLASS - TOWER

GL-03-B 1" INSULATED LOW REFLECTIVE VISION GLASS - TOWER FIELD - BRIDGE PAN

GL-04 1" INSULATED LOW REFLECTIVE VISION GLASS - PODIUM

GL-05 1" INSULATED LOW REFLECTIVE SPANDREL GLASS - PODIUM

GL-06 1" INSULATED LOW REFLECTIVE VISION GLASS - PODIUM-NON-BRIDGE PAN

GL-07 GLASS GUARD RAILS
CLEAR LAMINATED GLASS (LOW IRON GLASS)

GL-08 SANDY'S GLAZING
LAMINATED GLASS WITH CERAMIC FRIT PATTERN

GL-09 1" CLEAR MONOLITHIC GLASS - GLASS GUARD

SUNSHADE & STORE (SS)

SS-01 SAILS SUNSHADE SYSTEM
SUNSHADE SYSTEM
LOCATION RESTAURANT TERRACES

SS-02 GLASS SUNSHADE SYSTEM
GLASS TYPE GL-03
STAINLESS STEEL POSTS AND CAP

LOUVER WALL SYSTEM (LW)

LW-01 CONTINUOUS HORIZONTAL LOUVER
BASIS OF DESIGN: C.S. HOLDER
FINISH TBD

GLAZED WALL FOR WINDOW SYSTEM (WW)

WW-01 FIXED WINDOW WALL SYSTEM
1" FRAME W/ HORIZONTAL CAPTURED GLASS GLASS
FINISH TBD

WW-02 TOWER WINDOW WALL SYSTEM
1" FRAME W/ HORIZONTAL CAPTURED VERTICAL BUTT GLAZED GLASS
1" HORIZONTAL SHAP COVERS
FINISH TBD

WW-03 TOWER CURTAINWALL SYSTEM
1" FRAME W/ HORIZONTAL CAPTURED VERTICAL BUTT GLAZED GLASS
1" HORIZONTAL SHAP COVERS
FINISH TBD

WW-04 PODIUM CURTAIN WALL SYSTEM
1" FRAME W/ HORIZONTAL CAPTURED VERTICAL BUTT GLAZED GLASS
FINISH TBD

WW-05 HIGH ENTRY CURTAIN WALL SYSTEM
1" FRAME W/ HORIZONTAL BUTT GLAZED GLASS
FINISH TBD

WW-06 EXTENDED WALL SYSTEM (VERTICAL)
THIN PROFILE STEEL FRAME
FINISH TBD

FINISHED METAL PANEL AND SCREEN

FM-01 FINISHED METAL PANEL AND SCREEN
SUN SCREEN FOR METAL FRAME - OPEN AIR AND WATER BARRIER

ROOF SYSTEMS

T-PO-A ROOF
SINGLE PLY MEMBRANE ROOFING SYSTEM AND MBL WHITE COLOR

T-PO-B ROOF
SINGLE PLY MEMBRANE ROOFING SYSTEM AND MBL GRAY COLOR

T-PO-C ROOF
SINGLE PLY TRUSSED MEMBRANE BALLY COLOR BETWEEN ROOF BALLAST AND SLAB

T-SP-A ROOF
SPRAY APPLIED POLYURETHANE TWOPIC WATERPROOFING ON CONCRETE

T-SP-B ROOF
STAINLESS SEAMPROOF SYSTEM ON METAL DECKING

STONE (MASONRY) VENEER (ST)

ST-01 STONE MASONRY VENEER
SELECTION: TBD
PATTERN: TBD

TEXTURED WOOD (TW) / CONTROL (TC)

TW-01 TEXTURED WOOD SUNSHADE
LIGHT COLOR

WOOD (WD)

WD-01 WOOD SIDING
FINISH PANEL
PATTERN: TBD
LOCATION: RESTAURANTS

HKS

ARCHITECT
HKS, Inc.
[illegible]

CIVIL ENGINEER
[illegible]

STRUCTURAL
[illegible]

MEP ENGINEER
[illegible]

INTERIOR DESIGNER
[illegible]

LIFE SAFETY ENGINEERING
[illegible]

FOOD SERVICE
[illegible]

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS®

RIDA DEVELOPMENT CORPORATION

OWNER
[illegible]

OWNER CONSULTANT
[illegible]

LANDSCAPE
[illegible]

INTERIM REVIEW ONLY
[illegible]

13	12	11
10	09	08
07	06	05
04	03	02	01

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
18427.000

DATE
11 JAN 2019

PHASE
DESIGN DEVELOPMENT

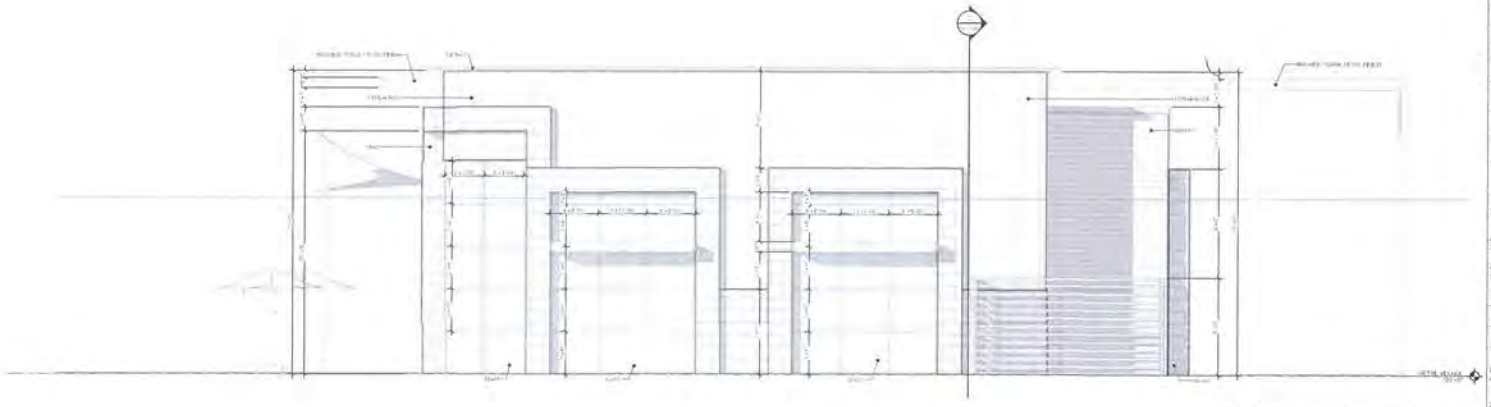
SHEET TITLE
SITE BUILDINGS - RETAIL - ELEVATIONS

SHEET NO.
SA2.530

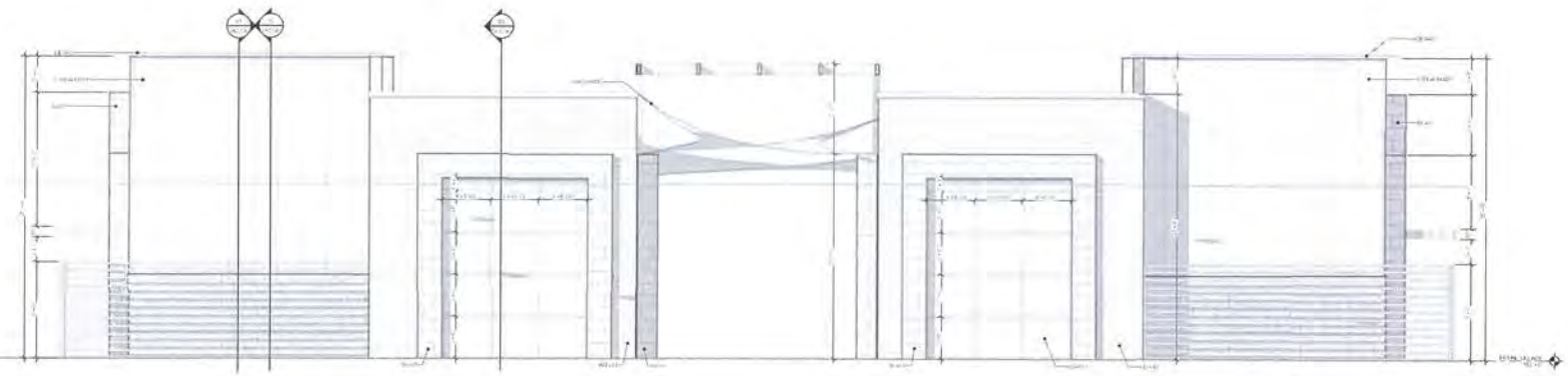
© 2019 HKS, Inc.

ELEVATIONS/SECTIONS GENERAL NOTES

EXTERIOR MATERIAL LEGEND



04 ELEVATION 04 SECTOR 3
1/8" = 1'-0"



03 ELEVATION 03 SECTOR 3
1/8" = 1'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

18427.000

11 JAN 2019

DESIGN DEVELOPMENT

SITE BUILDINGS - RETAIL - ELEVATIONS

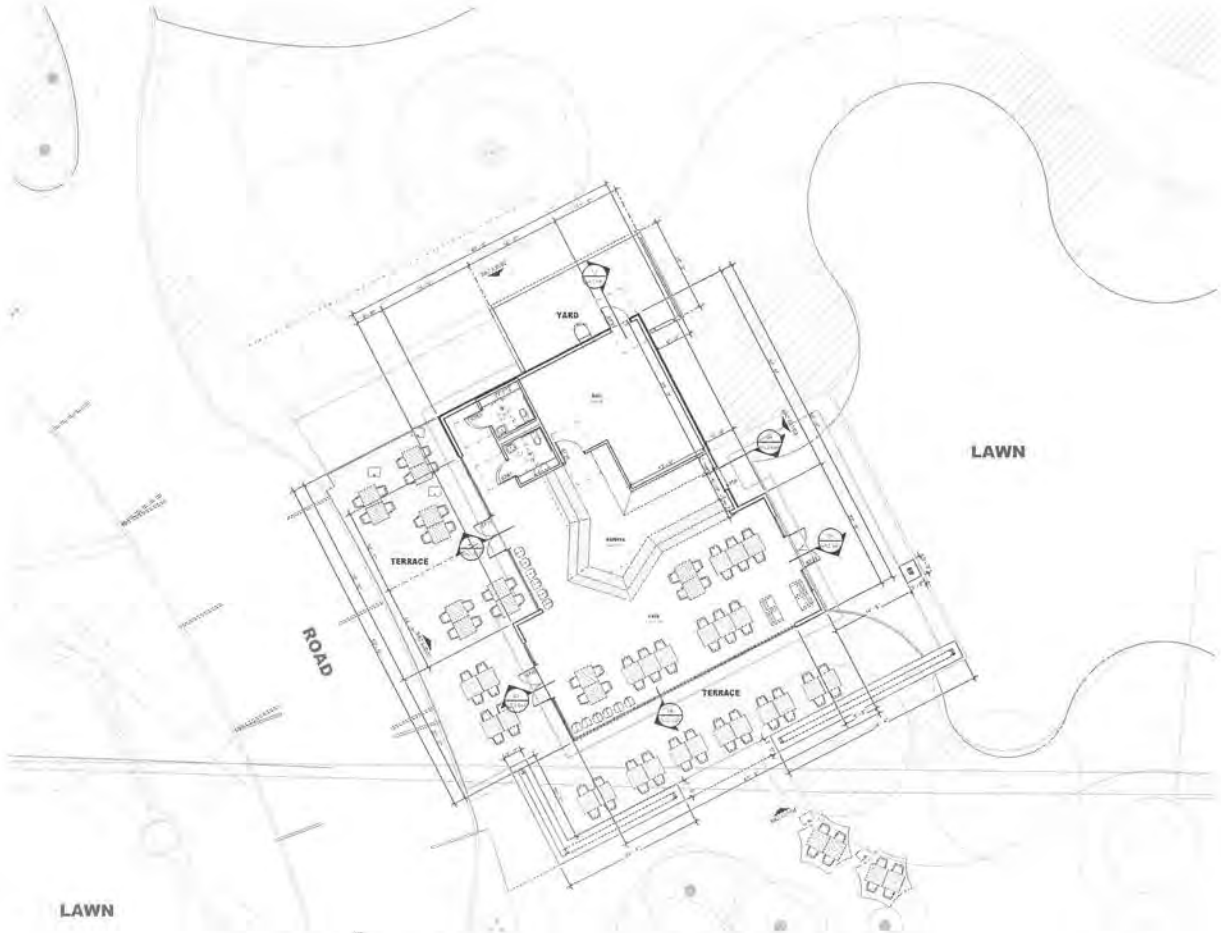
SA2.531

PARKING FLOOR PLAN GENERAL NOTES

GENERAL NOTES - FF&E

POWER / DATA / FF&E GENERAL NOTES

FLOOR PLAN GENERAL NOTES



01 SA4.210 - FLOOR PLANS - SECTOR S4 - STARBUCKS
1/8" = 1'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

18427.000

11 JAN 2019

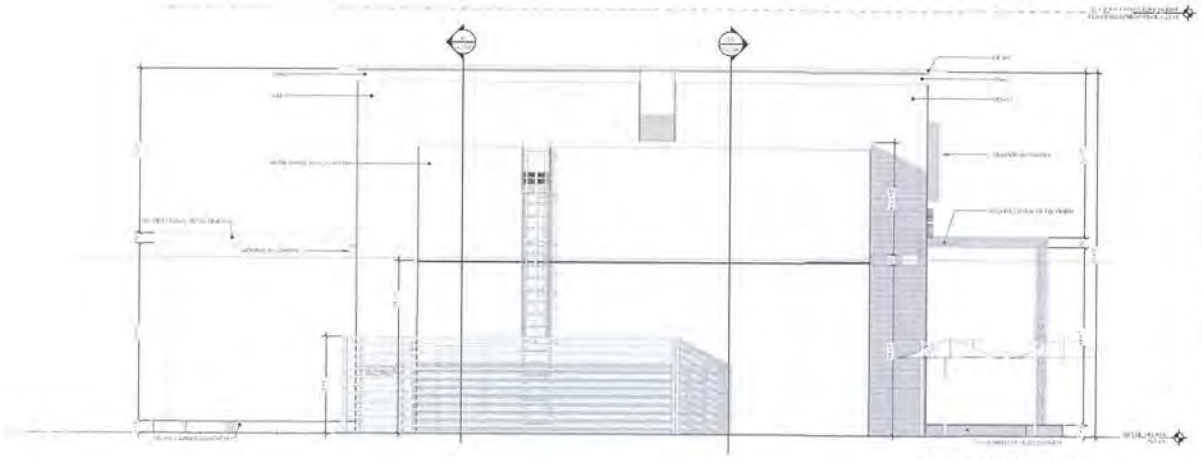
DESIGN DEVELOPMENT

SITE BUILDINGS - COFFEE SHOP - FLOOR PLANS

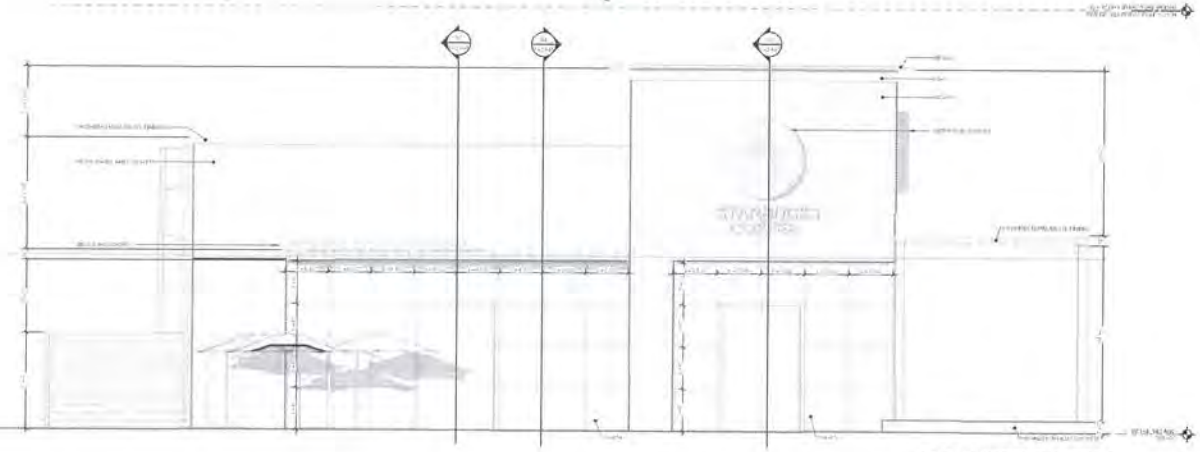
SA2.600

ELEVATIONS/SECTIONS GENERAL NOTES

EXTERIOR MATERIAL LEGEND



02 ELEVATION 02- SECTOR 4



01 ELEVATION 01- SECTOR 4

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

GAYLORD HOTELS®

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

PROJECT NUMBER
18427.000

DATE
11 JAN 2019

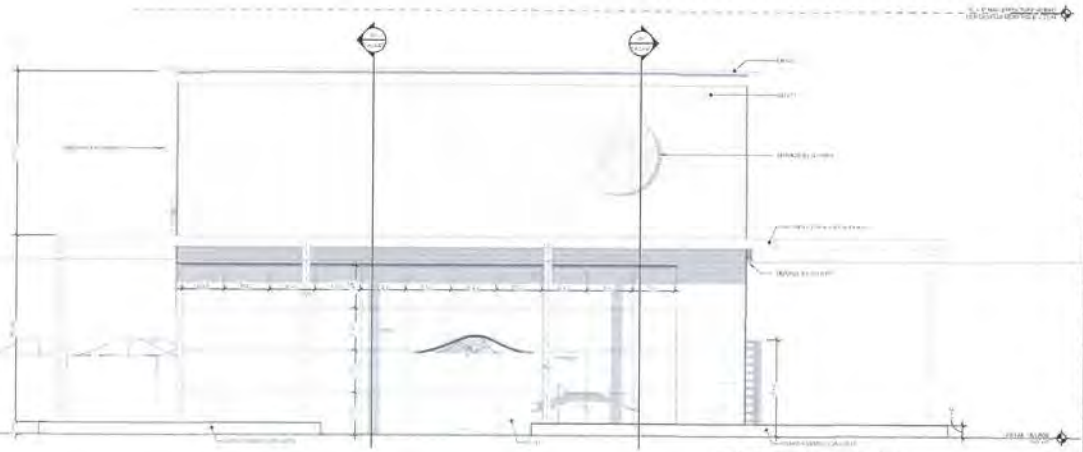
TITLE
DESIGN DEVELOPMENT

SHEET TITLE
SITE BUILDINGS - COFFEE SHOP - ELEVATIONS

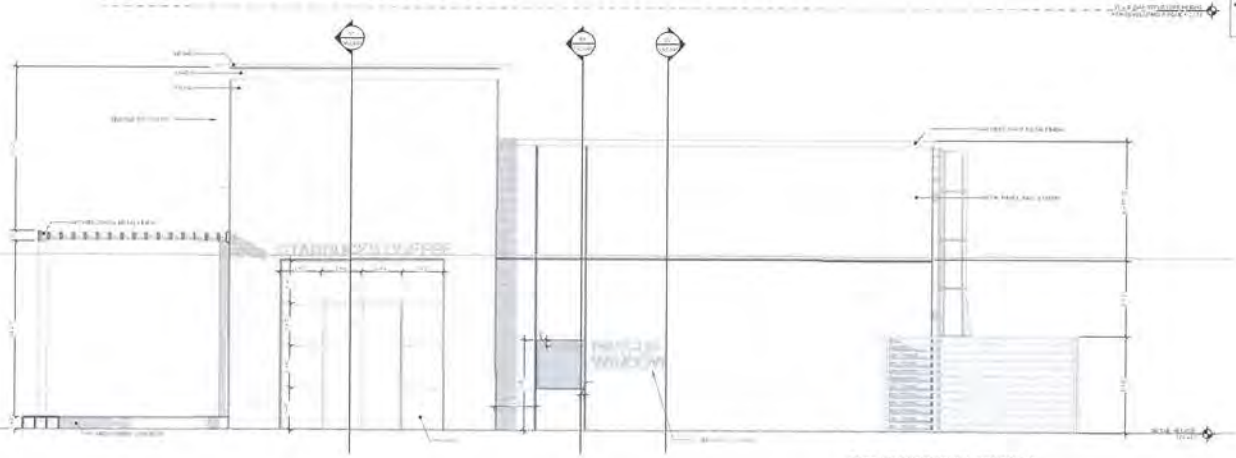
SHEET NO.
SA2.630

ELEVATIONS/SECTIONS GENERAL NOTES

EXTERIOR MATERIAL LEGEND



04 ELEVATION 04- SECTOR 4
1/8" = 1'-0"



03 ELEVATION 03- SECTOR 4
1/8" = 1'-0"

HKS

ARCHITECT

CIVIL ENGINEER

STRUCTURAL

MEP ENGINEER

INTERIOR DESIGNER

LIFE SAFETY ENGINEERING

FOOD SERVICE

GAYLORD CHULA VISTA
RESORT & CONVENTION CENTER

GAYLORD HOTELS®

RIDA DEVELOPMENT CORPORATION

OWNER

OWNER CONSULTANT

LANDSCAPE

INTERIM REVIEW ONLY

13	12	11
10	09	08
07	06	05
04	03	02	01

No.	DESCRIPTION	DATE

18427.000

11 JAN 2019

DESIGN DEVELOPMENT

SITE BUILDINGS - COFFEE SHOP - ELEVATIONS

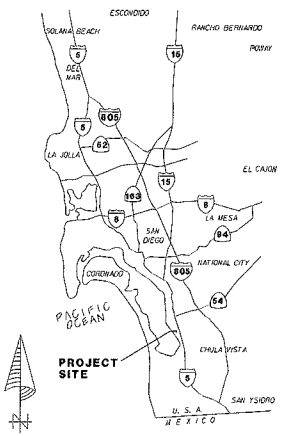
SA2.631

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

CHULA VISTA, CALIFORNIA

VICINITY MAP

NO SCALE



MONUMENTATION NOTE

M1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONUMENTATION AND/OR BENCHMARKS WHICH WILL BE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENTATION BY A LICENSED LAND SURVEYOR OR A REGISTERED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING. A CORNER RECORD OR A RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR THE REGISTERED CIVIL ENGINEER AS REQUIRED BY THE LAND SURVEYORS ACT (BUSINESS AND PROFESSIONS CODE 8771).

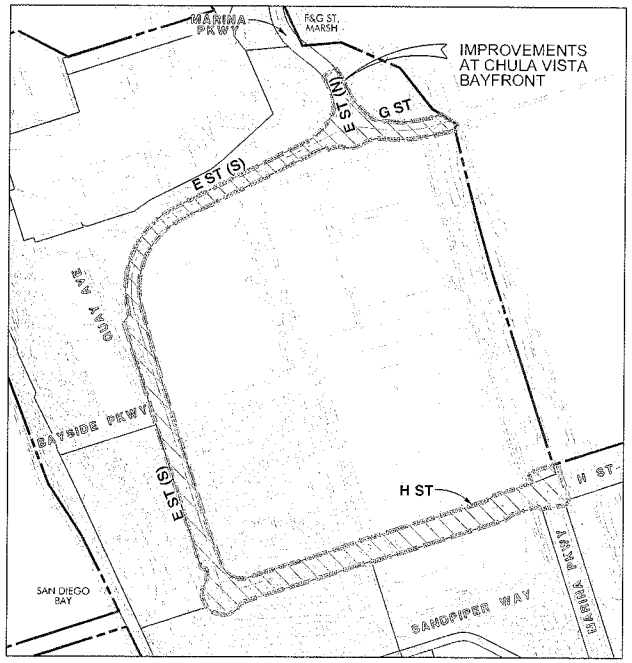
BENCH MARK

THE BENCH MARK FOR THIS SURVEY IS THE CITY OF CHULA VISTA CONTROL MONUMENT NO. 5003 BEING A 3/4 INCH DISK IN 2 INCH IRON PIPE MARKED "CITY ENG CV" IN WELL MONUMENT, CENTER LINE "H" STREET WESTERLY TERMINUS WEST OF I-5, 3 FEET EAST OF EASTERLY RAILROAD TRACKS, SEE ROS 14841, NORTH AMERICAN VERTICAL DATUM OF 1988(NAVD88).

BM 5003 ELEVATION: 12.835, NAVD88
CONVERSION FACTOR TO PORT DATUM (MLLW): +0.75

BASIS OF BEARING

THE BASIS OF COORDINATES AND BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM (CCS83) NAD 83, ZONE 6, EPOCH 1991.35 AND IS DETERMINED BY RTK G.P.S. MEASUREMENTS TAKEN ON AUGUST 28, 2008 ON GPS STATION SDUPD 051 AND SDUPD 052 PER RECORD OF SURVEY MAP NO. 17055



LOCATION MAP

NO SCALE

SHEET INDEX

A/E NO	SHEET NO	DESCRIPTION
G1	1	TITLE SHEET
G2	2	TYPICAL CROSS SECTIONS
G3	3	KEY MAP
C1	4	IMPROVEMENT PLANS
C2	5	IMPROVEMENT PLANS
C3	6	IMPROVEMENT PLANS
C4	7	IMPROVEMENT PLANS
C5	8	IMPROVEMENT PLANS
C6	9	IMPROVEMENT PLANS
C7	10	IMPROVEMENT PLANS
C8	11	STORM DRAIN IMPROVEMENT PLANS
C9	12	STORM DRAIN IMPROVEMENT PLANS
C10	13	DRY UTILITY PLANS
H1	14	HORIZONTAL CONTROL
T1	15	STRIPING PLANS
T2	16	STRIPING PLANS
T3	17	STRIPING PLANS
T4	18	STRIPING PLANS
D1	19	DEMO KEY MAP
D2	20	DEMO PLANS
D3	21	DEMO PLANS
D4	22	DEMO PLANS
D5	23	DEMO PLANS
D6	24	DEMO PLANS
D7	25	DEMO PLANS
L02.400	26	LANDSCAPING PLANS
L02.401	27	LANDSCAPING PLANS
L02.402	28	LANDSCAPING PLANS
L02.403	29	LANDSCAPING PLANS
L02.404	30	LANDSCAPING PLANS
L02.405	31	LANDSCAPING PLANS
L02.406	32	LANDSCAPING PLANS

DISCIPLINE CODE

G	GENERAL	H	HORIZONTAL CONTROL
C	CIVIL	D	DEMO
T	STRIPING	L	LANDSCAPE

ABBREVIATIONS

AC	ASBESTOS-CEMENT	MLLW	MEAN LOWER LOW WATER
BMP	BEST MANAGEMENT PRACTICE	MPH	MILES PER HOUR
BVC	BEGIN VERTICAL CURVE	N	NORTH
CVBMP	CHULA VISTA BAYFRONT MASTER PLAN	PI	POINT OF INTERSECTION
		PKWY	PARKWAY
CL	CENTERLINE	P.O.C	POINT OF CONNECTION
E	EAST	PVC	POLYVINYL CHLORIDE
ELEV	ELEVATION	R	RADIUS
EVC	END VERTICAL CURVE	RCP	REINFORCED CONCRETE PIPE
EX	EXISTING	R/W	RIGHT OF WAY
FG	FINISH GRADE	S	SOUTH
FL	FLOW LINE	SD	STORM DRAIN
HGL	HYDRAULIC GRADE LINE	SF	SQUARE FEET
HP	HIGH POINT	ST	STREET
IE	INVERT ELEVATION	S/W	SIDEWALK
LF	LINEAR FEET	VC	VERTICAL CURVE
LP	LOW POINT	W	WEST
MIN	MINIMUM	WSP	WELDED STEEL PIPE

WORK TO BE DONE

WORK TO BE DONE SHALL BE ACCORDING TO THIS DRAWING NO. CV-2018-01 OF THE SAN DIEGO UNIFIED PORT DISTRICT TO PROVIDE STREET AND UTILITY IMPROVEMENTS FOR PORTIONS OF H STREET, E STREET, AND G STREET WITHIN THE LIMITS SHOWN HEREIN. WORK SHALL INCLUDE CLEARING AND GRUBBING, DEMOLITION, GRADING, STREET PAVING, SIDEWALK, SEWER, WATER, STORM DRAINAGE, WATER QUALITY BASINS, GAS, ELECTRIC, TELECOMMUNICATION, LANDSCAPING, AND PEDESTRIAN ACCESS IMPROVEMENTS. THIS PLAN IS INTEDED TO BE A SUPPORTING DOCUMENT FOR COASTAL DEVELOPMENT PERMIT APPROVAL AND THE FINAL CONSTRUCTION PLAN SHALL BE DONE BY A SEPERATE PLAN AND PERMIT.

LEGEND

PROPOSED

- PROPOSED PROJECT BOUNDARY
- PROPOSED PARCEL LINE/ RIGHT OF WAY
- PROPOSED SIDEWALK
- PROPOSED BIKE PATH
- PROPOSED ASPHALT CONCRETE
- PROPOSED TYPE G CURB AND GUTTER
- PROPOSED WATER LINE
- PROPOSED STORM DRAIN
- PROPOSED SEWER LINE
- PROPOSED SEWER MANHOLE
- FM — PROPOSED FORCE MAIN
- JT — PROPOSED DRY UTILITIES JOINT TRENCH
- E — PROPOSED ELECTRICAL
- G — PROPOSED GAS
- T — PROPOSED TELEPHONE
- PROPOSED STORM DRAIN CLEANOUT
- PROPOSED STORM DRAIN HEADWALL
- PROPOSED BIOFILTRATION BASIN
- PROPOSED GROUNDWATER MONITORING WELL
- PROPOSED SIDEWALK UNDERDRAIN
- PROPOSED STREETLIGHT
- PROPOSED FIRE HYDRANT
- LANDSCAPE SWALE

EXISTING

- EXISTING DRY UTILITIES
- SD — EXISTING STORM DRAIN
- S — EXISTING SEWER
- W — EXISTING WATER
- E — EXISTING ELECTRIC
- G — EXISTING GAS
- T — EXISTING TELEPHONE
- EXISTING SEWER MANHOLE
- EXISTING STORM DRAIN INLET/MANHOLE
- CHULA VISTA BAYFRONT PROJECT BOUNDARY
- ESPLANADE BOUNDARY
- EXISTING CURB AND GUTTER
- EXISTING SIDEWALK
- EXISTING FINISH CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING SIGN
- EXISTING CHAIN LINK FENCE
- EXISTING ELECTRIC VAULT
- EXISTING STREET LIGHT
- EXISTING UTILITIES OVERHEAD
- EXISTING POWER POLE
- EXISTING WATER METER
- EXISTING WATER GATE VALVE
- EXISTING FIRE HYDRANT
- EXISTING SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING GROUNDWATER MONITORING WELL

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

PROJECT INFORMATION

DISTRICT ENGINEER	DISTRICT STORM WATER
CONTACT: YESHI MULUGETA	CONTACT: CHRISTIAN BRAUN
PHONE: (619) 686-6250	PHONE: (619) 686-6470

RICK ENGINEERING COMPANY
9620 TRIBARS ROAD
SAN DIEGO, CA 92110
619-297-0707
FAX: 619-294-4165
RICKENGINEERING.COM
Riverside · Orange · Sacramento · San Diego · Phoenix · Tucson · Tahoe
J-15535U
SYMBOL

WORK ORDER NO: P0460-5.3
REGISTERED PROFESSIONAL ENGINEER
CHRISTIAN A. BRAUN
No. 52296
CIVIL
STATE OF CALIFORNIA

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	WBS NO. W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Water Front Opportunity

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DISCIPLINE

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

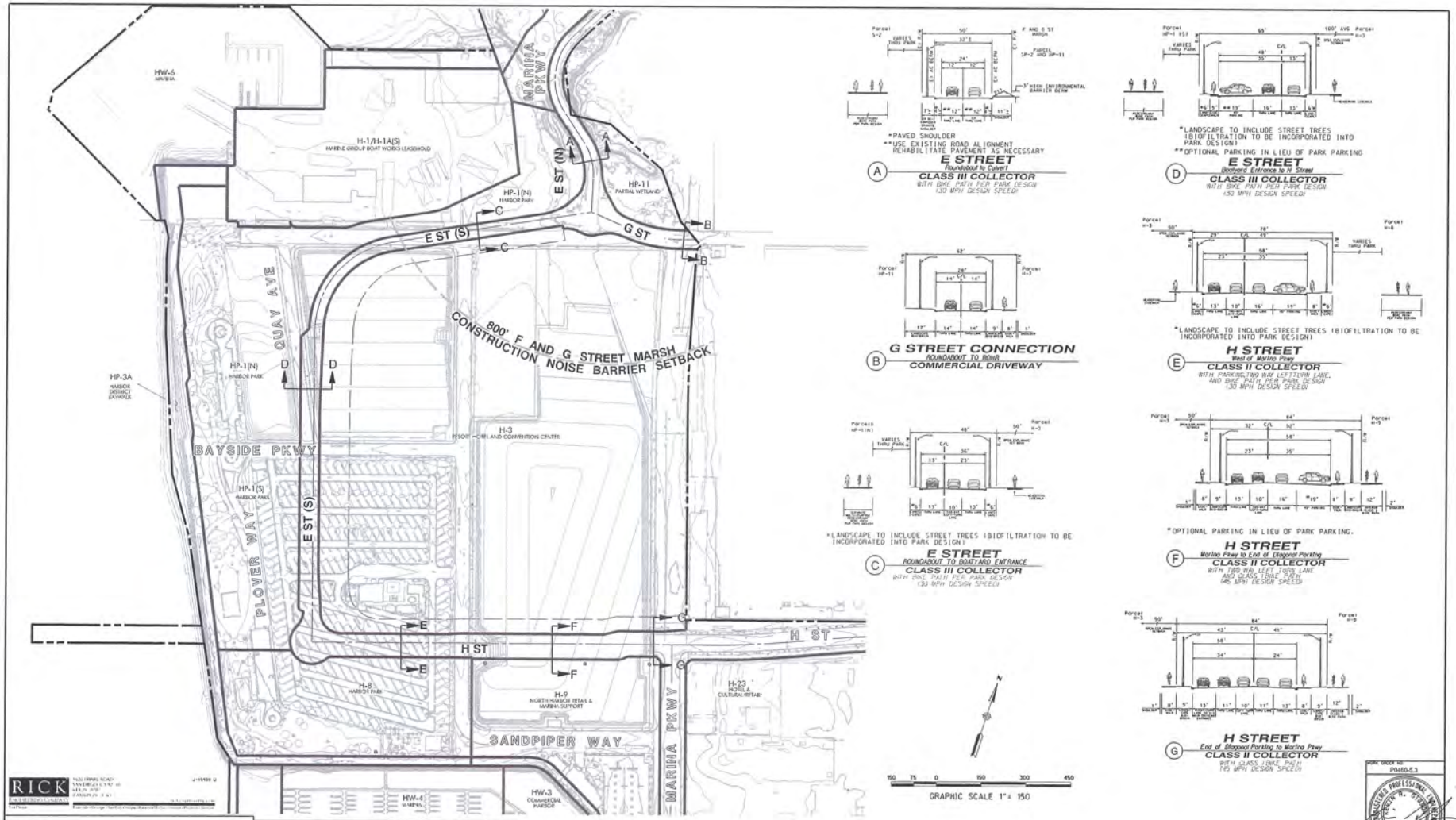
TITLE SHEET

CITY OF CHULA VISTA DRAWING NO

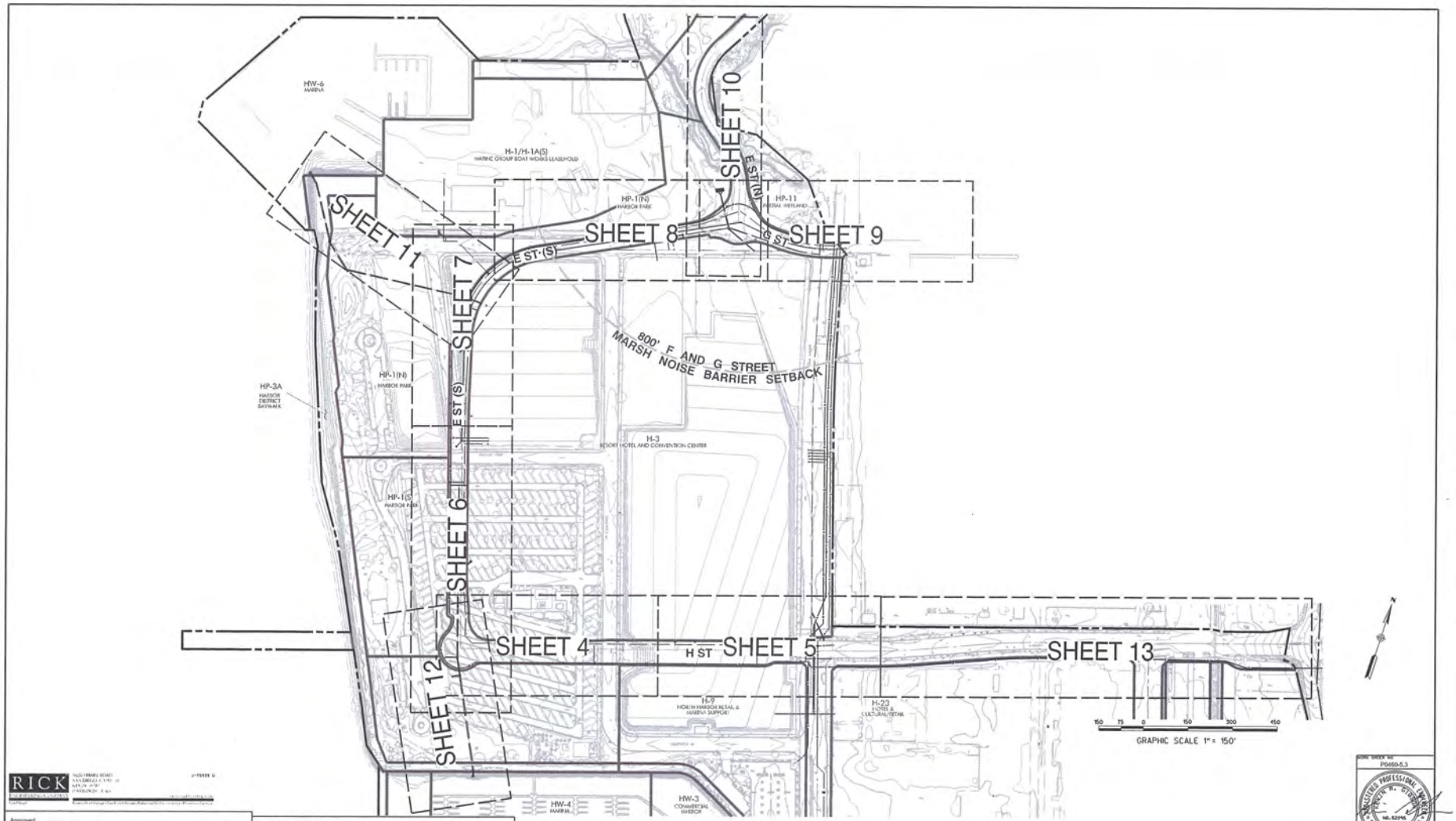
DATE 08/13/18
A/E NO. G1
SHEET 01 OF 32
DRAWING NO. CV-2018-01
REV.

Attachment D

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

RICK ENGINEERING COMPANY

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE:
THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N.A.
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
CDSI	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Waterfront of Opportunity

DESIGNED
DRAWN
CHECKED
APPROVAL RECOMMENDED: DISTRICT PROJECT MANAGER
APPROVED: DISTRICT MANAGER-DESIGN

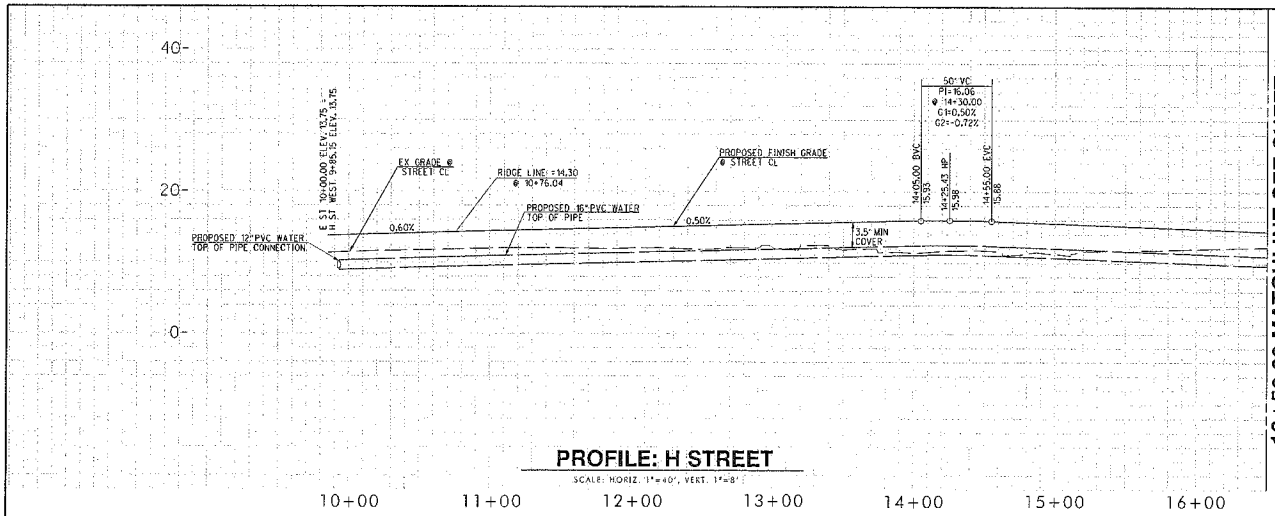
SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

KEY MAP

PORT ORDER NO. P0460-5.3
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
CITY OF CHULA VISTA DRAWING NO.

DATE	09/13/18
A/E NO.	G3
SHEET	03 OF 32
DRAWING NO.	CV-2018-01
REV.	

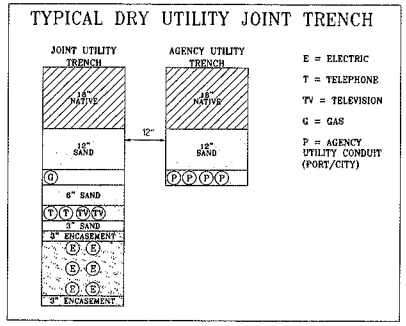


PROFILE: H STREET

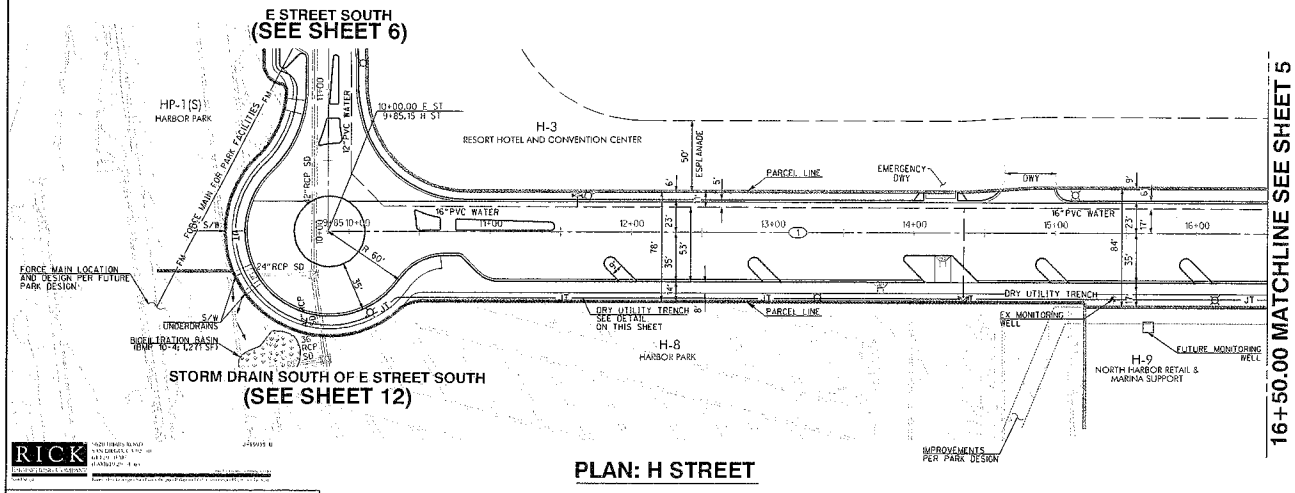
SCALE: HORIZ. 1"=40', VERT. 1"=8'

NOTES
- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN



CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	N72°12'12"E		654.85'	



PLAN: H STREET

GRAPHIC SCALE 1" = 40'

RICK ENGINEERING COMPANY

Approved: _____ For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON B. MOSHER, DIRECTOR OF ENGINEERING — DATE — VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING — REVIEWED BY: CDP LEVEL PLAN ENGINEER OF RECORD — DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS — DATE / APPROVED

PORT of SAN DIEGO — Working Waterfront Opportunity

DESIGNED / DRAWN / CHECKED — APPROVAL RECOMMENDED: DISTRICT PROJECT MANAGER — APPROVED: DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

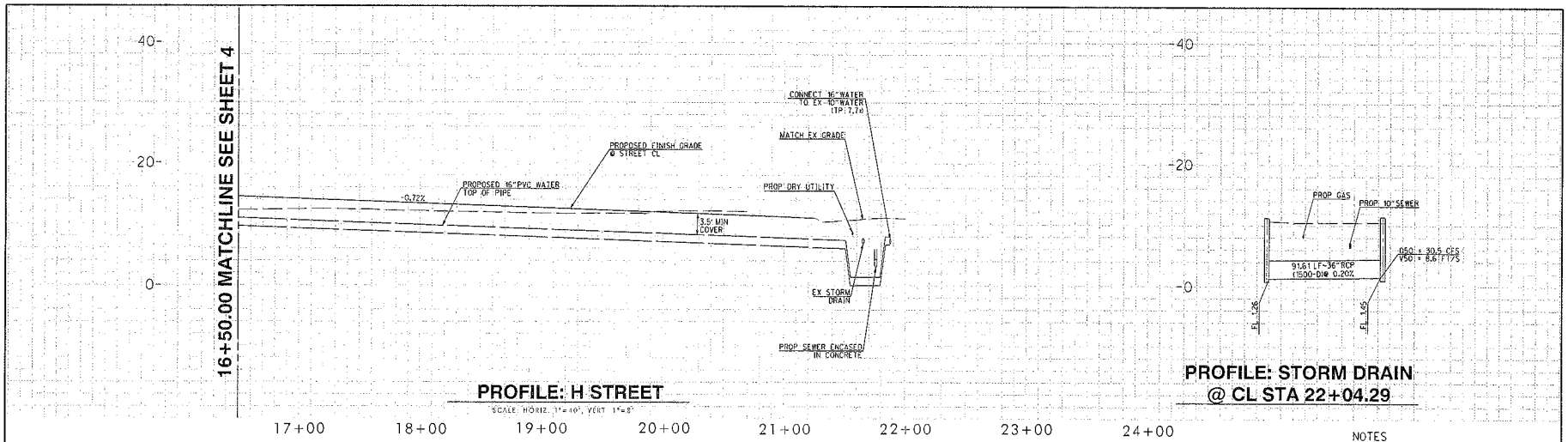
IMPROVEMENT PLANS

WORK ORDER NO. P0460-5.3 — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — NO. 62295 CIVIL

CITY OF CHULA VISTA DRAWING NO.

DATE 09/13/18 — A/E NO. C1 — SHEET 04 OF 32 — DRAWING NO. CV-2016-01 — REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



PROFILE: H STREET

SCALE: HORIZ. 1" = 40', VERT 1" = 8'

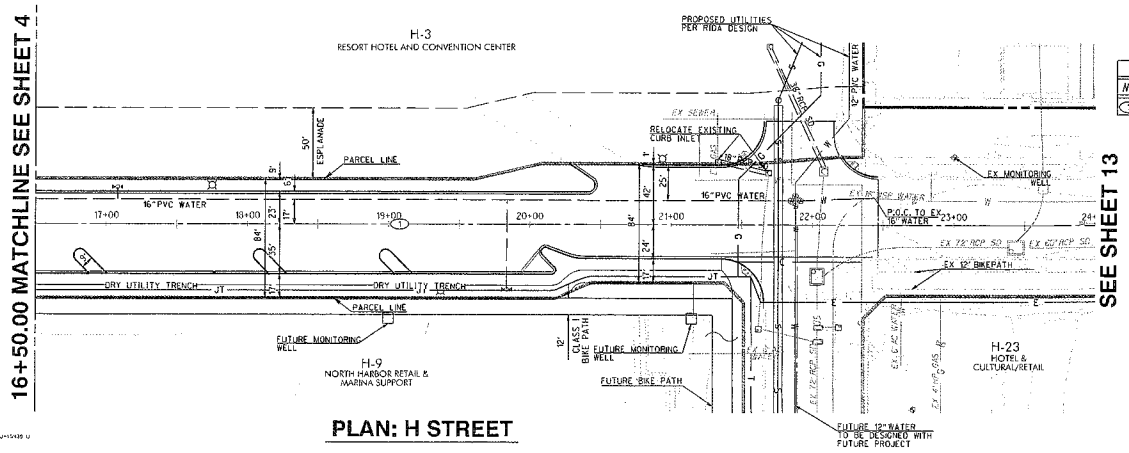
PROFILE: STORM DRAIN @ CL STA 22+04.29

NOTES

- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN

CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	N72°12'12"E		515.30'	



PLAN: H STREET

GRAPHIC SCALE 1" = 40'

RICK ENGINEERING

Approved: _____ For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE

VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING — REVIEWED BY: COP LEVEL PLAN ENGINEER OF RECORD — DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0460-6.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS — DATE / APPROVED

PORT of SAN DIEGO — Waterfront Opportunity

DESIGNED — DRAWN — CHECKED — APPROVAL RECOMMENDED — DISTRICT PROJECT MANAGER — APPROVED — DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

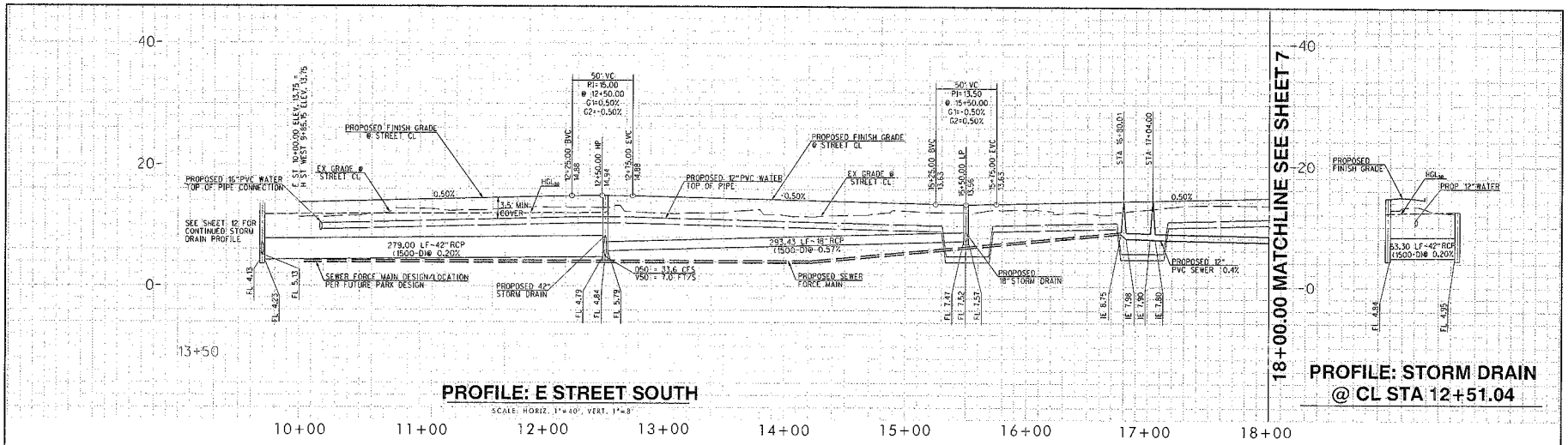
DATE 09/13/18 — A/E NO. C2 — SHEET 05 OF 32 — DRAWING NO CV-2018-01 — REV.

PROJECT ORDER NO. P0460-5.3

REGISTERED PROFESSIONAL ENGINEER — RICK R. ENGINEERING — NO. 52295 — CIVIL — STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO

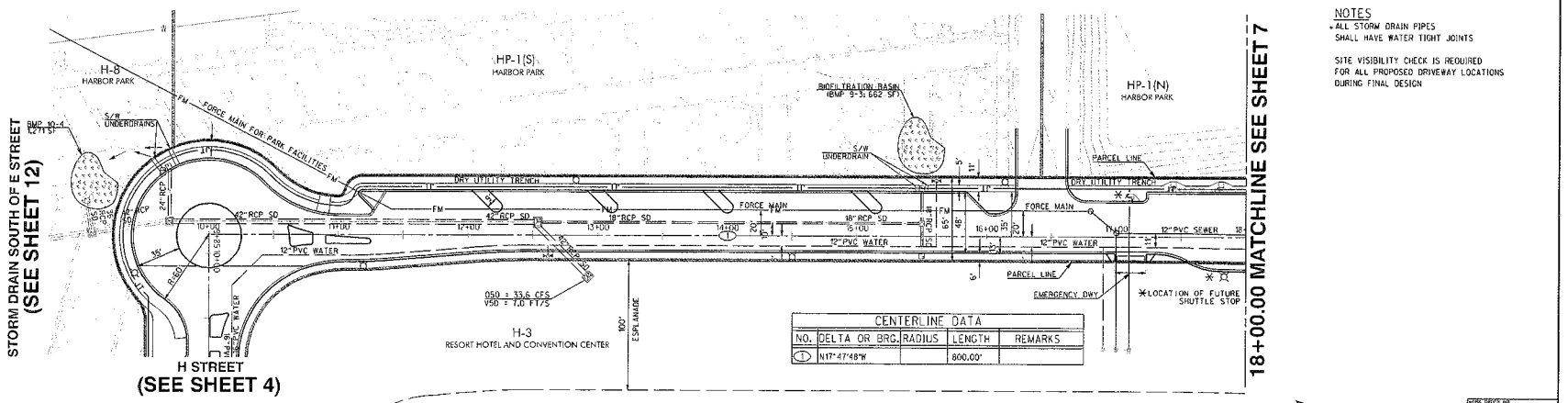
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



PROFILE: E STREET SOUTH

SCALE: HORIZ. 1" = 40', VERT. 1" = 8'

PROFILE: STORM DRAIN @ CL STA 12+51.04



CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	N17°47'48"W		800.00'	

NOTES

- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN

PLAN: E STREET SOUTH

GRAPHIC SCALE 1" = 40'

RICK ENGINEERING COMPANY

Approved: _____ For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE — VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING REVIEWED BY: CDP LEVEL PLAN ENGINEER OF RECORD — DATE

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

WBS No. W.O. P8160-5.3 — REVISIONS — DATE / APPROVED

PORT of SAN DIEGO — Working Waterfront Opportunities

DESIGNED / DRAWN / CHECKED — APPROVAL RECOMMENDED: DISTRICT PROJECT MANAGER — APPROVED: DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

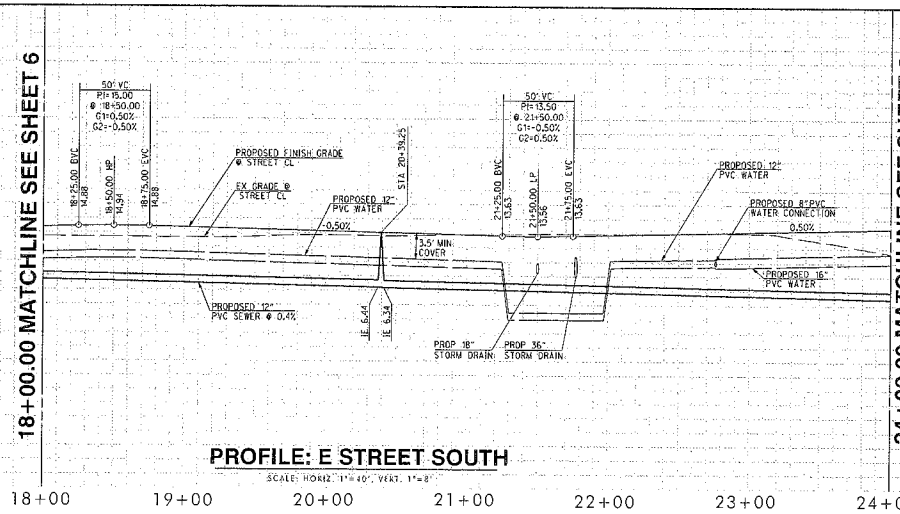
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

DATE 09/13/18 — A/E NO. C3 — SHEET 06 OF 32 — DRAWING NO CV-2018-01

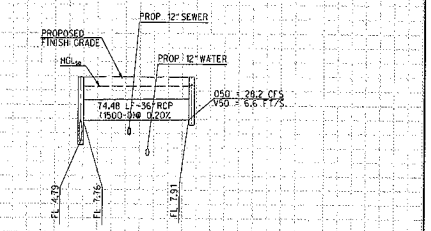
WORK ORDER NO. P8160-5.3 — CITY OF CHULA VISTA DRAWING NO

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



PROFILE: E STREET SOUTH

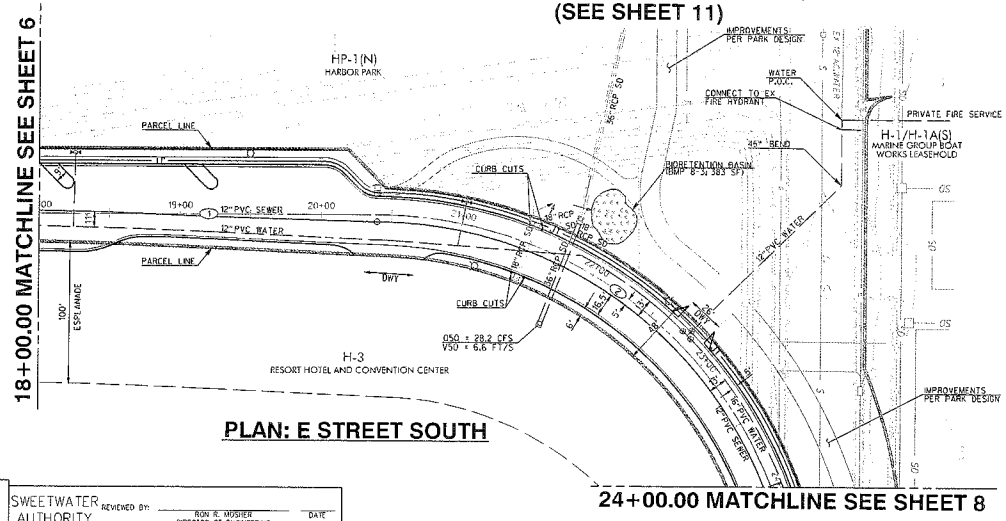
SCALE: HORIZ. 1"=40', VERT. 1"=8'



PROFILE: STORM DRAIN @ CL STA 21+77.07

SCALE: HORIZ. 1"=40', VERT. 1"=8'

STORM DRAIN NORTHWEST OF E STREET SOUTH
(SEE SHEET 11)



PLAN: E STREET SOUTH

NOTES

- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN

CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	N17°47'48"W		239.24'	
2	Δ = 68°40'13"	301.00'	360.76'	

GRAPHIC SCALE 1" = 40'

RICK ENGINEERING COMPANY

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
OWNER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0480-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	
REVISIONS	
DATE / APPROVED	

PORT of SAN DIEGO
Working Waterfront Overall Benefit

DESIGNED
DRAWN
CHECKED
APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

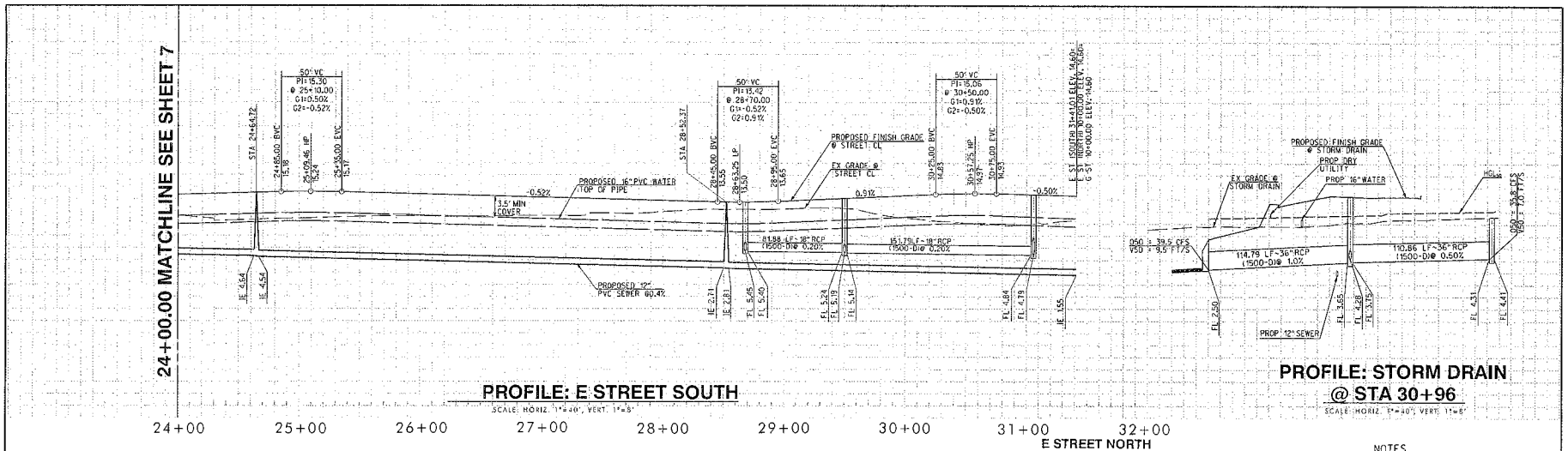
DATE	08/13/18
A/E NO.	C4
SHEET	07 OF 32
DRAWING NO	CV-2018-01
REV.	

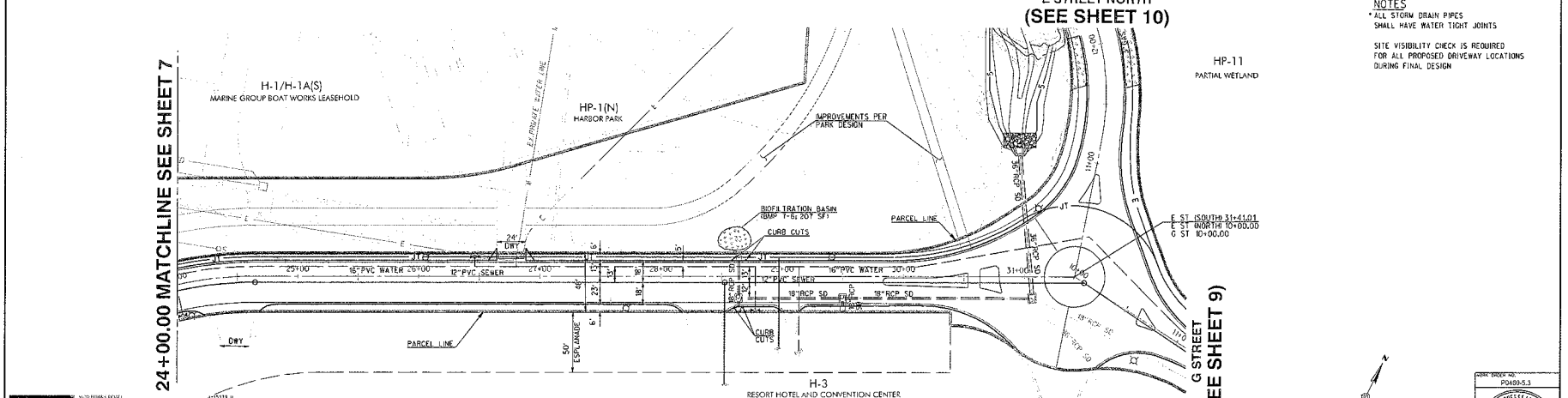
WORK ORDER NO. P0480-5.3

REGISTERED PROFESSIONAL ENGINEER ROGER R. DOWNING NO. 52279 CIVIL STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT





NOTES

* ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN

CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	Δ= 12° 19'33"	301.00'	64.75'	
2	N63° 11'58"E		676.26'	

RICK ENGINEERING COMPANY

Approved: _____ For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER DIRECTOR OF ENGINEERING DATE VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING REVIEWED BY: COP LEVEL PLAN ENGINEER OF RECORD DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A WBS NO. W.O. P0480-5.3
REFERENCES CV BAYFRONT MASTER PLAN
PROJECT ENGINEER YESHI MULUGETA
CONTRACTOR N/A
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR REVISIONS DATE / APPROVED

PORT of SAN DIEGO

DESIGNED DRAWN CHECKED

APPROVAL RECOMMENDED DISTRICT PROJECT MANAGER APPROVED DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

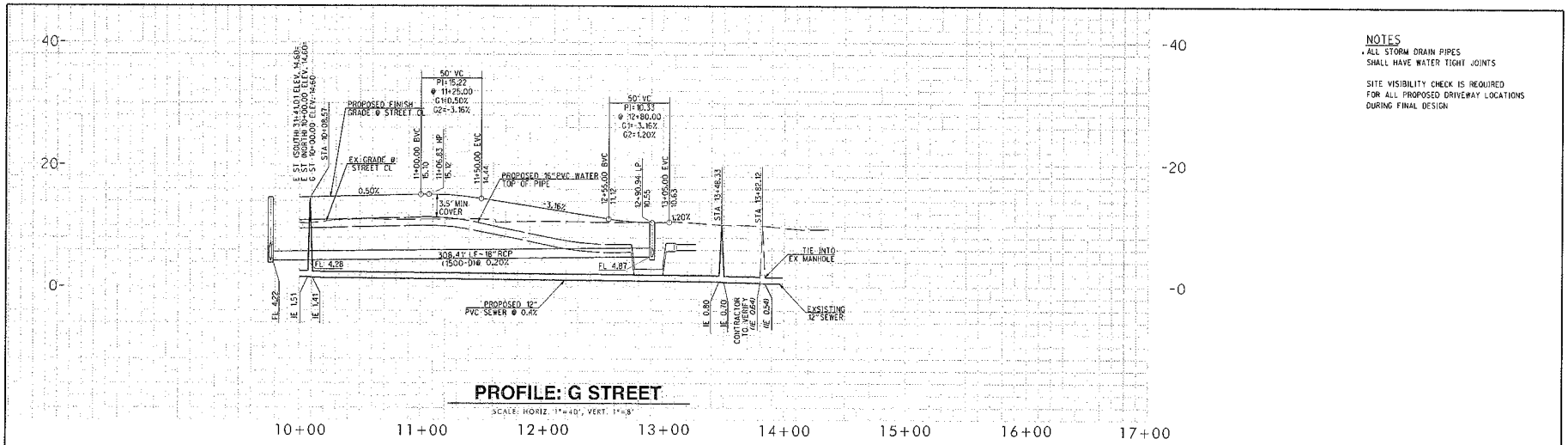
DATE 09/13/18 A/E NO. C5 SHEET 08 OF 32 DRAWING NO CV-2018-01 REV.

WORK ORDER NO. P0480-5.3

REGISTERED PROFESSIONAL ENGINEER RICHARD R. OTTOSSON NO. 52295 CIVIL STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO

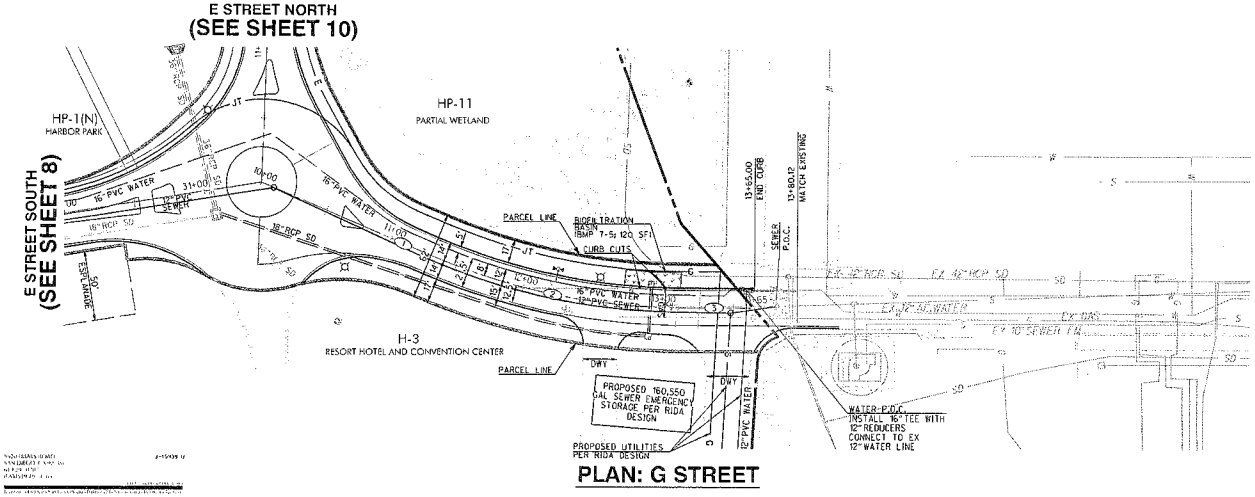
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



NOTES

- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN



CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	N84°25'04"W		130.41'	
2	Δ=23°15'30"	450.00'	182.67'	
3	N72°19'26"E		52.38'	

GRAPHIC SCALE 1" = 40'

RICK ENGINEERING COMPANY

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A — WBS NO. W.O. P0460-5.3
REFERENCES CV BAYFRONT MASTER PLAN
PROJECT ENGINEER YESHI MULUGETA
CONTRACTOR N/A
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST — INSPECTOR
REVISIONS — DATE / APPROVED

PORT of SAN DIEGO — Waterfront Opportunity

DESIGNED — DRAWN — CHECKED
APPROVAL RECOMMENDED — DISTRICT PROJECT MANAGER
APPROVED — DISTRICT MANAGER-DESIGN

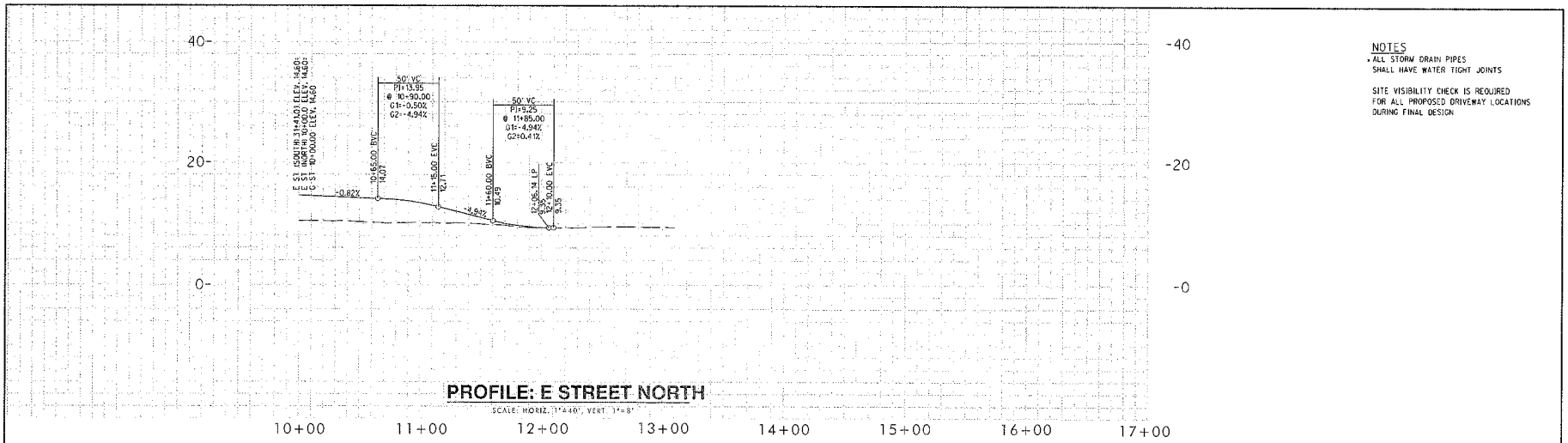
SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

WORK ORDER NO. P0460-5.3
REGISTERED PROFESSIONAL ENGINEER — STEPHEN M. STRONG — NO. 52295 — CIVIL — STATE OF CALIFORNIA
CITY OF CHULA VISTA DRAWING NO.
DATE 09/13/18
A/E WO NO. C8
SHEET 09 OF 32
DRAWING NO. CV-2018-01
REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

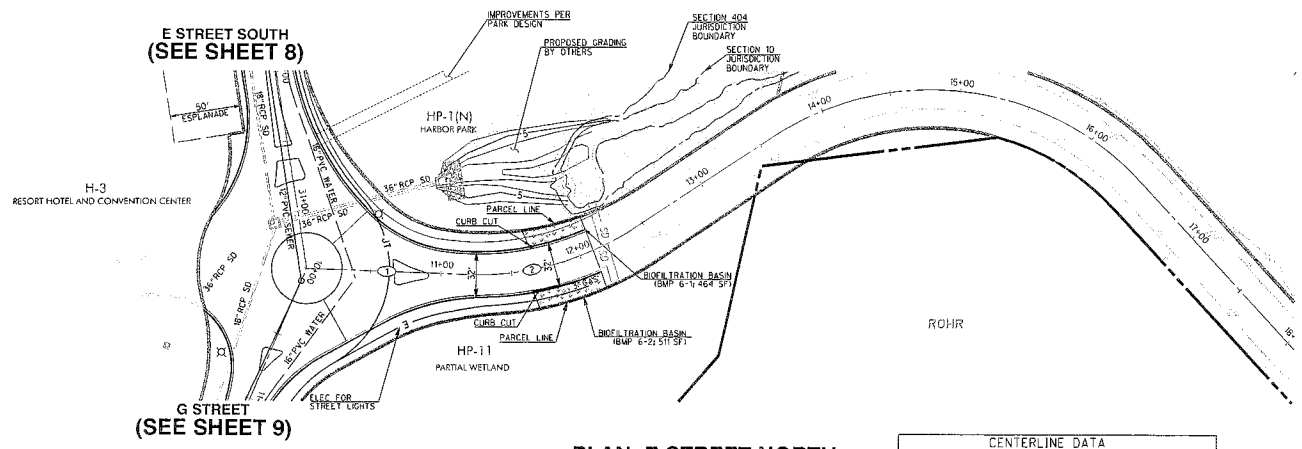


PROFILE: E STREET NORTH

SCALE: HORIZ. 1"=40', VERT. 1"=8'

NOTES
- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN



PLAN: E STREET NORTH

CENTERLINE DATA				
NO.	DELTA OR BRG.	RADIUS	LENGTH	REMARKS
1	N15°42'21"W		115.57'	
2	Δ=26°01'27"	200.00'	90.84'	

GRAPHIC SCALE 1" = 40'

RICK

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A — WBS NO. W.O. P0460-5.3
REFERENCES: CV BAYFRONT MASTER PLAN
PROJECT ENGINEER: YESHI MULUGETA
CONTRACTOR: N/A
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST — INSPECTOR — REVISIONS — DATE / APPROVED

PORT of SAN DIEGO
Waterfront Opportunity

DESIGNED — DRAWN — CHECKED
APPROVAL RECOMMENDED: DISTRICT PROJECT MANAGER
APPROVED: DISTRICT MANAGER-ENGINEER

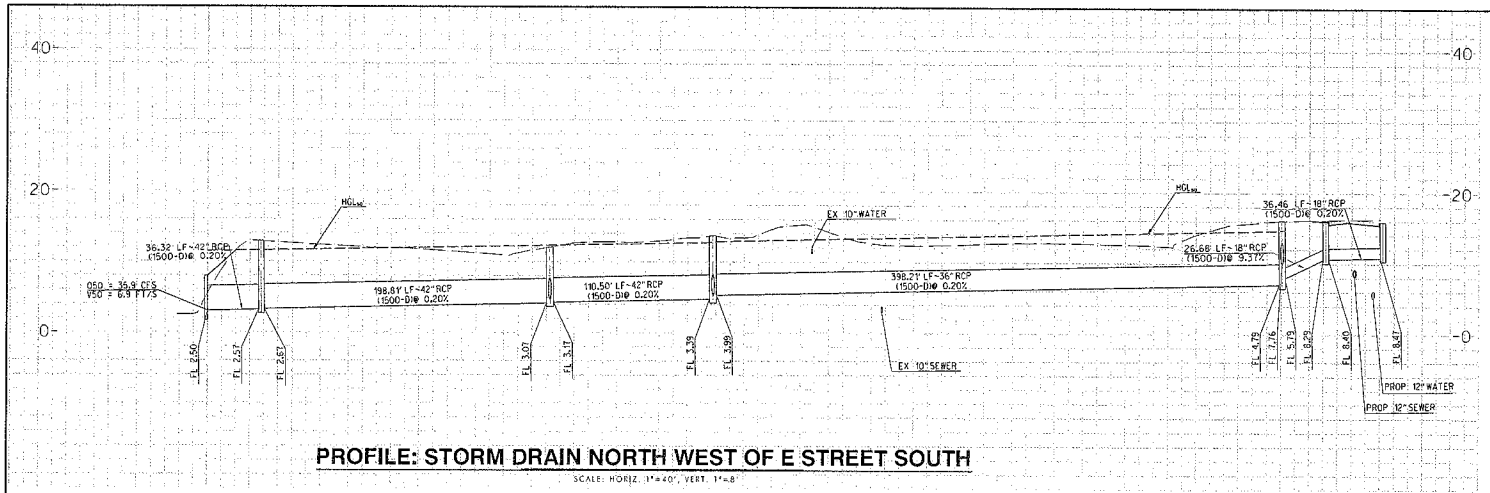
SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

WORK ORDER NO. P0460-5.3
REGISTERED PROFESSIONAL ENGINEER — REGISTRATION NO. 62295 CIVIL — STATE OF CALIFORNIA
CITY OF CHULA VISTA DRAWING NO.
DATE 09/13/18
A/E NO. C7
SHEET 10 OF 32
DRAWING NO. CV-2018-01
REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

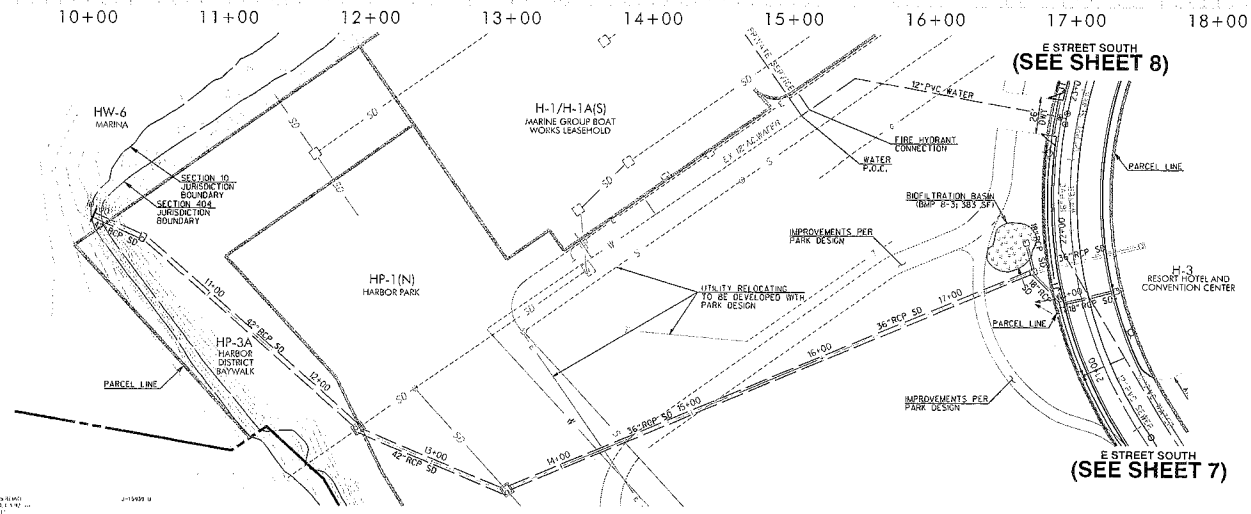


PROFILE: STORM DRAIN NORTH WEST OF E STREET SOUTH

SCALE: HORIZ. 1"=40', VERT. 1"=8'

NOTES
- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN



PLAN: STORM DRAIN NORTH WEST OF E STREET SOUTH

RICK ENGINEERING COMPANY

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSIER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

GRAPHIC SCALE 1" = 40'

PORT ORDER NO. P0460-5.3

REGISTERED PROFESSIONAL ENGINEER — FRANK R. OSTROW — NO. 52796 CIVIL — STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO.

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI BALLIGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO — Waterfront Opportunity

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED: _____ DISTRICT PROJECT MANAGER
APPROVED: _____ DISTRICT MANAGER-DESIGN

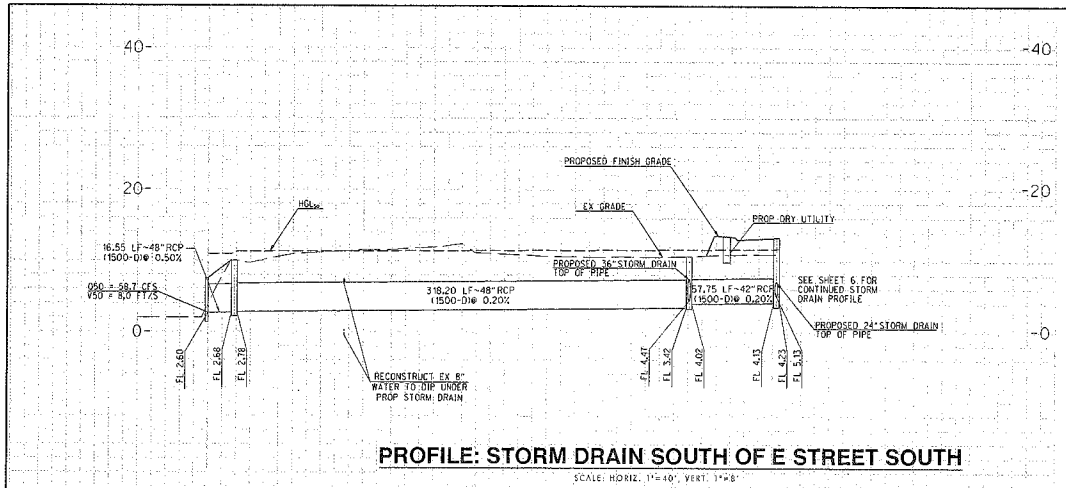
SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

STORM DRAIN IMPROVEMENT PLANS

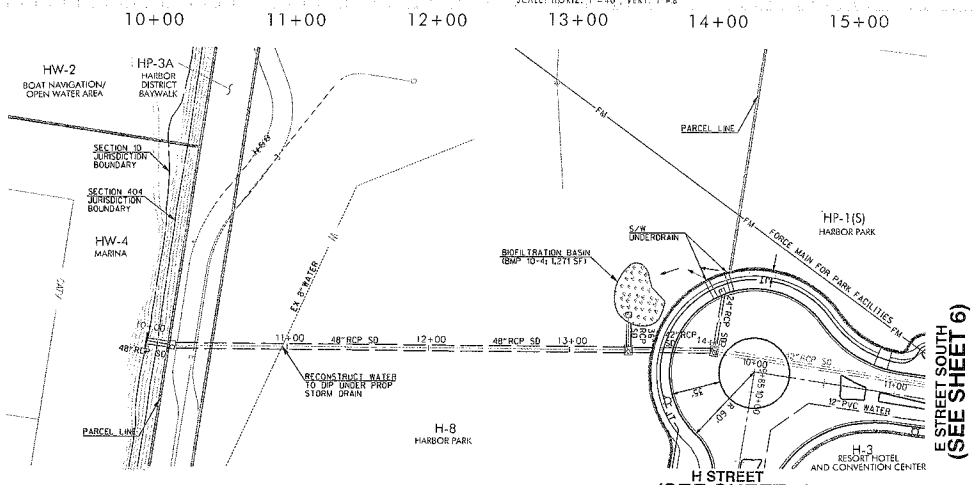
DATE 09/13/18
A/E NO. CB
SHEET 11 OF 32
DRAWING NO. CV-2018-01
REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



PROFILE: STORM DRAIN SOUTH OF E STREET SOUTH

SCALE: HORIZ. 1"=40', VERT. 1"=8'



PLAN: STORM DRAIN SOUTH OF E STREET SOUTH

NOTES

- ALL STORM DRAIN PIPES SHALL HAVE WATER TIGHT JOINTS

SITE VISIBILITY CHECK IS REQUIRED FOR ALL PROPOSED DRIVEWAY LOCATIONS DURING FINAL DESIGN

GRAPHIC SCALE 1" = 40'

RICK ENGINEERING COMPANY

Approved: _____ For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE — VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING — REVIEWED BY: CDP LEVEL PLAN ENGINEER OF RECORD — DATE:

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SPEC NO.	N/A
WBS NO.	W.O. P0400-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI NULUNDETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
CVGF	INSPECTOR

REVISIONS — DATE / APPROVED

PORT of SAN DIEGO — Waterfront Opportunities

DESIGNED / DRAWN / CHECKED

APPROVAL RECOMMENDED — DISTRICT PROJECT MANAGER

APPROVED — DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

IMPROVEMENT PLANS

WORK ORDER NO. P0400-5.3

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO.

DATE 09/13/18

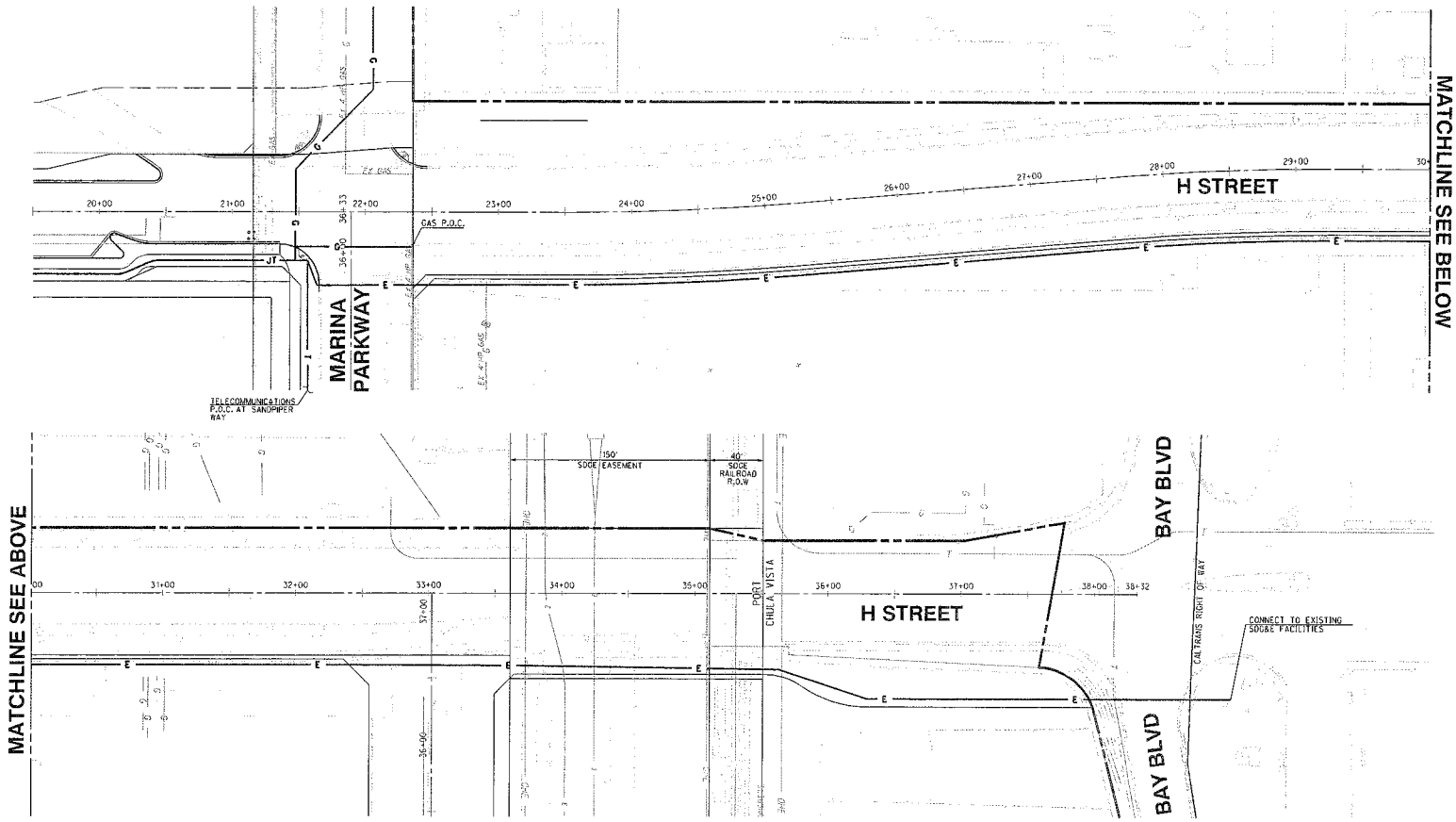
A/E NO. C9

SHEET 12 OF 32

DRAWING NO. CV-2018-01

REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



PLAN: H STREET TO BAY CORRIDOR

GRAPHIC SCALE 1" = 40'

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

RICK ENGINEERING COMPANY

Approved: _____ For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ ROW R. MOSHER, DIRECTOR OF ENGINEERING — DATE — VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING — REVIEWED BY: COP LEVEL PLAN ENGINEER OF RECORD — DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC. NO. N/A — NBS NO. W.O. P0460-5.3
REFERENCES: CV BAYFRONT MASTER PLAN
PROJECT ENGINEER: YESHI MULUGETA
CONTRACTOR: N/A
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST — INSPECTOR — REVISIONS — DATE / APPROVED

PORT of SAN DIEGO — Waterfront Opportunity

DESIGNED — DRAWN — CHECKED — APPROVAL RECOMMENDED: DISTRICT PROJECT MANAGER — APPROVED: DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

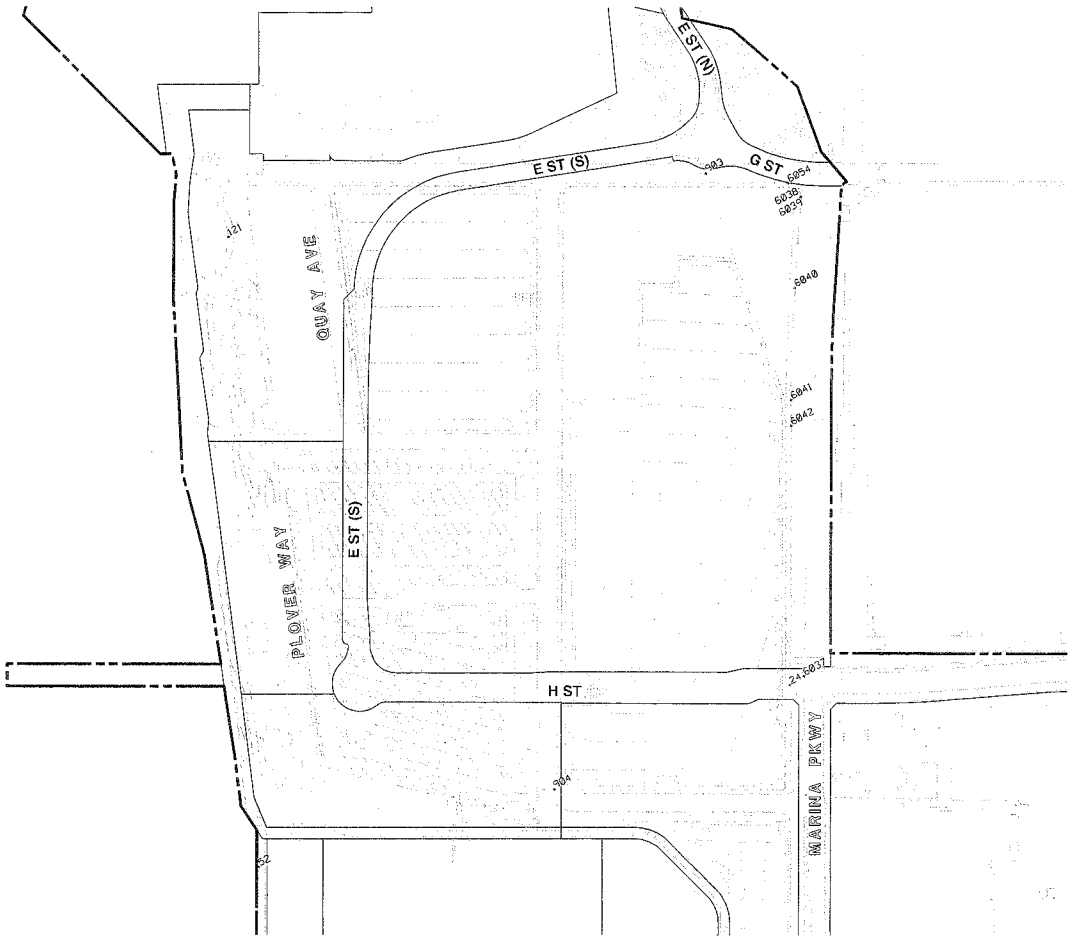
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

DRY UTILITY PLANS

NBS NO. P0460-5.3 — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO

DATE 09/13/18 — W/C NO. C10 — SHEET 13 OF 32 — DRAWING NO CV-2018-01 — REV.



MONUMENT			
NO.	DESCRIPTION	NORTHING	EASTING
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121	MON SDUPD 021 FD 3'DSK ROS16668	1809798.35	6297601.24
903	MON 903 UNKNOWN	1810346.90	6298756.35
904	MON 904 UNKNOWN	1808668.81	6298878.49
6037	MON 6037 FD L&T IN TC	1809160.01	6299416.18
6038	MON 6038 FD L&T L&T IN TC	1810366.07	6299014.42
6039	MON 6039 FD L&T L&T IN TC	1810365.17	6299014.67
6040	MON 6040 FD L&T IN TC	1810132.48	6299074.34
6041	MON 6041 FD L&T IN TC	1809845.50	6299167.39
6042	MON 6042 FD L&T IN TC	1809780.50	6299178.48
6054	MON 6054 FD L&H IN TC(RI-28)	1810389.71	6298971.66

N

150 75 0 150 300 450

GRAPHIC SCALE 1" = 150

RICK ENGINEERING COMPANY

Approved: _____

For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE: _____
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
COP LEVEL PLAN
OWNER OF RECORD
DATE:

NOTE:
THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A WBS NO. W.O. P0460-6.3
REFERENCES CV BAYFRONT MASTER PLAN
PROJECT ENGINEER YESHI MULUGETA
CONTRACTOR N/A
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Waterfront Opportunity

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

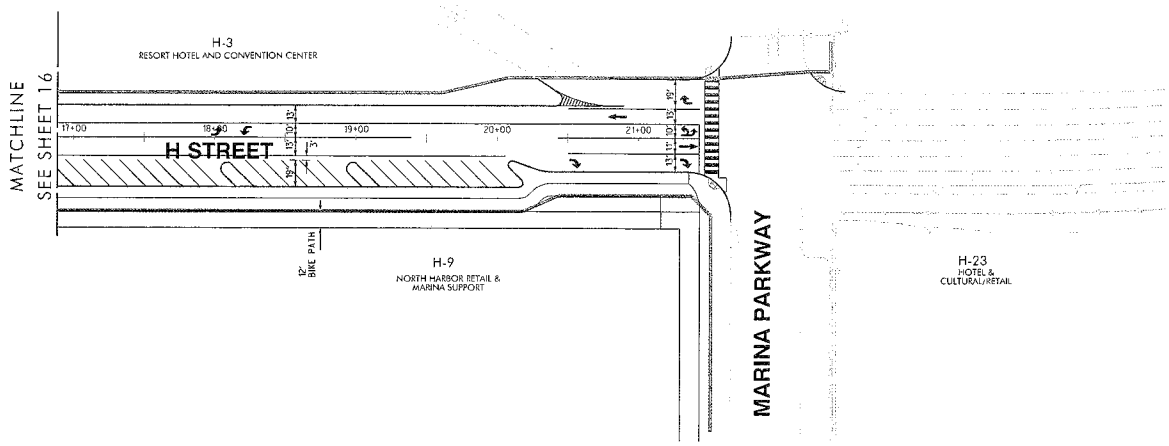
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

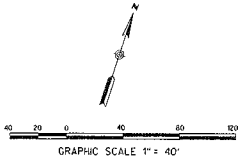
HORIZONTAL CONTROL

PORT WBS NO. P0460-6.3
REGISTERED PROFESSIONAL ENGINEER TRACEY R. STEPHENS NO. 52296 CIVIL STATE OF CALIFORNIA
CITY OF CHULA VISTA DRAWING NO

DATE 09/13/18
A/E NO H1
SHEET 14 OF 32
DRAWING NO CV-2018-01
REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT





RICK

Approved: _____

For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE

RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE:
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SPEC NO.	N/A
WBS NO.	W.O. P0400-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	
REVISIONS	
DATE / APPROVED	

PORT of SAN DIEGO
Waterfront of Opportunity

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

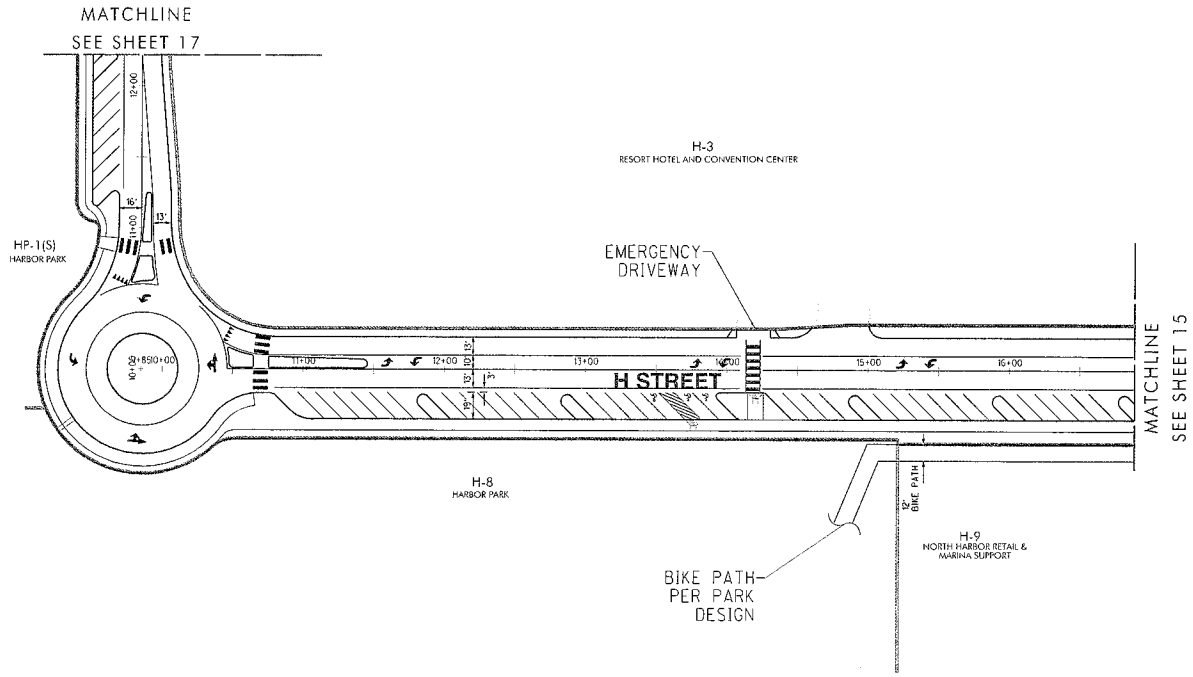
NORTH HARBOR DISTRICT IMPROVEMENTS
AT CHULA VISTA BAYFRONT

ROW SHEET NO. P0400-5.3

CITY OF CHULA VISTA DRAWING NO.

DATE 09/13/18
A/E NO. T1
SHEET 15 OF 32
DRAWING NO. CV-2018-01
REV.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



RICK

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
COP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE:
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SPEC NO. N/A	WBS NO. W.O. P8460-5.3
REFERENCES CV BAYFRONT MASTER PLAN	
PROJECT ENGINEER YESHI MULUGETA	
CONTRACTOR N/A	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Wide Horizons Deep Commitment

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS
AT CHULA VISTA BAYFRONT

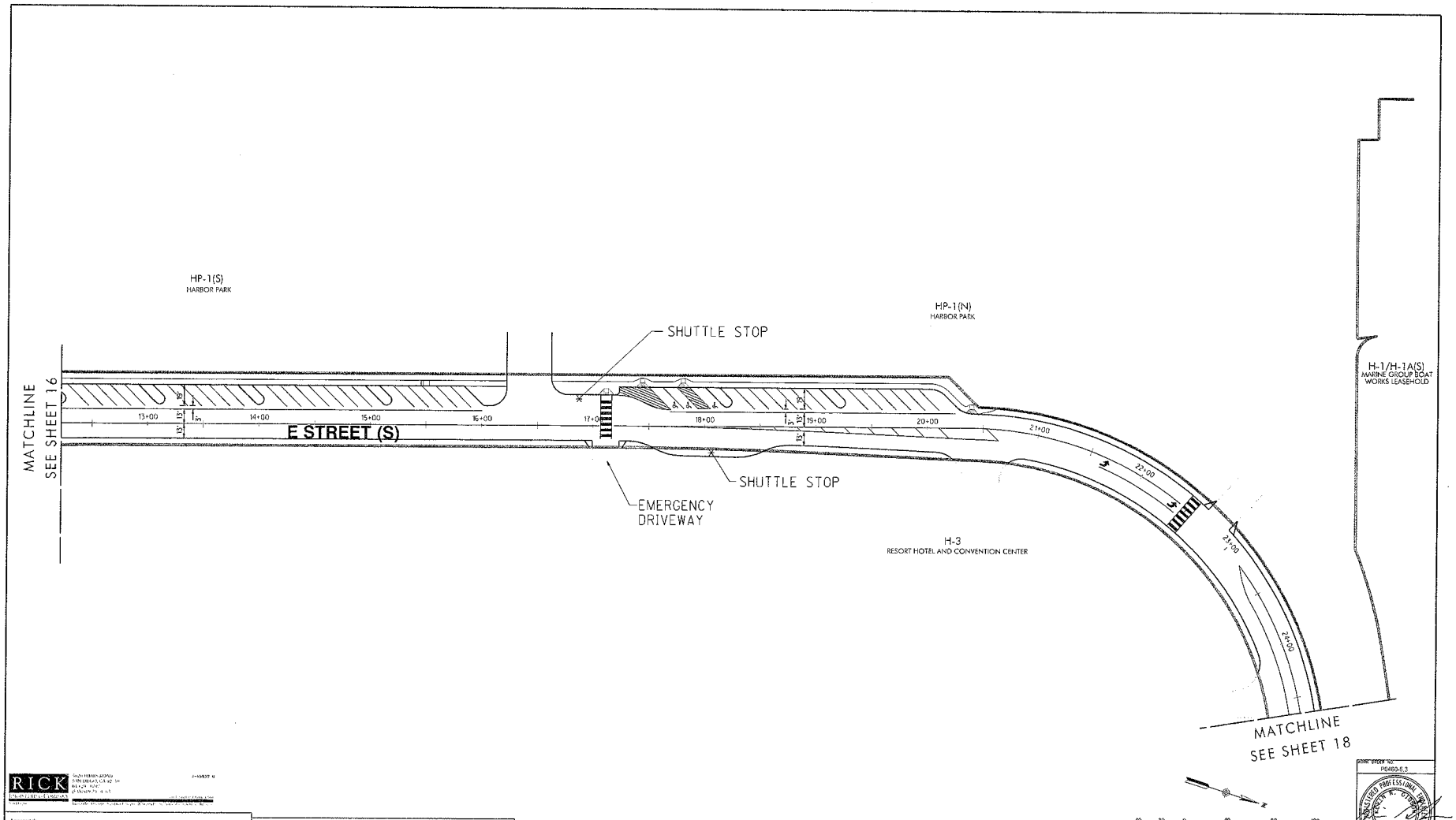
DATE 09/13/18
A/E NO. T2
SHEET 16 OF 32
DRAWING NO. CV-2018-01
REV

NOR SHEET NO. P8460-5.3

REGISTERED PROFESSIONAL ENGINEER
ROBERT P. OTTO
NO. 52295
CIVIL
STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

RICK ENGINEERING

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
IRON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

WORK ORDER NO. P0460-6.3

REGISTERED PROFESSIONAL ENGINEER
JOSHUA R. POTTER
NO. 52210
CIVIL
STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO.

RECORD DRAWING
REVIEWED BY:
COP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE:
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SPEC. NO.	N/A
WBS NO.	W.O. P0460-6.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Working for a Competitive Economy

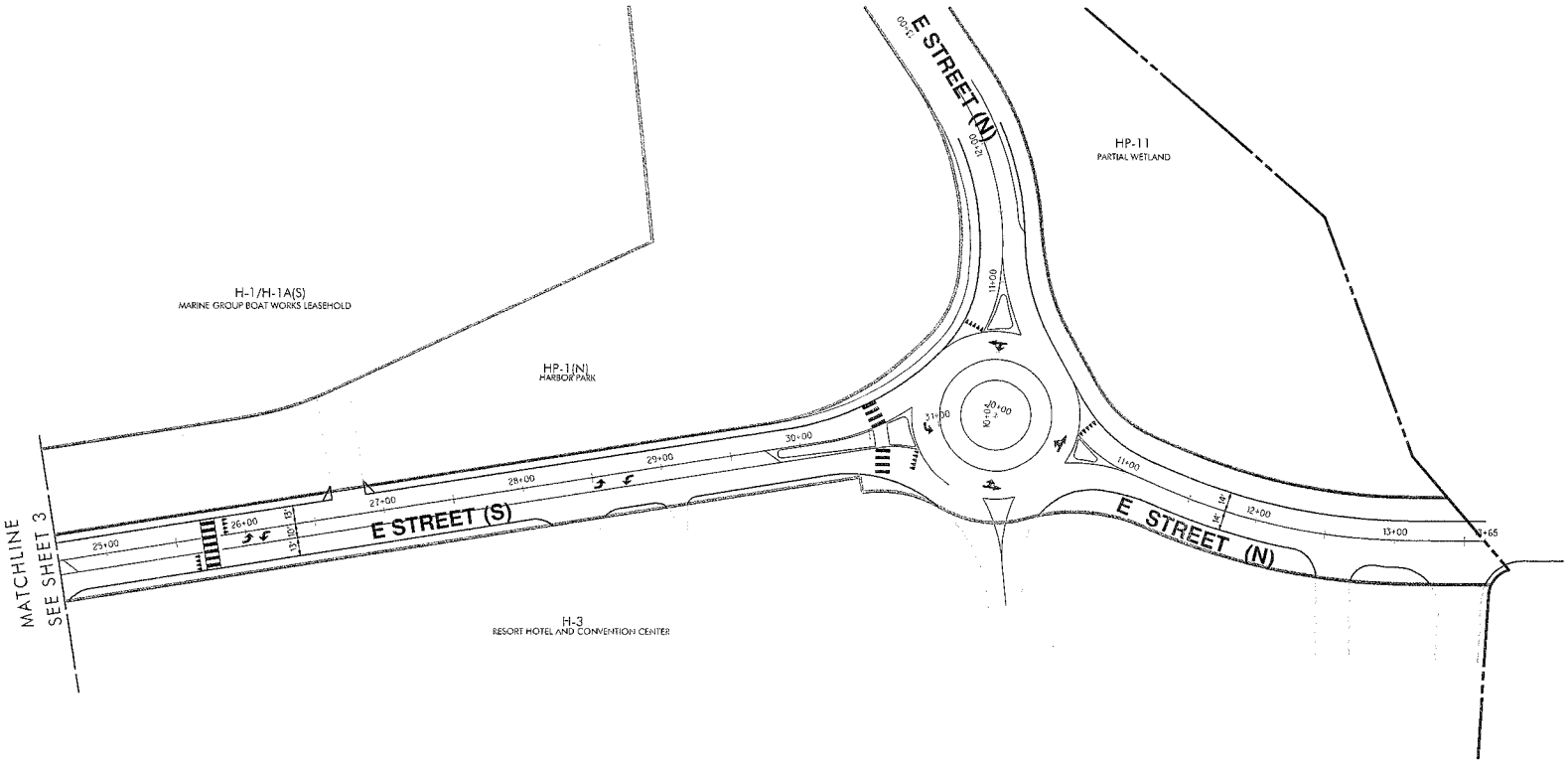
DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS
AT CHULA VISTA BAYFRONT

DATE 09/13/18
A/E NO. T3
SHEET 17 OF 32
DRAWING NO. CV-2018-01
REV.



RICK

Approved: _____

For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE

RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CEIP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE:
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SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Waterfront Community

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

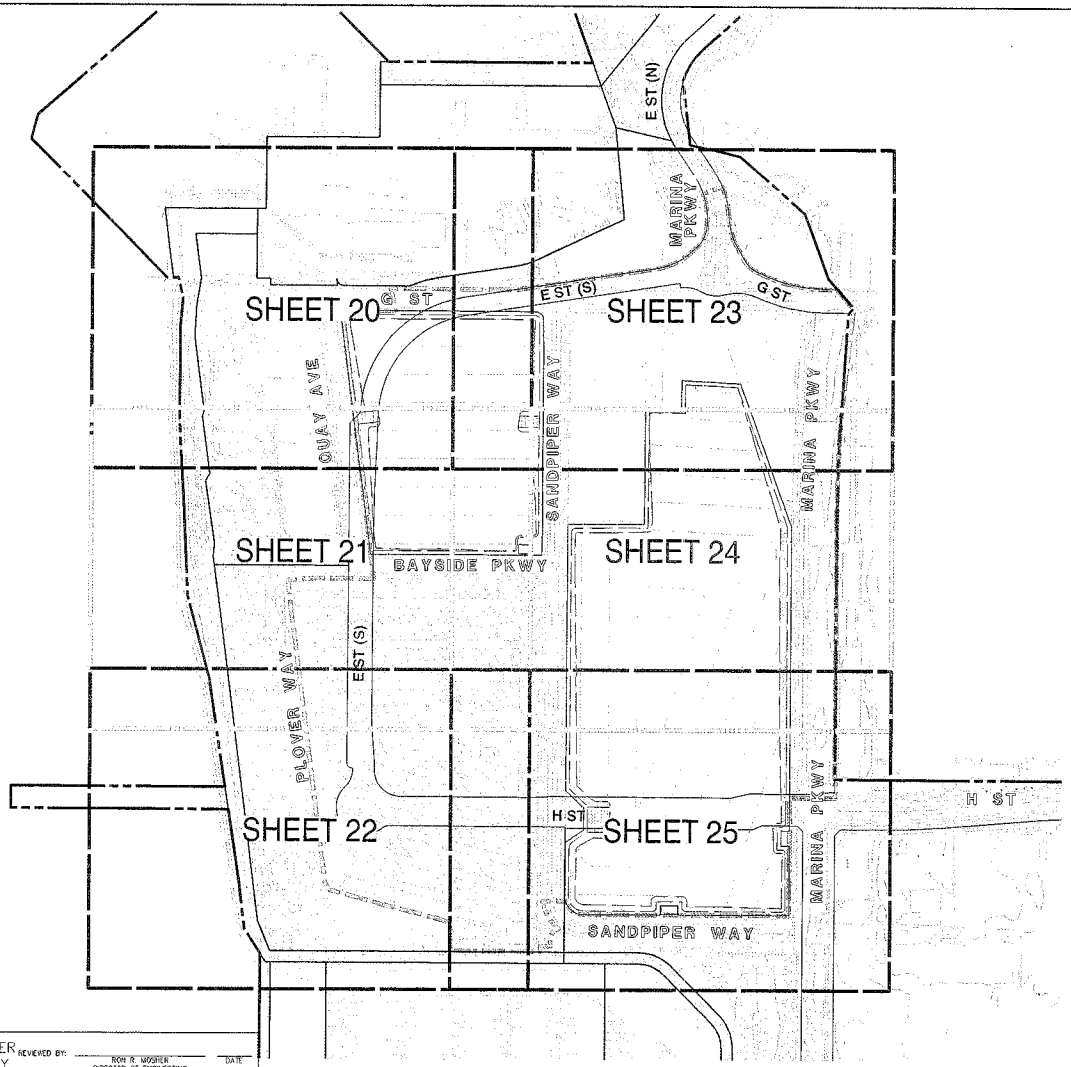
PORT ORDER NO. P0460-5.3

REGISTERED PROFESSIONAL ENGINEER
FRANK R. DOMINGUEZ
NO. 52195
CIVIL
STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO

DATE	09/13/18
A/E NO.	T4
SHEET	18 of 32
DRAWING NO.	CV-2018-01
REV.	

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



150 75 0 150 300 450

GRAPHIC SCALE 1" = 150

RICK ENGINEERING COMPANY

Approved: _____

For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE

ROH R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
COP LEVEL PLAN
OWNER OF RECORD
DATE:

NOTE:
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SPEC NO. N/A	WBS no. W.O. P0480-5.3
REFERENCES CV BAYFRONT MASTER PLAN	
PROJECT ENGINEER YESHI MULUGETA	
CONTRACTOR N/A	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Working Waterfront

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

DEMOLITION KEY MAP

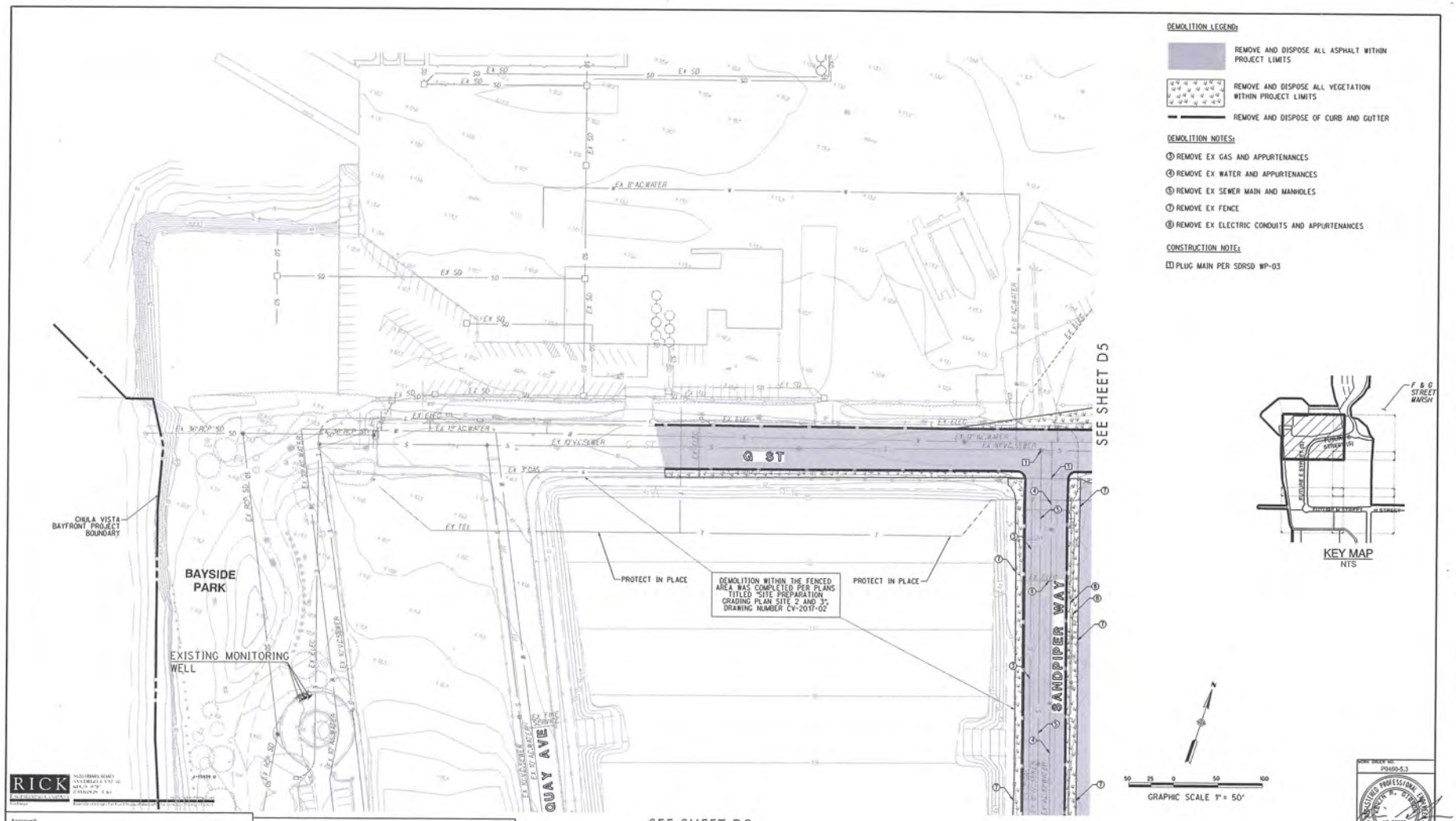
DATE 09/13/18
A/E NO. D1
SHEET 19 of 32
DRAWING NO. CV-2018-01
REV.

PROJ. ORDER NO. P0480-5.3

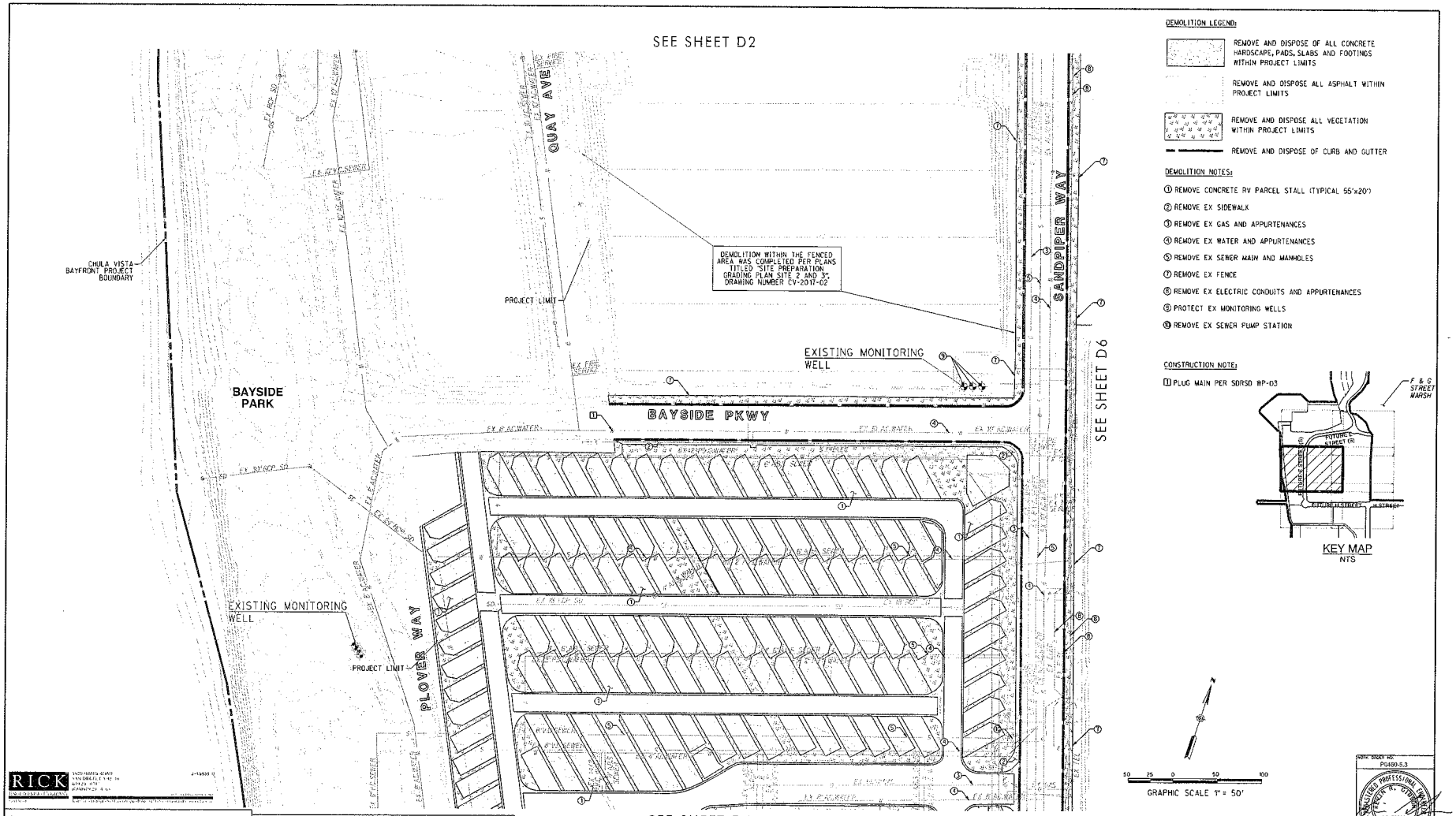
REGISTERED PROFESSIONAL ENGINEER
YESHI MULUGETA
No. 52298
CIVIL
STATE OF CALIFORNIA

CITY OF CHULA VISTA DRAWING NO.

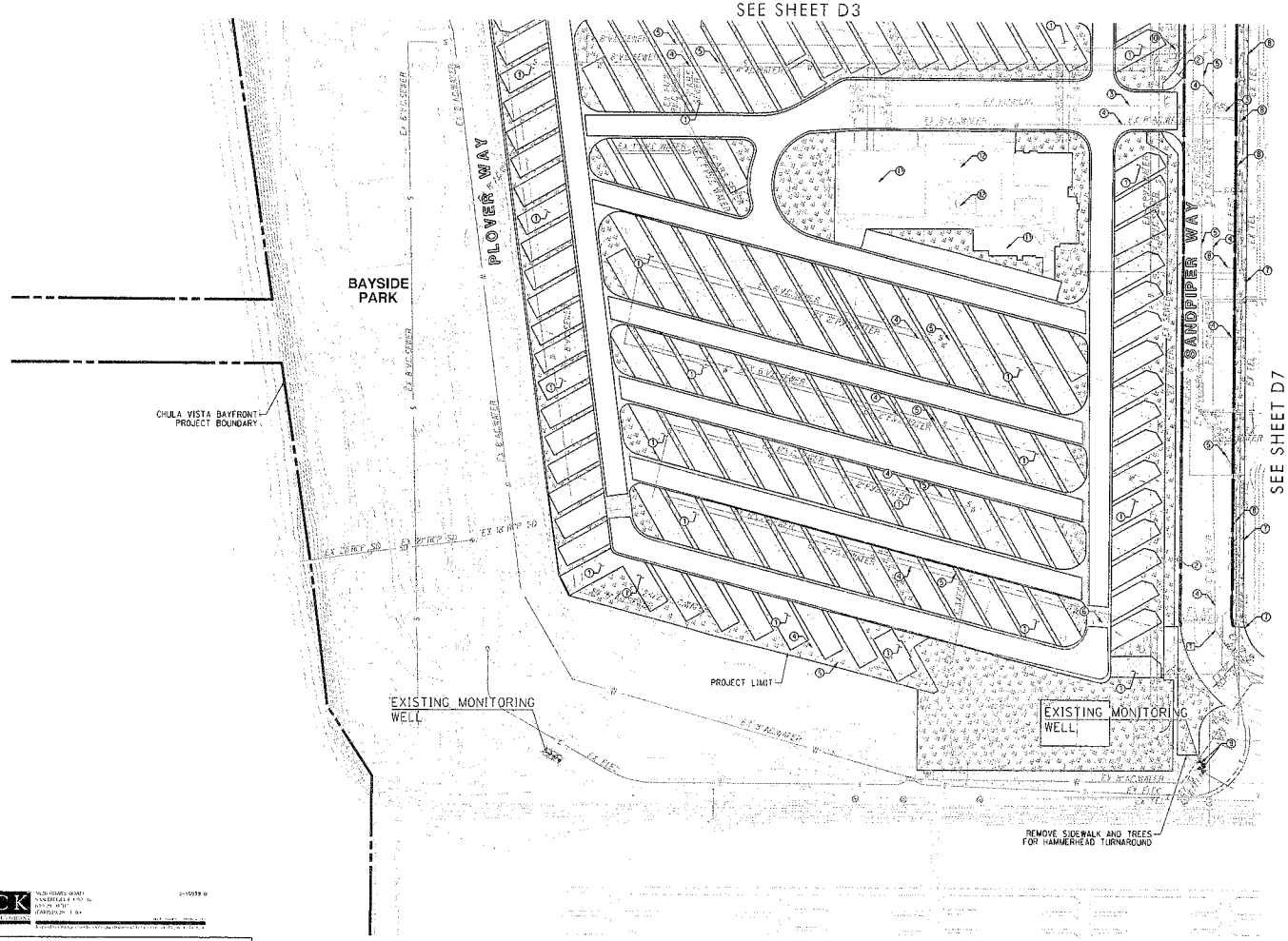
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



DEMOLITION LEGEND:

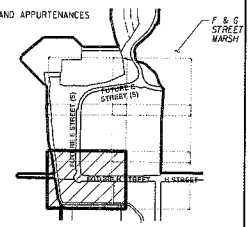
- REMOVE AND DISPOSE OF ALL CONCRETE HARDSCAPE, PADS, SLABS AND FOOTINGS WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE ALL ASPHALT WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE ALL VEGETATION WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE OF CURB AND GUTTER

DEMOLITION NOTES:

1. REMOVE CONCRETE RV PARCEL STALL (TYPICAL 55'x20')
2. REMOVE EX SIDEWALK
3. REMOVE EX GAS AND APPURTENANCES
4. REMOVE EX WATER AND APPURTENANCES
5. REMOVE EX SEWER MAIN AND MANHOLES
6. REMOVE EX STORM DRAIN MAIN
7. REMOVE EX FENCE
8. REMOVE EX ELECTRIC CONDUITS AND APPURTENANCES
9. PROTECT EX MONITORING WELLS
10. REMOVE EX SEWER PUMP STATION
11. REMOVE EX BUILDING AND APPURTENANCES
12. REMOVE POOL/SPA AND APPURTENANCES

CONSTRUCTION NOTE:

1. PLUG MAIN PER SDRSD WP-03



KEY MAP
NTS

GRAPHIC SCALE 1" = 50'

RICK Engineering Company

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YESHI MULUGETA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Waterfront Connections

DESIGNED
DRAWN
CHECKED
APPROVAL RECOMMENDED — DISTRICT PROJECT MANAGER
APPROVED — DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SITE DEMOLITION PLAN-3

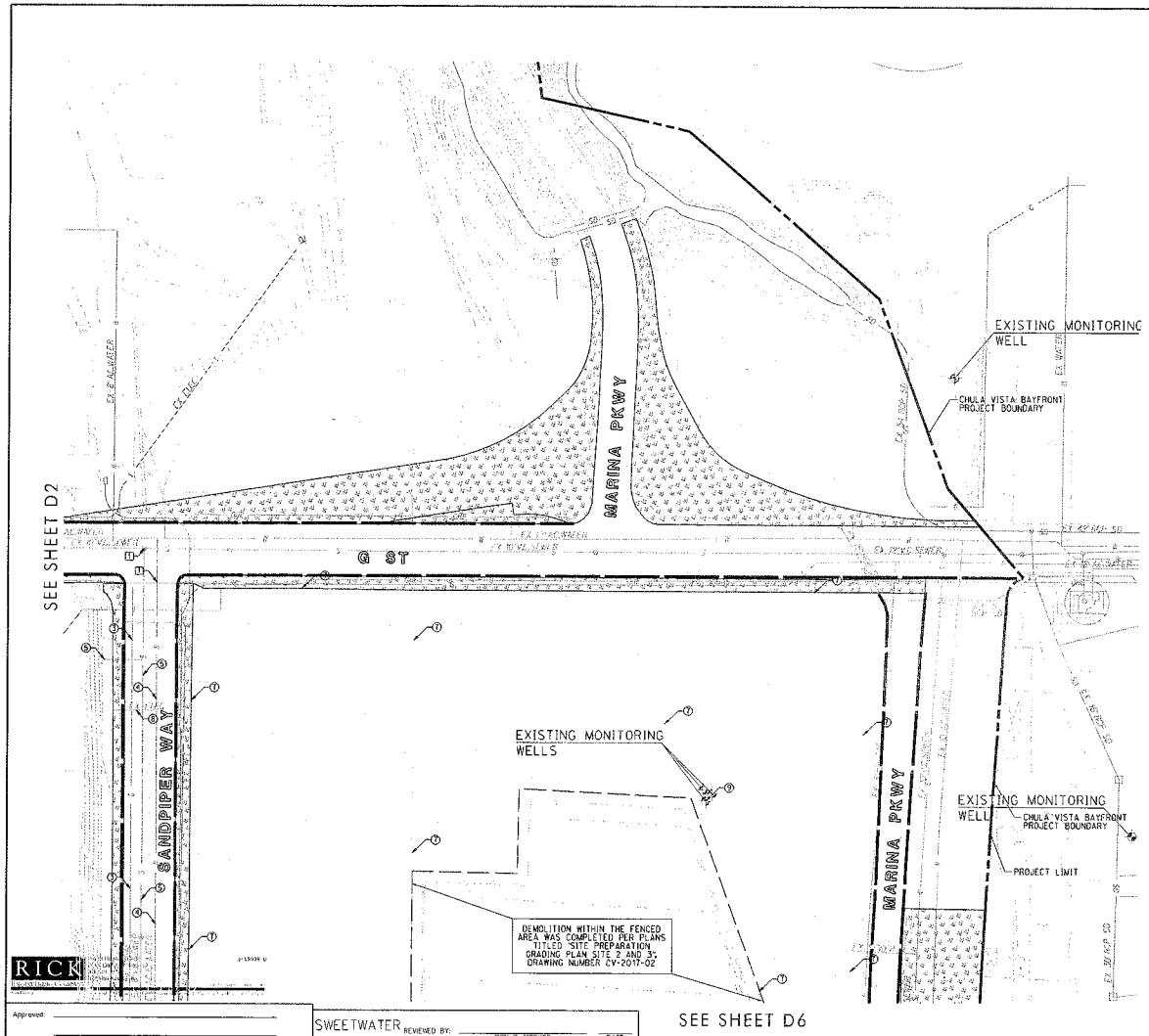
DATE 09/13/18
A/E NO. D4
SHEET 22 OF 32
DRAWING NO. CV-2018-01
REV.

CITY OF CHULA VISTA DRAWING NO

PROJ. GRADE NO. P0460-5.3

REGISTERED PROFESSIONAL ENGINEER — STEVEN R. OSTROM — NO. 52292 CIVIL — STATE OF CALIFORNIA

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



DEMOLITION LEGEND:

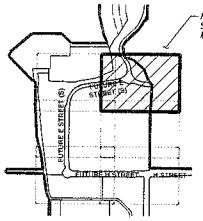
- REMOVE AND DISPOSE OF ALL CONCRETE HARDSCAPE, PADS, SLABS AND FOOTINGS WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE ALL ASPHALT WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE ALL VEGETATION WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE OF CURB AND GUTTER

DEMOLITION NOTES:

3. REMOVE EX GAS AND APPURTENANCES
4. REMOVE EX WATER AND APPURTENANCES
5. REMOVE EX SEWER MAIN AND MANHOLES
7. REMOVE EX FENCE
8. REMOVE EX ELECTRIC CONDUITS AND APPURTENANCES
9. PROTECT EX MONITORING WELLS

CONSTRUCTION NOTE:

1. PLUG MAIN PER SDRSD WP-03



KEY MAP
NTS

GRAPHIC SCALE 1" = 50'

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY
REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE:
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SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT ENGINEER	YEBSIH MULUGETA
CONTRACTOR	N.A.
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Maritime Opportunity

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED
DISTRICT PROJECT MANAGER
APPROVED
DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

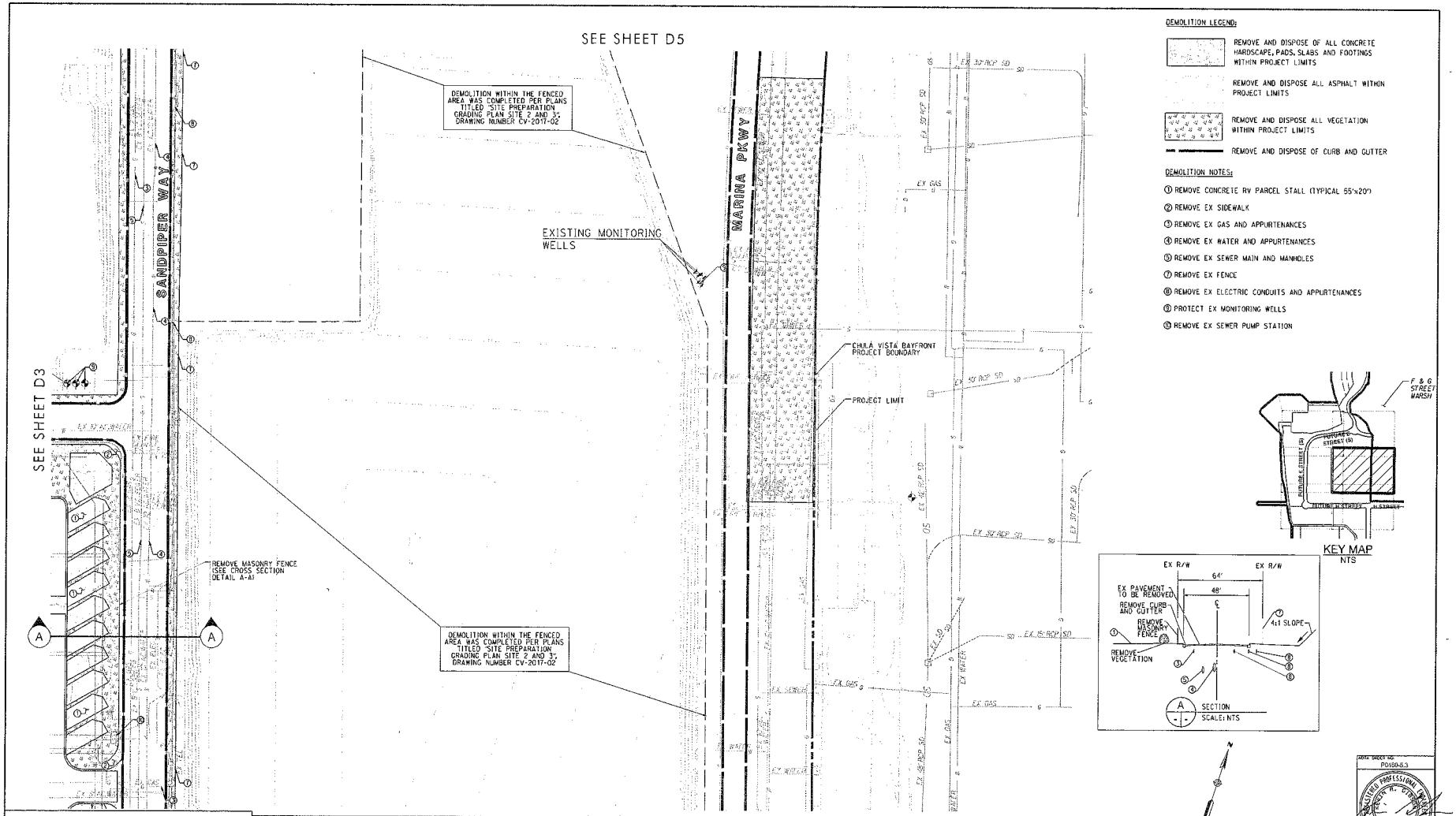
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SITE DEMOLITION PLAN-4

PORT DRAWING NO. P0460-5.3
REGISTERED PROFESSIONAL ENGINEER
PAUL D. PRIBYL
NO. 53249
CIVIL
STATE OF CALIFORNIA
CITY OF CHULA VISTA DRAWING NO

DATE	09/12/18
A/E NO.	D5
SHEET	23 OF 32
DRAWING NO.	CV-2018-01
REV.	

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY if DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	WBS NO. W.O. P0450-5.3
REFERENCES CV BAYFRONT MASTER PLAN	
PROJECT ENGINEER YESHI MULUGETA	
CONTRACTOR N/A	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST / INSPECTOR	REVISIONS / DATE / APPROVED

PORT of SAN DIEGO — Waterfront Opportunity

DESIGNED / DRAWN / CHECKED
APPROVAL RECOMMENDED — DISTRICT PROJECT MANAGER
APPROVED — DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

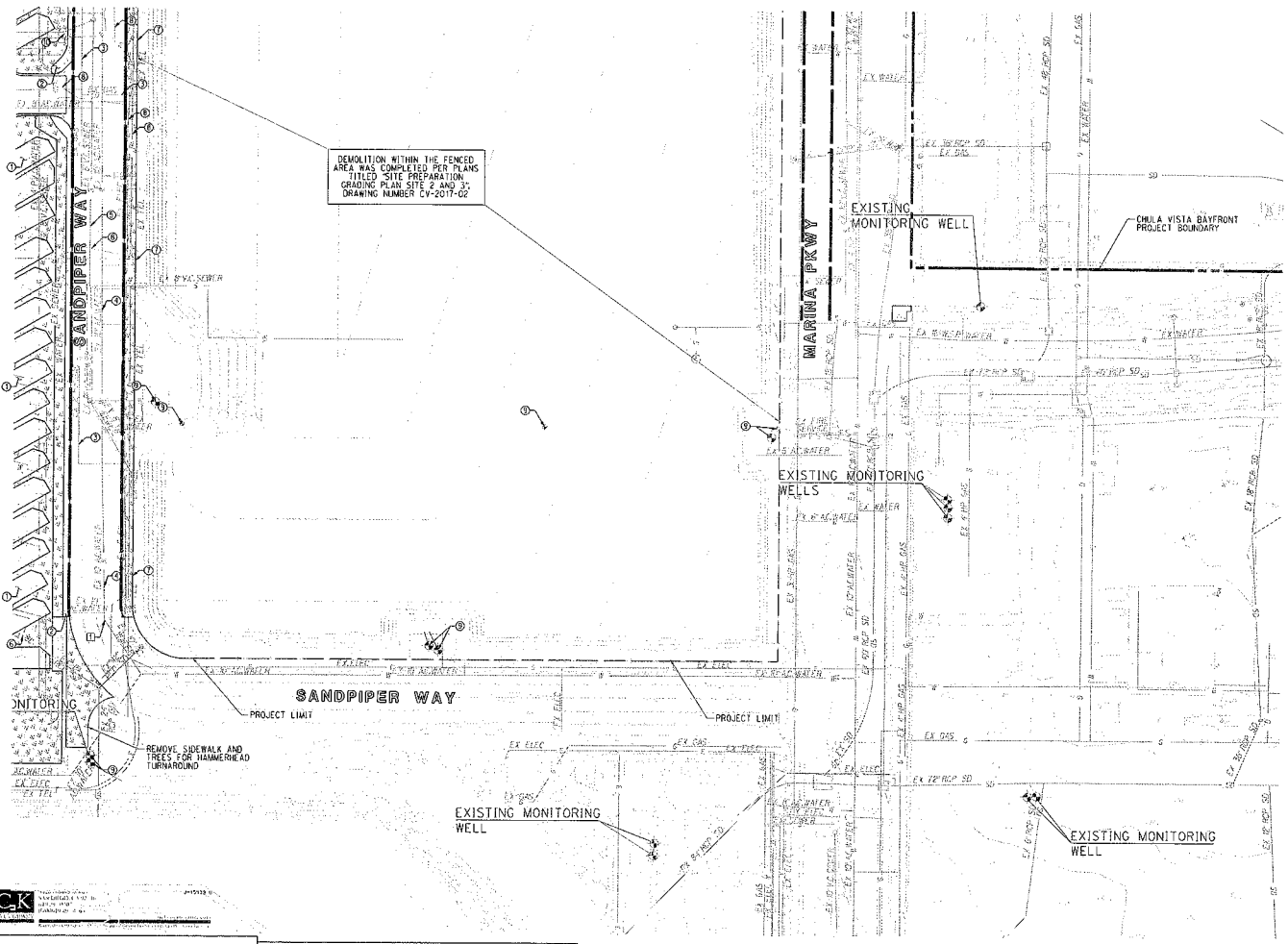
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SITE DEMOLITION PLAN-5

DATE 09/13/18
W/E NO. D6
SHEET 24 OF 32
DRAWING NO. CV-2018-01
REV.

VISTA ORDER NO. P0450-5.3
REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — NO. 52215 CIVIL
CITY OF CHULA VISTA DRAWING NO.

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT



DEMOLITION LEGEND:

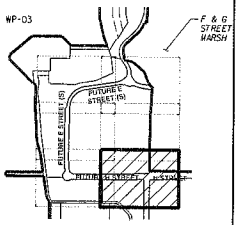
- REMOVE AND DISPOSE OF ALL CONCRETE HARDSCAPE, PADS, SLABS AND FOOTINGS WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE ALL ASPHALT WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE ALL VEGETATION WITHIN PROJECT LIMITS
- REMOVE AND DISPOSE OF CURB AND GUTTER

DEMOLITION NOTES:

1. REMOVE CONCRETE RV PARCEL STALL (TYPICAL 55'x20')
2. REMOVE EX SIDEWALK
3. REMOVE EX GAS AND APPURTENANCES
4. REMOVE EX WATER AND APPURTENANCES
5. REMOVE EX SEWER MAIN AND MANHOLES
6. REMOVE EX STORM DRAIN MAIN
7. REMOVE EX FENCE
8. REMOVE EX ELECTRIC CONDUITS AND APPURTENANCES
9. PROTECT EX MONITORING WELLS
10. REMOVE EX SEWER PUMP STATION

CONSTRUCTION NOTE:

1. PLUG MAIN PER SDRSD WP-03



KEY MAP
NTS

GRAPHIC SCALE 1" = 50'

RICK ENGINEERING COMPANY

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSIER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
CDP LEVEL PLAN
ENGINEER OF RECORD
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	WBS NO. W.O. P0480-5.3
REFERENCES CV BAYFRONT MASTER PLAN	
PROJECT ENGINEER VESHI MULUGETA	
CONTRACTOR N/A	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO
Waterfront Opportunity

DESIGNED
DRAWN
CHECKED

APPROVAL RECOMMENDED: DISTRICT PROJECT MANAGER
APPROVED: DISTRICT MANAGER-DESIGN

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SITE DEMOLITION PLAN-6

DATE 09/13/18
A/E NO. D7
SHEET 25 of 32
DRAWING NO. CV-2018-01
REV.

CITY OF CHULA VISTA DRAWING NO.

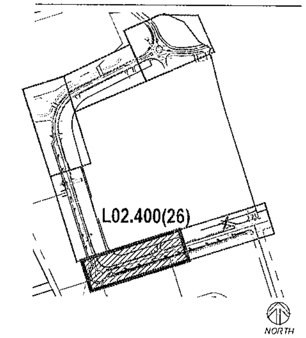
CONCEPT PLANT SCHEDULE

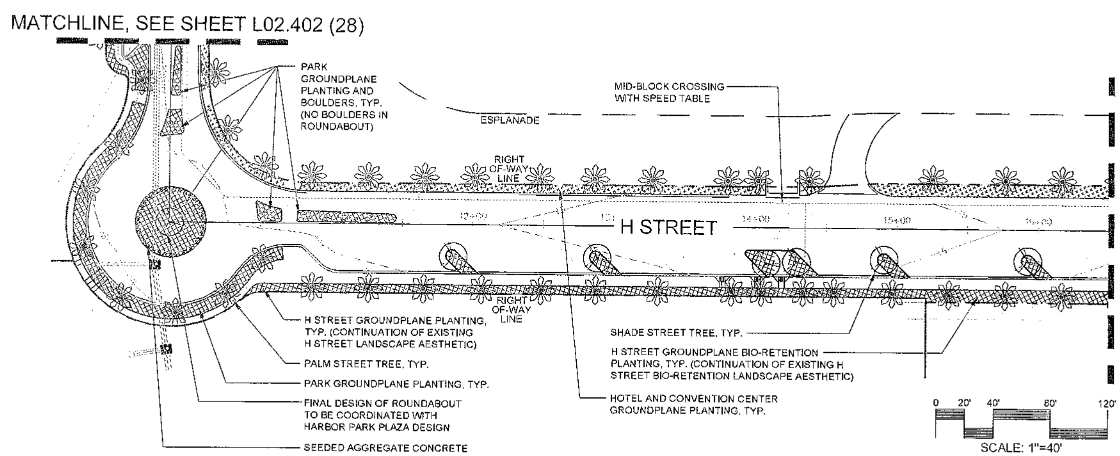
	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
STREET TREES - PARK, HOTEL & CNVTION. CNTR. MIX, SUCH AS	35	MIN. 24" BOX	
BAUHINIA X BLAKEANA / HONG KONG ORCHID TREE			MODERATE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE			MODERATE
EUCALYPTUS FICIFOLIA / RED FLOWERING GUM			LOW
JACARANDA MIMOSIFOLIA / JACARANDA			MODERATE
KOELREUTERIA BIPINNATA / CHINESE FLAME TREE			MODERATE
LAURUS NOBILIS / SWEET BAY			LOW
LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM			MODERATE
LIRIODENDRON TULIPIFERA / TULIP TREE			MODERATE
LOPHOSTEMON CONFERTUS / BRISBANE BOX			MODERATE
MAGNOLIA X 'BETTY' / MAGNOLIA			MODERATE
PLATANUS X ACERIFOLIA / LONDON PLANE TREE			MODERATE
STENOCARPUS SINUATUS / FIREWHEEL TREE			MODERATE
STREET TREES - PALMS, SUCH AS:	116	MIN. 30' BTH	
BRAHEA ARMATA / MEXICAN BLUE PALM			LOW
BRAHEA EDULIS / GUADALUPE PALM			LOW
PHOENIX DACTYLIFERA / DATE PALM			LOW
WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM			MODERATE
STREET TREES - TRANSITIONAL MIX, SUCH AS:	31	MIN. 24" BOX	
ARBUTUS UNEDO / STRAWBERRY TREE			LOW
CERCIS OCCIDENTALIS / WESTERN REDBUD			LOW
CUPRESSUS FORBESII / TECATE CYPRESS			VERY LOW
PINUS TORREYANA / TORREY PINE			LOW
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE			MODERATE
QUERCUS AGRIFOLIA / COAST LIVE OAK			VERY LOW
QUERCUS VIRGINIANA / SOUTHERN LIVE OAK			MODERATE
GROUNDPLANE AREAS - TRANSITIONAL MIX, SUCH AS:	18,666 SF		
AGAVE SHAWII / COASTAL AGAVE		5 GAL.	LOW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH		1 GAL.	VERY LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CEANOTHUS SPP. / WILD LILAC		1 GAL.	LOW
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
ENCELIA CALIFORNICA / CALIFORNIA ENCELIA		1 GAL.	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
HETEROMELES ARBUTIFOLIA / TOYON		5 GAL.	VERY LOW
LAVATERA ASSURGENTIFLORA / MALLOW		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
PENSTEMON SPP. / PENSTEMON		1 GAL.	LOW
RHUS INTEGRIFOLIA / LEMONADE BERRY		5 GAL.	VERY LOW
ROSA CALIFORNICA / CALIFORNIA WILD ROSE		1 GAL.	LOW
SALVIA APIANA / WHITE SAGE		1 GAL.	VERY LOW
SALVIA CLEVELANDII / CLEVELAND SAGE		1 GAL.	VERY LOW
SAMBUCUS NIGRA / COMMON ELDERBERRY		1 GAL.	LOW
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW
YUCCA SCHIDIGERA / MOHAVE YUCCA		5 GAL.	VERY LOW
YUCCA WHIPPLEI / CHAPARRAL YUCCA		5 GAL.	VERY LOW
ZAUSCHNERIA CALIFORNICA / CALIFORNIA FUCHSIA		1 GAL.	VERY LOW
GROUNDPLANE AREAS - H STREET MIX, SUCH AS	11,863 SF		
ACHILLEA MILLEFOLIUM / COMMON YARROW		1 GAL.	LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
FESTUCA SPP. / FESCUE		1 GAL.	LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH		1 GAL.	LOW
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
MUHLENBERGIA RIGENS / DEER GRASS		1 GAL.	LOW
RIBES SANGUINEUM GLUTINOSUM / RED FLOWERING CURRANT		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
GROUNDPLANE AREAS - HOTEL & CNVTION. CNTR. MIX, SUCH AS:	14,723 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
ALOE THRASKII / ALOE		5 GAL.	LOW
ARCTOTIS SPP. / AFRICAN DAISY		1 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE		1 GAL.	LOW
ECHEVERIA SPP. / HEN AND CHICKS		1 GAL.	LOW
FEROCACTUS CYLINDRACEUS / COMPASS BARREL CACTUS		1 GAL.	VERY LOW
FESTUCA GLAUCA / BLUE FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		1 GAL.	VERY LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
OPUNTIA BASILARIS / BEAVERTAIL PRICKLYPEAR		1 GAL.	VERY LOW
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / GOLDEN RAGWORT		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

CONCEPT PLANT SCHEDULE CONTINUED

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
GROUNDPLANE AREAS - PARK MIX, SUCH AS:	10,912 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
FESTUCA SPP / FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL.	LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / SENECIO		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

KEY MAP





LANDSCAPE NOTES

A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBAN/BUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.
B. THIS SUBMITTAL REPRESENTS A SCHEMATIC LEVEL PLANTING LAYOUT TO CONVEY DESIGN INTENT AND IS NOT FOR CONSTRUCTION - FINAL DESIGN/LAYOUT FOR THE HOTEL AND CONVENTION CENTER TO BE DETERMINED BY THE HOTEL AND CONVENTION CENTER DEVELOPMENT TEAM. FINAL DESIGN/LAYOUT FOR THE PARKLANDS TO BE DETERMINED BY THE KTUA DESIGN TEAM.
C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.
D. LANDSCAPE DESIGN SHALL CONFORM TO THE CITY OF CHULA VISTA'S LANDSCAPE WATER CONSERVATION ORDINANCE (CVMC 20.12)
E. TREES SHOWN OUTSIDE OF THE RIGHT-OF-WAY ARE INTENDED TO SATISFY THE CITY OF CHULA VISTA'S STREET TREE REQUIREMENTS. TREES SHOWN ON THE HOTEL & CONVENTION CENTER SIDE OF H AND E STREETS WILL BE IMPLEMENTED WITH THE CONSTRUCTION OF THE HOTEL & CONVENTIONS CENTER. TREES SHOWN ON THE OPPOSITE SITE OF THE STREET WILL BE IMPLEMENTED WITH THE HARBOR PARK/PLAZA CONSTRUCTION.

LICENSED LANDSCAPE ARCHITECT MICHAEL SINGLETON No. 2386 Exp. 9/30/19 STATE OF CALIFORNIA

KTUA
3916 Normal Street
San Diego, CA 92128
Tel 619.294.4447
Fax 619.294.9965

Approved: ____________________
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING ____ DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY: CDP LEVEL PLAN
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A	WBS NO.	W.O. P0460-5.3
REFERENCES	CV BAYFRONT MASTER PLAN		
PROJECT LANDSCAPE ARCHITECT	KTUA		
CONTRACTOR	N/A		
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST		INSPECTOR	

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO

DESIGNED: KTUA
DRAWN: SN/JH
CHECKED: CL
APPROVAL RECOMMENDED
APPROVED

SAN DIEGO UNIFIED PORT DISTRICT
NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT
SCHEMATIC LANDSCAPE PLAN

DATE: 09/13/18
A/E NO. L02.400
SHEET 26 OF 32
DRAWING NO. CV-2018-01
REV.

CONCEPT PLANT SCHEDULE

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
STREET TREES - PARK, HOTEL & CNVTION, CNTR, MIX, SUCH AS:	55	MIN. 24" BOX	
BAUHINIA X BLAKEANA / HONG KONG ORCHID TREE			MODERATE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE			MODERATE
EUCALYPTUS FICIFOLIA / RED FLOWERING GUM			LOW
JACARANDA MIMOSIFOLIA / JACARANDA			MODERATE
KOELREUTERIA BIPINNATA / CHINESE FLAME TREE			MODERATE
LAURUS NOBILIS / SWEET BAY			LOW
LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM			MODERATE
LIRIODENDRON TULIPIFERA / TULIP TREE			MODERATE
LOPHOSTEMON CONFERTUS / BRISBANE BOX			MODERATE
MAGNOLIA X 'BETTY' / MAGNOLIA			MODERATE
PLATANUS X ACERIFOLIA / LONDON PLANE TREE			MODERATE
STENOCARPUS SINUATUS / FIREWHEEL TREE			MODERATE
STREET TREES - PALMS, SUCH AS:	119	MIN. 30' BTH	
BRAHEA ARMATA / MEXICAN BLUE PALM			LOW
BRAHEA EDULIS / GUADALUPE PALM			LOW
PHOENIX DACTYLIFERA / DATE PALM			LOW
WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM			MODERATE
STREET TREES - TRANSITIONAL MIX, SUCH AS:	31	MIN. 24" BOX	
ARBUTUS UNEDO / STRAWBERRY TREE			LOW
CERCIS OCCIDENTALIS / WESTERN REDBUD			LOW
CUPRESSUS FORBESII / TECATE CYPRESS			VERY LOW
PINUS TORREYANA / TORREY PINE			LOW
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE			MODERATE
QUERCUS AGRIFOLIA / COAST LIVE OAK			VERY LOW
QUERCUS VIRGINIANA / SOUTHERN LIVE OAK			MODERATE
GROUNDPLANE AREAS - TRANSITIONAL MIX, SUCH AS:	18,686 SF		
AGAVE SHAWII / COASTAL AGAVE		5 GAL.	LOW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH		1 GAL.	VERY LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CEANOTHUS SPP. / WILD LILAC		1 GAL.	LOW
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
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HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
HETEROMELES ARBUTIFOLIA / TOYON		5 GAL.	VERY LOW
LAVATERA ASSURGENTIFLORA / MALLOW		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
PENSTEMON SPP. / PENSTEMON		1 GAL.	LOW
RHUS INTEGRIFOLIA / LEMONADE BERRY		5 GAL.	VERY LOW
ROSA CALIFORNICA / CALIFORNIA WILD ROSE		1 GAL.	LOW
SALVIA APIANA / WHITE SAGE		1 GAL.	VERY LOW
SALVIA CLEVELANDII / CLEVELAND SAGE		1 GAL.	VERY LOW
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WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW
YUCCA SCHIDIGERA / MOHAVE YUCCA		5 GAL.	VERY LOW
YUCCA WHIPPLEI / CHAPARRAL YUCCA		5 GAL.	VERY LOW
ZAUSCHNERIA CALIFORNICA / CALIFORNIA FUCHSIA		1 GAL.	VERY LOW
GROUNDPLANE AREAS - H STREET MIX, SUCH AS:	11,863 SF		
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CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
FESTUCA SPP. / FESCUE		1 GAL.	LOW
JUNCUS PATENS' ELK BLUE' / SPREADING RUSH		1 GAL.	LOW
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
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GROUNDPLANE AREAS - HOTEL & CNVTION, CNTR, MIX, SUCH AS:	14,723 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
ALOE THRASOI / ALOE		5 GAL.	LOW
ARCTOTIS SPP. / AFRICAN DAISY		1 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE		1 GAL.	LOW
ECHEVERIA SPP. / HEN AND CHICKS		1 GAL.	LOW
FEROCACTUS CYLINDRACEUS / COMPASS BARREL CACTUS		1 GAL.	VERY LOW
FESTUCA GLAUCA / BLUE FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		1 GAL.	VERY LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
OPUNTIA BASILARIS / BEAVERTAIL PRICKLYPEAR		1 GAL.	VERY LOW
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / GOLDEN RAGWORT		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

CONCEPT PLANT SCHEDULE CONTINUED

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
GROUNDPLANE AREAS - PARK MIX, SUCH AS:	10,912 SF		
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BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
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JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL.	LOW
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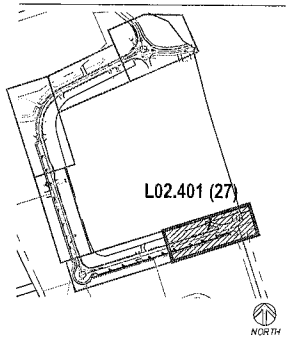
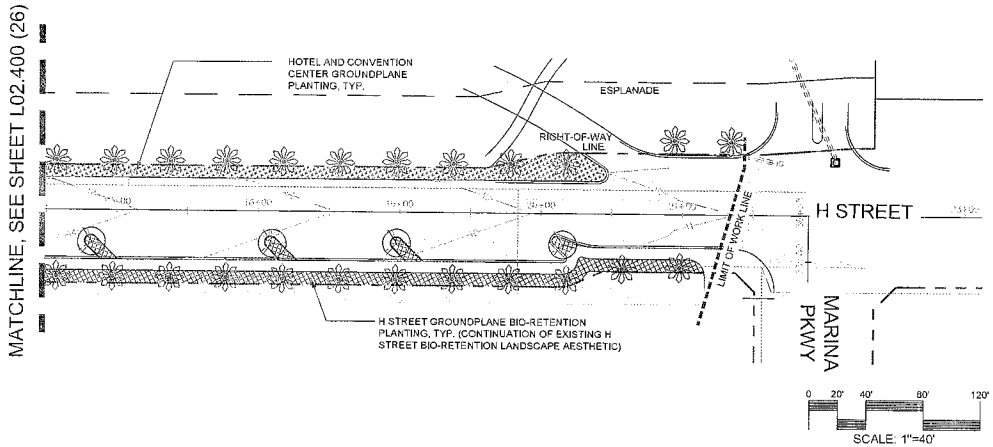
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / SENECIO		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

KEY MAP





0 20' 40' 80' 120'
SCALE: 1"=40'

NORTH

LANDSCAPE NOTES

A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBAN/BUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.

B. THIS SUBMITTAL REPRESENTS A SCHEMATIC LEVEL PLANTING LAYOUT TO CONVEY DESIGN INTENT AND IS NOT FOR CONSTRUCTION. FINAL DESIGN/LAYOUT FOR THE HOTEL AND CONVENTION CENTER TO BE DETERMINED BY THE HOTEL AND CONVENTION CENTER DEVELOPMENT TEAM. FINAL DESIGN/LAYOUT FOR THE PARKLANDS TO BE DETERMINED BY THE KTUA DESIGN TEAM.

C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.

D. LANDSCAPE DESIGN SHALL CONFORM TO THE CITY OF CHULA VISTA'S LANDSCAPE WATER CONSERVATION ORDINANCE (CVMC 20.12)

E. TREES SHOWN OUTSIDE OF THE RIGHT-OF-WAY ARE INTENDED TO SATISFY THE CITY OF CHULA VISTA'S STREET TREE REQUIREMENTS. TREES SHOWN ON THE HOTEL & CONVENTION CENTER SIDE OF H AND E STREETS WILL BE IMPLEMENTED WITH THE CONSTRUCTION OF THE HOTEL & CONVENTIONS CENTER. TREES SHOWN ON THE OPPOSITE SITE OF THE STREET WILL BE IMPLEMENTED WITH THE HARBOR PARK/PLAZA CONSTRUCTION.

REGISTERED LANDSCAPE ARCHITECT
CHRISTOPHER J. SINGLETON
No. 2369
Exp. 9/30/19
STATE OF CALIFORNIA

KTUA
3916 Normal Street
San Diego, CA 92103
Tel 619.294.4447
Fax 619.294.9665

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR of ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY:
___ CDP LEVEL PLAN ___
___ ___
DATE

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY. IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	WBS NO. W.O. P0460-5.3		
REFERENCES CV BAYFRONT MASTER PLAN			
PROJECT LANDSCAPE ARCHITECT KTUA			
CONTRACTOR N/A			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE / APPROVED

PORT of SAN DIEGO

DESIGNED KTUA	APPROVAL RECOMMENDED	SAN DIEGO UNIFIED PORT DISTRICT
DRAWN SMUH	APPROVED	NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT
CHECKED CJL		SCHEMATIC LANDSCAPE PLAN

DATE	05/13/18
A/E NO.	L02.401
SHEET	27 OF 32
DRAWING NO.	CV-2018-01
REV.	

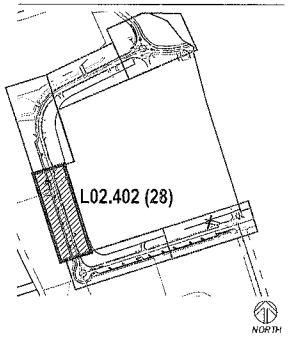
CONCEPT PLANT SCHEDULE

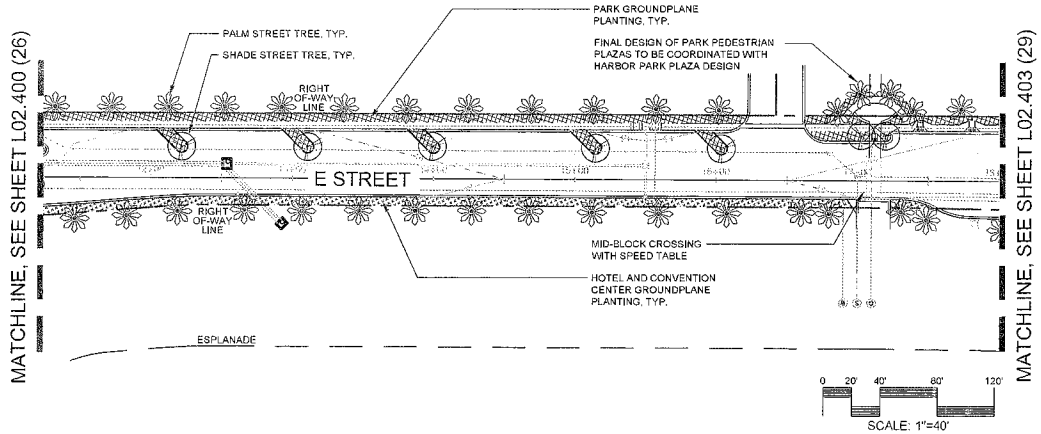
	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
STREET TREES - PARK, HOTEL & CNVTION. CNTR. MIX, SUCH AS:	35	MIN. 24" BOX	
BAUHINIA X BLAKEANA / HONG KONG ORCHID TREE			MODERATE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE			MODERATE
EUCALYPTUS RICIFOLIA / RED FLOWERING GUM			LOW
JACARANDA MIMOSIFOLIA / JACARANDA			MODERATE
KOELREUTERIA BIPINNATA / CHINESE FLAME TREE			MODERATE
LAURUS NOBILIS / SWEET BAY			LOW
LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM			MODERATE
LIRIODENDRON TULIPIFERA / TULIP TREE			MODERATE
LOPHOSTEMON CONFERTUS / BRISBANE BOX			MODERATE
MAGNOLIA X 'BETTY' / MAGNOLIA			MODERATE
PLATANUS X ACERIFOLIA / LONDON PLANE TREE			MODERATE
STENOCARPUS SINUATUS / FIREWHEEL TREE			MODERATE
STREET TREES - PALMS, SUCH AS:	116	MIN. 30' BTH	
BRAHEA ARMATA / MEXICAN BLUE PALM			LOW
BRAHEA EDULIS / GUADALUPE PALM			LOW
PHOENIX DACTYLIFERA / DATE PALM			LOW
WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM			MODERATE
STREET TREES - TRANSITIONAL MIX, SUCH AS:	31	MIN. 24" BOX	
ARBUTUS UNEDO / STRAWBERRY TREE			LOW
CERCIS OCCIDENTALIS / WESTERN REDBUD			LOW
CUPRESSUS FORBESII / TECATE CYPRESS			VERY LOW
PINUS TORREYANA / TORREY PINE			LOW
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE			MODERATE
QUERCUS AGRIFOLIA / COAST LIVE OAK			VERY LOW
QUERCUS VIRGINIANA / SOUTHERN LIVE OAK			MODERATE
GROUNDPLANE AREAS - TRANSITIONAL MIX, SUCH AS:	18,666 SF		
AGAVE SHRANE / COASTAL AGAVE		5 GAL.	LOW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH		1 GAL.	VERY LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CEANOTHUS SPP. / WILD LILAC		1 GAL.	LOW
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
ENCELIA CALIFORNICA / CALIFORNIA ENCELIA		1 GAL.	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
HETEROMELES ARBUTIFOLIA / TOYON		5 GAL.	VERY LOW
LAVATERA ASSURGENTIFLORA / MALLOW		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
PENSTEMON SPP. / PENSTEMON		1 GAL.	LOW
RHUS INTEGRIFOLIA / LEMONADE BERRY		5 GAL.	VERY LOW
ROSA CALIFORNICA / CALIFORNIA WILD ROSE		1 GAL.	LOW
SALVIA APIANA / WHITE SAGE		1 GAL.	VERY LOW
SALVIA CLEVELANDII / CLEVELAND SAGE		1 GAL.	VERY LOW
SAMBUCUS NIGRA / COMMON ELDERBERRY		1 GAL.	LOW
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW
YUCCA SCHIDIGERA / MOHAVE YUCCA		5 GAL.	VERY LOW
YUCCA WHIPPLEI / CHAPARRAL YUCCA		5 GAL.	VERY LOW
ZAUSCHNERIA CALIFORNICA / CALIFORNIA FUCHSIA		1 GAL.	VERY LOW
GROUNDPLANE AREAS - H STREET MIX, SUCH AS:	11,863 SF		
ACHILLEA MILLEFOLIUM / COMMON YARROW		1 GAL.	LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
FESTUCA SPP. / FESCUE		1 GAL.	LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH		1 GAL.	LOW
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
MUHLENBERGIA RIGENS / DEER GRASS		1 GAL.	LOW
RIBES SANGUINEUM GLUTINOSUM / RED FLOWERING CURRANT		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
GROUNDPLANE AREAS - HOTEL & CNVTION. CNTR. MIX, SUCH AS:	14,723 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
ALOE THRASKII / ALOE		5 GAL.	LOW
ARCTOTIS SPP. / AFRICAN DAISY		1 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE		1 GAL.	LOW
ECHEVERIA SPP. / HEN AND CHICKS		1 GAL.	LOW
FEROCACTUS CYLINDRACEUS / COMPASS BARREL CACTUS		1 GAL.	VERY LOW
FESTUCA GLAUCA / BLUE FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		1 GAL.	VERY LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
OPUNTIA BASILARIS / BEAVERTAIL PRICKLYPEAR		1 GAL.	VERY LOW
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / GOLDEN RAGWORT		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

CONCEPT PLANT SCHEDULE CONTINUED

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
GROUNDPLANE AREAS - PARK MIX, SUCH AS:	10,912 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
FESTUCA SPP / FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL.	LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / SENECIO		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

KEY MAP





LANDSCAPE NOTES

A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBAN/BUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.

B. THIS SUBMITTAL REPRESENTS A SCHEMATIC LEVEL PLANTING LAYOUT TO CONVEY DESIGN INTENT AND IS NOT FOR CONSTRUCTION - FINAL DESIGN/LAYOUT FOR THE HOTEL AND CONVENTION CENTER TO BE DETERMINED BY THE HOTEL AND CONVENTION CENTER DEVELOPMENT TEAM. FINAL DESIGN/LAYOUT FOR THE PARKLANDS TO BE DETERMINED BY THE KTUA DESIGN TEAM.

C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.

D. LANDSCAPE DESIGN SHALL CONFORM TO THE CITY OF CHULA VISTA'S LANDSCAPE WATER CONSERVATION ORDINANCE (CVMC 20.12).

E. TREES SHOWN OUTSIDE OF THE RIGHT-OF-WAY ARE INTENDED TO SATISFY THE CITY OF CHULA VISTA'S STREET TREE REQUIREMENTS. TREES SHOWN ON THE HOTEL & CONVENTION CENTER SIDE OF H AND E STREETS WILL BE IMPLEMENTED WITH THE CONSTRUCTION OF THE HOTEL & CONVENTION CENTER. TREES SHOWN ON THE OPPOSITE SITE OF THE STREET WILL BE IMPLEMENTED WITH THE HARBOR PARK/PLAZA CONSTRUCTION.

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY
REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY: CDP LEVEL PLAN
DATE

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO.	N/A
WBS NO.	W.O. P0460-5.3
REFERENCE	CV BAYFRONT MASTER PLAN
PROJECT LANDSCAPE ARCHITECT	KTUA
CONTRACTOR	N/A
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS — DATE / APPROVED

PORT of SAN DIEGO

DESIGNED KTUA
DRAWN SNUH
CHECKED
CL

AS-BUILT RECOMMENDED
APPROVED

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SCHEMATIC LANDSCAPE PLAN

DATE 09/13/18
A/E NO. L02.402
SHEET 28 OF 32
DRAWING NO. CV-2018-01
REV.

REGISTERED LANDSCAPE ARCHITECT — MICHAEL SINGLETON — NO. 2368 — EXP. 9/30/19 — STATE OF CALIFORNIA

3915 Normal Street
San Diego, CA 92103
Tel 619.294.4447
Fax 619.294.9965

CONCEPT PLANT SCHEDULE

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
STREET TREES - PARK, HOTEL & CNVTION. CNTR. MIX, SUCH AS:	35	MIN. 24" BOX	
BAUHINIA X BLAKEANA / HONG KONG ORCHID TREE			MODERATE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE			MODERATE
EUCALYPTUS FICIFOLIA / RED FLOWERING GUM			LOW
JACARANDA MIMOSIFOLIA / JACARANDA			MODERATE
KOELREUTERIA BIPINNATA / CHINESE FLAME TREE			MODERATE
LAURUS NOBILIS / SWEET BAY			LOW
LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM			MODERATE
LIRIODENDRON TULIPIFERA / TULIP TREE			MODERATE
LOPHOSTEMON CONFERTUS / BRISBANE BOX			MODERATE
MAGNOLIA X 'BETTY' / MAGNOLIA			MODERATE
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CUPRESSUS FORBESII / TECATE CYPRESS			VERY LOW
PINUS TORREYANA / TORREY PINE			LOW
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GROUNDPLANE AREAS - TRANSITIONAL MIX, SUCH AS:	18,666 SF		
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LAVATERA ASSURGENTIFLORA / MALLOW		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
PENSTEMON SPP. / PENSTEMON		1 GAL.	LOW
RHUS INTEGRIFOLIA / LEMONADE BERRY		5 GAL.	VERY LOW
ROSA CALIFORNICA / CALIFORNIA WILD ROSE		1 GAL.	LOW
SALVIA APIANA / WHITE SAGE		1 GAL.	VERY LOW
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WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW
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DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE		1 GAL.	LOW
ECHEVERIA SPP. / HEN AND CHICKS		1 GAL.	LOW
FEROCACTUS CYLINDRACEUS / COMPASS BARREL CACTUS		1 GAL.	VERY LOW
FESTUCA GLAUCA / BLUE FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		1 GAL.	VERY LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
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STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

CONCEPT PLANT SCHEDULE CONTINUED

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
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SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
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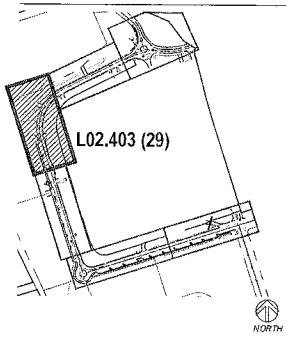
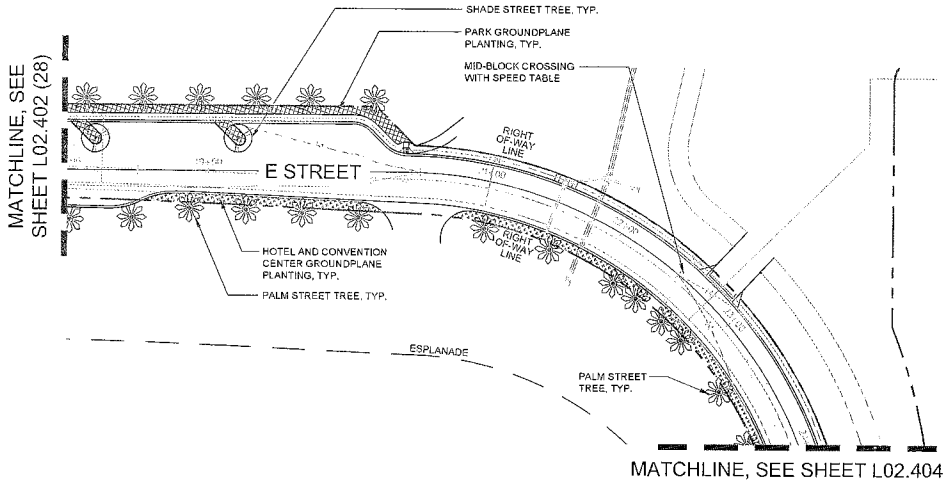
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

KEY MAP





0 20' 40' 80' 120'
SCALE: 1"=40'

NORTH

LANDSCAPE NOTES

A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBAN/BUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.

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C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.

D. LANDSCAPE DESIGN SHALL CONFORM TO THE CITY OF CHULA VISTA'S LANDSCAPE WATER CONSERVATION ORDINANCE (CVMC 20.12)

E. TREES SHOWN OUTSIDE OF THE RIGHT-OF-WAY ARE INTENDED TO SATISFY THE CITY OF CHULA VISTA'S STREET TREE REQUIREMENTS. TREES SHOWN ON THE HOTEL & CONVENTION CENTER SIDE OF H AND E STREETS WILL BE IMPLEMENTED WITH THE CONSTRUCTION OF THE HOTEL & CONVENTION CENTER. TREES SHOWN ON THE OPPOSITE SITE OF THE STREET WILL BE IMPLEMENTED WITH THE HARBOR PARK/PLAZA CONSTRUCTION.

REGISTERED LANDSCAPE ARCHITECT — CARMEL SINDLEDECKER — No. 2388 — Exp. 9/30/19 — STATE OF CALIFORNIA

3916 Normal Street
San Diego, CA 92103
Tel: 619.294.4447
Fax: 619.294.9955

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY — REVIEWED BY: _____ DATE
RON R. MOSHER
DIRECTOR OF ENGINEERING
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY: _____
CDP LEVEL PLAN
DATE: _____

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC. NO. N/A	WBS NO. W.O. P0460-5.3		
REFERENCES CV BAYFRONT MASTER PLAN			
PROJECT LANDSCAPE ARCHITECT KTUA			
CONTRACTOR N/A			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE / APPROVED

PORT of SAN DIEGO

DESIGNED	KTUA
DRAWN	SMUH
CHECKED	CL
APPROVAL RECOMMENDED	
APPROVED	

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SCHEMATIC LANDSCAPE PLAN

DATE	09/13/18
A/E NO.	L02.403
SHEET	29 OF 32
DRAWING NO.	CV-2018-01
REV.	

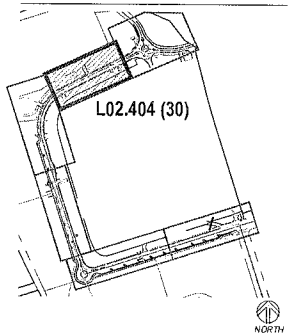
CONCEPT PLANT SCHEDULE

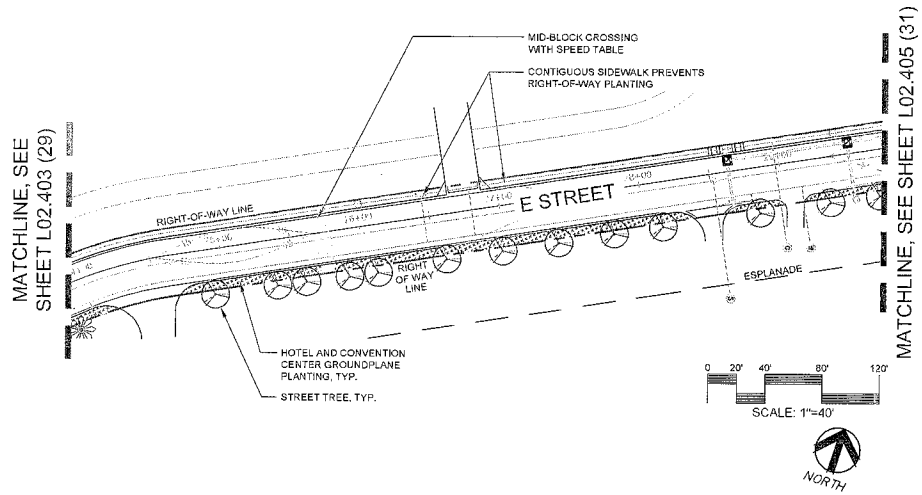
	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
STREET TREES - PARK, HOTEL & CNVTION. CNTR. MIX, SUCH AS:	35	MIN. 24" BOX	
BAUHINIA X BLAKEANA / HONG KONG ORCHID TREE			MODERATE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE			MODERATE
EUCALYPTUS FICIFOLIA / RED FLOWERING GUM			LOW
JACARANDA MIMOSIFOLIA / JACARANDA			MODERATE
KOELREUTERIA BIPINNATA / CHINESE FLAME TREE			MODERATE
LAURUS NOBILIS / SWEET BAY			LOW
LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM			MODERATE
LIRIODENDRON TULIPIFERA / TULIP TREE			MODERATE
LOPHOSTEMON CONFERTUS / BRISBANE BOX			MODERATE
MAGNOLIA X. SETTY / MAGNOLIA			MODERATE
PLATANUS X ACERIFOLIA / LONDON PLANE TREE			MODERATE
STENOCARPUS SINUATUS / FIREWHEEL TREE			MODERATE
STREET TREES - PALMS, SUCH AS:	116	MIN. 30' BTH	
BRAHEA ARMATA / MEXICAN BLUE PALM			LOW
BRAHEA EDULIS / GUADALUPE PALM			LOW
PHOENIX DACTYLIFERA / DATE PALM			LOW
WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM			MODERATE
STREET TREES - TRANSITIONAL MIX, SUCH AS:	31	MIN. 24" BOX	
ARBUTUS UNEDO / STRAWBERRY TREE			LOW
CERCIS OCCIDENTALIS / WESTERN REDBUD			LOW
CUPRESSUS FORBESII / TECATE CYPRESS			VERY LOW
PINUS TORREYANA / TORREY PINE			LOW
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE			MODERATE
QUERCUS AGRIFOLIA / COAST LIVE OAK			VERY LOW
QUERCUS VIRGINIANA / SOUTHERN LIVE OAK			MODERATE
GROUNDPLANE AREAS - TRANSITIONAL MIX, SUCH AS:	18,668 SF		
AGAVE SHAWII / COASTAL AGAVE		5 GAL.	LOW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH		1 GAL.	VERY LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CEANOTHUS SPP. / WILD LILAC		1 GAL.	LOW
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
ENCELIA CALIFORNICA / CALIFORNIA ENCELIA		1 GAL.	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
HETEROMELES ARBUTIFOLIA / TOYON		5 GAL.	VERY LOW
LAVATERA ASSURGENTIFLORA / MALLOW		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
PENSTEMON SPP. / PENSTEMON		1 GAL.	LOW
RHUS INTEGRIFOLIA / LEMONADE BERRY		5 GAL.	VERY LOW
ROSA CALIFORNICA / CALIFORNIA WILD ROSE		1 GAL.	LOW
SALVIA APIANA / WHITE SAGE		1 GAL.	VERY LOW
SALVIA CLEVELANDII / CLEVELAND SAGE		1 GAL.	VERY LOW
SAMBUCUS NIGRA / COMMON ELDERBERRY		1 GAL.	LOW
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW
YUCCA SCHIDIGERA / MOHAVE YUCCA		5 GAL.	VERY LOW
YUCCA WHIPPLEI / CHAPARRAL YUCCA		5 GAL.	VERY LOW
ZAUSCHNERIA CALIFORNICA / CALIFORNIA FUCHSIA		1 GAL.	VERY LOW
GROUNDPLANE AREAS - H STREET MIX, SUCH AS:	11,893 SF		
ACHILLEA MILLEFOLIUM / COMMON YARROW		1 GAL.	LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
FESTUCA SPP. / FESCUE		1 GAL.	LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH		1 GAL.	LOW
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
MUHLENBERGIA RIGENS / DEER GRASS		1 GAL.	LOW
RIBES SANGUINEUM GLUTINOSUM / RED FLOWERING CURRANT		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
GROUNDPLANE AREAS - HOTEL & CNVTION. CNTR. MIX, SUCH AS:	14,733 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
ALOE THRASOI / ALOE		5 GAL.	LOW
ARCTOTIS SPP. / AFRICAN DAISY		1 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE		1 GAL.	LOW
ECHEVERIA SPP. / HEN AND CHICKS		1 GAL.	LOW
FEROCACTUS CYLINDRACEUS / COMPASS BARREL CACTUS		1 GAL.	VERY LOW
FESTUCA GLAUCA / BLUE FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		1 GAL.	VERY LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
OPUNTIA BASILARIS / BEAVERTAIL PRICKLYPEAR		1 GAL.	VERY LOW
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / GOLDEN RAGWORT		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

CONCEPT PLANT SCHEDULE CONTINUED

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
GROUNDPLANE AREAS - PARK MIX, SUCH AS:	10,912 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
FESTUCA SPP / FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL.	LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / SENECIO		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

KEY MAP





LANDSCAPE NOTES

A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBAN/BUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.

B. THIS SUBMITTAL REPRESENTS A SCHEMATIC LEVEL PLANTING LAYOUT TO CONVEY DESIGN INTENT AND IS NOT FOR CONSTRUCTION - FINAL DESIGN/LAYOUT FOR THE HOTEL AND CONVENTION CENTER TO BE DETERMINED BY THE HOTEL AND CONVENTION CENTER DEVELOPMENT TEAM. FINAL DESIGN/LAYOUT FOR THE PARKLANDS TO BE DETERMINED BY THE KTUA DESIGN TEAM.

C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.

D. LANDSCAPE DESIGN SHALL CONFORM TO THE CITY OF CHULA VISTA'S LANDSCAPE WATER CONSERVATION ORDINANCE (CVMC 20.12)

E. TREES SHOWN OUTSIDE OF THE RIGHT-OF-WAY ARE INTENDED TO SATISFY THE CITY OF CHULA VISTA'S STREET TREE REQUIREMENTS. TREES SHOWN ON THE HOTEL & CONVENTION CENTER SIDE OF H AND E STREETS WILL BE IMPLEMENTED WITH THE CONSTRUCTION OF THE HOTEL & CONVENTIONS CENTER. TREES SHOWN ON THE OPPOSITE SITE OF THE STREET WILL BE IMPLEMENTED WITH THE HARBOR PARK/PLAZA CONSTRUCTION.

REGISTERED LANDSCAPE ARCHITECT — MICHAEL SINGLETON — No. 2380 — Exp. 9/30/19 — STATE OF CALIFORNIA

KTUA
3910 Normal Street
San Diego, CA 92103
Tel 619.294.4447
Fax 619.294.9865

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: _____ RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY: _____ CDP LEVEL PLAN
DATE: _____

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	SUB NO. W.O. P0460-5.3		
REFERENCES CV BAYFRONT MASTER PLAN			
PROJECT LANDSCAPE ARCHITECT KTUA			
CONTRACTOR N/A			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE / APPROVED

PORT of SAN DIEGO

DESIGNED KTUA	APPROVAL RECOMMENDED	
DRAWN SNUH	APPROVED	
CHECKED CL		

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SCHEMATIC LANDSCAPE PLAN

DATE	09/13/18
A/E NO.	L02.404
SHEET	30 of 32
DRAWING NO.	CV-2018-01
REV.	

CONCEPT PLANT SCHEDULE

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
STREET TREES - PARK, HOTEL & CNVTION. CNTR. MIX, SUCH AS:	55	MIN. 24" BOX	
BAUHINIA X BLAKEANA / HONG KONG ORCHID TREE			MODERATE
CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE			MODERATE
EUCALYPTUS FICIFOLIA / RED FLOWERING GUM			LOW
JACARANDA MIMOSIFOLIA / JACARANDA			MODERATE
KOELREUTERIA BIPINNATA / CHINESE FLAME TREE			MODERATE
LAURUS NOBILIS / SWEET BAY			LOW
LIQUIDAMBAR STYRACIFLUA / AMERICAN SWEET GUM			MODERATE
LIRIODENDRON TULIPIFERA / TULIP TREE			MODERATE
LOPHOSTEMON CONFERTUS / BRISBANE BOX			MODERATE
MAGNOLIA X. BETTY / MAGNOLIA			MODERATE
PLATANUS X ACERIFOLIA / LONDON PLANE TREE			MODERATE
STENOCARPUS SINUATUS / FIREWHEEL TREE			MODERATE
STREET TREES - PALMS, SUCH AS:	116	MIN. 30' BTH	
BRAHEA ARMATA / MEXICAN BLUE PALM			LOW
BRAHEA EDULIS / GUADALUPE PALM			LOW
PHOENIX DACTYLIFERA / DATE PALM			LOW
WASHINGTONIA FILIFERA / CALIFORNIA FAN PALM			MODERATE
STREET TREES - TRANSITIONAL MIX, SUCH AS:	31	MIN. 24" BOX	
ARBUTUS UNEDO / STRAWBERRY TREE			LOW
CERCIS OCCIDENTALIS / WESTERN REDBUD			LOW
CUPRESSUS FORBESII / TECATE CYPRESS			VERY LOW
PINUS TORREYANA / TORREY PINE			LOW
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE			MODERATE
QUERCUS AGRIFOLIA / COAST LIVE OAK			VERY LOW
QUERCUS VIRGINIANA / SOUTHERN LIVE OAK			MODERATE
GROUNDPLANE AREAS - TRANSITIONAL MIX, SUCH AS:	18,696 SF		
AGAVE SHAWII / COASTAL AGAVE		5 GAL.	LOW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH		1 GAL.	VERY LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CEANOTHUS SPP. / WILD LILAC		1 GAL.	LOW
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
ENCELIA CALIFORNICA / CALIFORNIA ENCELIA		1 GAL.	VERY LOW
HESPERALOE PARVIFLORA / RED YUCCA		5 GAL.	VERY LOW
HETEROMELES ARBUTIFOLIA / TOYON		5 GAL.	VERY LOW
LAVATERA ASSURGENTIFLORA / MALLOW		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
PENSTEMON SPP. / PENSTEMON		1 GAL.	LOW
RHUS INTEGRIFOLIA / LEMONADE BERRY		5 GAL.	VERY LOW
ROSA CALIFORNICA / CALIFORNIA WILD ROSE		1 GAL.	LOW
SALVIA APIANA / WHITE SAGE		1 GAL.	VERY LOW
SALVIA CLEVELANDII / CLEVELAND SAGE		1 GAL.	VERY LOW
SAMBUCUS NIGRA / COMMON ELDERBERRY		1 GAL.	LOW
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW
YUCCA SCHIDIGERA / MOHAVE YUCCA		5 GAL.	VERY LOW
YUCCA WHIPPLEI / CHAPARRAL YUCCA		5 GAL.	VERY LOW
ZAUSCHNERIA CALIFORNICA / CALIFORNIA FUCHSIA		1 GAL.	VERY LOW
GROUNDPLANE AREAS - H STREET MIX, SUCH AS:	11,863 SF		
ACHILLEA MILLEFOLIUM / COMMON YARROW		1 GAL.	LOW
CAREX PRAEGRACILIS / SLENDER SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
FESTUCA SPP. / FESCUE		1 GAL.	LOW
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH		1 GAL.	LOW
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
MUHLENBERGIA RIGENS / DEER GRASS		1 GAL.	LOW
RIBES SANGUINEUM GLUTINOSUM / RED FLOWERING CURRANT		1 GAL.	LOW
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GROUNDPLANE AREAS - HOTEL & CNVTION. CNTR. MIX, SUCH AS:	14,733 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
ALOE THRASKII / ALOE		5 GAL.	LOW
ARCTOTIS SPP. / AFRICAN DAISY		1 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
CHONDROPETALUM TECTORUM / CAPE RUSH		1 GAL.	LOW
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
DIETES BICOLOR / FORTNIGHT LILY		1 GAL.	LOW
DISTICTIS BUCCINATORIA / BLOOD RED TRUMPET VINE		1 GAL.	LOW
ECHEVERIA SPP. / HEN AND CHICKS		1 GAL.	LOW
FEROCACTUS CYLINDRACEUS / COMPASS BARREL CACTUS		1 GAL.	VERY LOW
FESTUCA GLAUCA / BLUE FESCUE		1 GAL.	LOW
HESPERALOE PARVIFLORA / RED YUCCA		1 GAL.	VERY LOW
LANTANA MONTEVIDENSIS / TRAILING LANTANA		1 GAL.	LOW
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
OFINTIA BASILARIS / BEAVERTAIL PRICKLYPEAR		1 GAL.	VERY LOW
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / GOLDEN RAGWORT		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

CONCEPT PLANT SCHEDULE CONTINUED

	QTY	SIZE	WUCOLS CLASSIFICATION (CHULA VISTA - REGION 3)
GROUNDPLANE AREAS - PARK MIX, SUCH AS:	10,912 SF		
AGAVE SPP. / AGAVE		5 GAL.	LOW
BOUGAINVILLEA SPP. / BOUGAINVILLEA		1 GAL.	LOW
BULBINE FRUTESCENS / STALKED BULBINE		1 GAL.	LOW
CAREX SPP. / SEDGE		1 GAL.	MODERATE
DIANELLA SPP. / DIANELLA		1 GAL.	MODERATE
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JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL.	LOW
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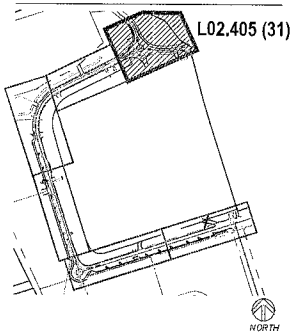
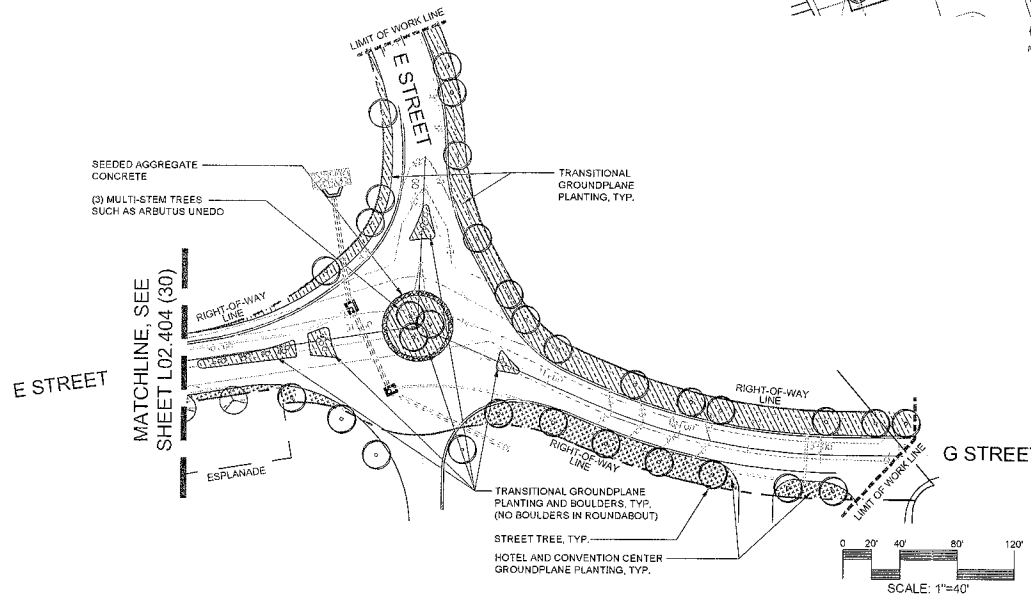
LEUCOPHYLLUM SPP. / TEXAS SAGE		1 GAL.	LOW
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH		1 GAL.	LOW
MISCANTHUS SPP. / MISCANTHUS		1 GAL.	MODERATE
MUHLENBERGIA CAPILLARIS / PINK MUHLY		1 GAL.	MODERATE
ROSMARINUS OFFICINALIS / ROSEMARY		1 GAL.	VERY LOW
SENECIO SPP. / SENECIO		1 GAL.	LOW
SISYRINCHIUM BELLUM / BLUE EYED GRASS		1 GAL.	LOW
STRELITZIA NICOLAI / GIANT BIRD OF PARADISE		1 GAL.	MODERATE
STRELITZIA REGINAE / BIRD OF PARADISE		1 GAL.	MODERATE
WESTRINGIA FRUTICOSA / COAST ROSEMARY		1 GAL.	LOW

KEY MAP





LANDSCAPE NOTES

A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBAN/BUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.

B. THIS SUBMITTAL REPRESENTS A SCHEMATIC LEVEL PLANTING LAYOUT TO CONVEY DESIGN INTENT AND IS NOT FOR CONSTRUCTION - FINAL DESIGN/LAYOUT FOR THE HOTEL AND CONVENTION CENTER TO BE DETERMINED BY THE HOTEL AND CONVENTION CENTER DEVELOPMENT TEAM. FINAL DESIGN/LAYOUT FOR THE PARKLANDS TO BE DETERMINED BY THE KTUA DESIGN TEAM.

C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.

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LICENSED LANDSCAPE ARCHITECT — MICHAEL SINGLETON — No. 2386 — Exp. 9/30/19 — STATE OF CALIFORNIA

3916 Normal Street
San Diego, CA 92128
Tel 619.294.4447
Fax 619.294.9965

Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER — DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY: CDP LEVEL PLAN
DATE:

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	WBS NO. W.O. P0480-5.3
REFERENCES	CV BAYFRONT MASTER PLAN
PROJECT LANDSCAPE ARCHITECT	KTUA
CONTRACTOR N/A	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS | DATE / APPROVED

PORT of SAN DIEGO

DESIGNED KTUA
DRAWN SNUH
CHECKED CL
APPROVAL RECOMMENDED
APPROVED

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

SCHEMATIC LANDSCAPE PLAN

DATE 09/13/18
A/E NO. L02.405
SHEET 31 OF 32
DRAWING NO. CV-2018-01
REV.

LANDSCAPE NOTES

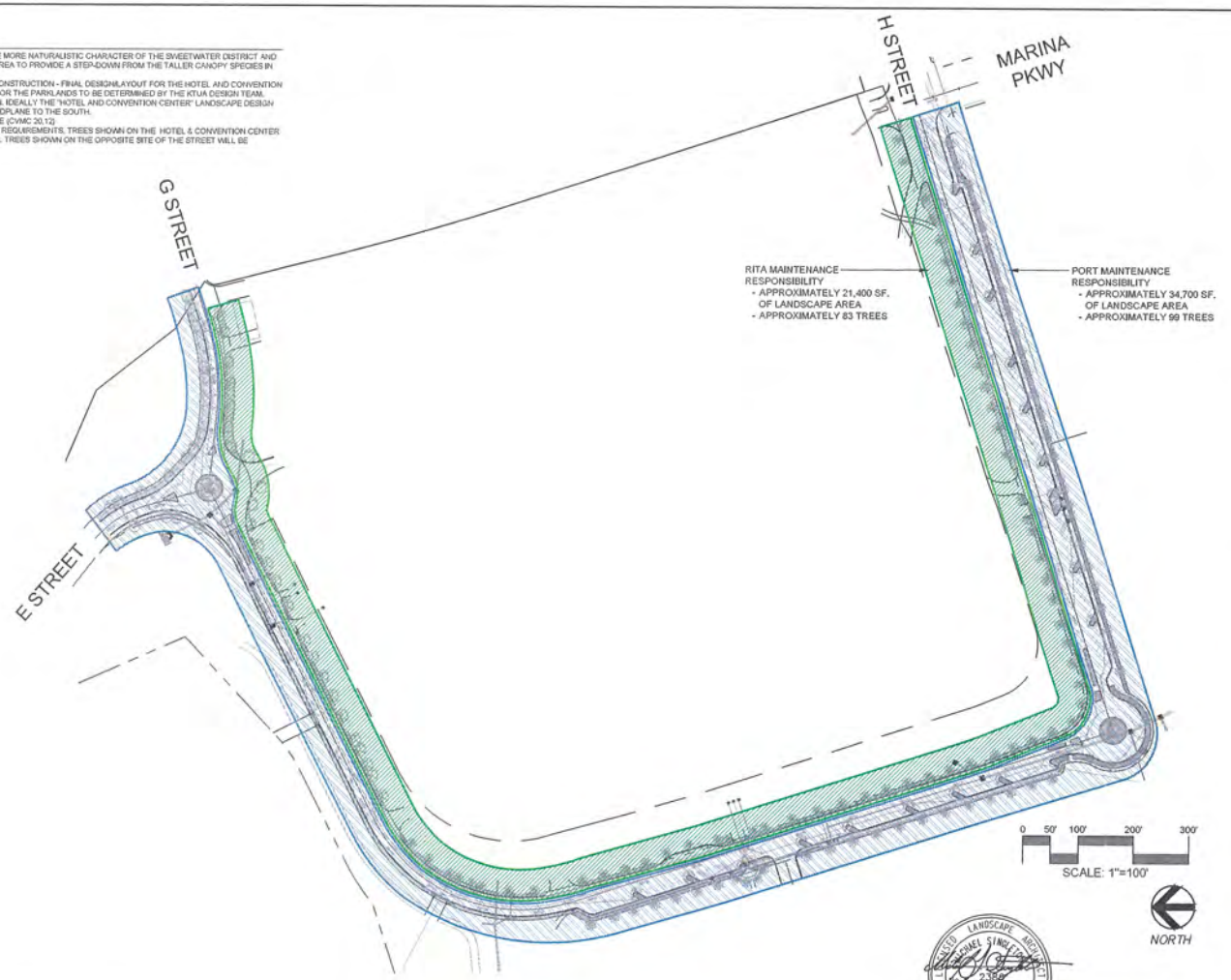
A. INTENT OF "TRANSITIONAL GROUNDPLANE" AREA IS TO PROVIDE A TRANSITIONAL LANDSCAPE PALETTE BETWEEN THE MORE NATURALISTIC CHARACTER OF THE SWEETWATER DISTRICT AND THE URBANIBUILT CHARACTER OF THE HARBOR DISTRICT. MEDIUM SIZED CANOPY TREES ARE PROPOSED FOR THIS AREA TO PROVIDE A STEP-DOWN FROM THE TALLER CANOPY SPECIES IN THE HARBOR DISTRICT TO THE SMALLER TREES IN SWEETWATER.

B. THIS SUBMITTAL REPRESENTS A SCHEMATIC LEVEL PLANTING LAYOUT TO CONVEY DESIGN INTENT AND IS NOT FOR CONSTRUCTION - FINAL DESIGN/LAYOUT FOR THE HOTEL AND CONVENTION CENTER TO BE DETERMINED BY THE HOTEL AND CONVENTION CENTER DEVELOPMENT TEAM. FINAL DESIGN/LAYOUT FOR THE PARK/LANDS TO BE DETERMINED BY THE KTUA DESIGN TEAM.

C. HOTEL AND CONVENTION CENTER DESIGN TEAM TO DEVELOP "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN. IDEALLY THE "HOTEL AND CONVENTION CENTER" LANDSCAPE DESIGN WILL BLEND WELL WITH THE "TRANSITIONAL GROUNDPLANE" LANDSCAPE TO THE NORTH AND THE "H STREET" GROUNDPLANE TO THE SOUTH.

D. LANDSCAPE DESIGN SHALL CONFORM TO THE CITY OF CHULA VISTA'S LANDSCAPE WATER CONSERVATION ORDINANCE (CVMC 20.12)

E. TREES SHOWN OUTSIDE OF THE RIGHT-OF-WAY ARE INTENDED TO SATISFY THE CITY OF CHULA VISTA'S STREET TREE REQUIREMENTS. TREES SHOWN ON THE HOTEL & CONVENTION CENTER SIDE OF H AND E STREETS WILL BE IMPLEMENTED WITH THE CONSTRUCTION OF THE HOTEL & CONVENTIONS CENTER. TREES SHOWN ON THE OPPOSITE SITE OF THE STREET WILL BE IMPLEMENTED WITH THE HARBOR PARK/PLAZA CONSTRUCTION.



LICENSED LANDSCAPE ARCHITECT
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Approved: _____
For the City of Chula Vista City Engineer

SWEETWATER AUTHORITY REVIEWED BY: RON R. MOSHER, DIRECTOR OF ENGINEERING — DATE
VALID FOR 18 MONTHS FROM DATE OF SIGNATURE

RECORD DRAWING
REVIEWED BY: CDP LEVEL PLAN
DATE

NOTE: THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. UTILIZE GRAPHIC SCALES TO VERIFY IF DRAWING IS A REDUCTION, AND ADJUST SCALES ACCORDINGLY TO THE GRAPHIC SCALES SHOWN.

SPEC NO. N/A	WBS NO. W.O. P0460-5.3		
REFERENCES CV BAYFRONT MASTER PLAN			
PROJECT LANDSCAPE ARCHITECT KTUA			
CONTRACTOR N/A			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE / APPROVED

PORT of SAN DIEGO
Waterfront of Opportunity

DESIGNED KTUA
DRAWN SNW-84
CHECKED CL

APPROVAL RECOMMENDED
APPROVED

SAN DIEGO UNIFIED PORT DISTRICT

NORTH HARBOR DISTRICT IMPROVEMENTS AT CHULA VISTA BAYFRONT

MAINTENANCE EXHIBIT

DATE 09/13/18
A/E NO. L02.406
SHEET 32 OF 32
DRAWING NO. CV-2018-01
REV.

NOTES:

- Public Open Plaza #24 may be closed for Private use up to 25% of the time, except from Memorial Day through Labor Day, when it may be closed for Private use up to 15% of the time.
- Additional Meeting / Event Space #21 – This Private use area within the 340' setback has been reduced from 18,000 square feet to approximately 8,000 square feet. The other square footage has been re-designated as Public use area, 100% of the time.
- Public Open Plaza #22 designated for Public use 100% of the time.
- Southerly shift of the commercial recreation to provide for a more direct interface at the E Street crossing and into the hotel.
- Pool Bar #16 relocated to provide better access and activation of the public open area and add to the coastal village.
- Concierge Commercial Building #35

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GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

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INTERIM REVIEW ONLY
These documents are incomplete and are released for interim review only and are not released for regulatory approval.
permit or construction purposes.
Architect: XXXXXX
Arch Reg. No.: XXXX
Date: XX/XX/XXXX

REVISIONS

HKS PROJECT NUMBER
18427.000
DATE
24 MAY 2019
ISSUE
CDP UPDATE SUBMITTAL
SHEET TITLE
OVERALL ILLUSTRATIVE PLAN
SHEET NO.
L1.100

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Attachment E

Summary of Plaza and Activity Village Public Access (340-foot Setback Area)

Public open space within the Plaza and Activity Village consists of: (A) Public Open Plaza Area (consisting of the Pacific Coastal Village, Beach Walk, and open plaza lawns) located on approximately 4.2 acres sf and (B) a low-cost commercial recreation area including a pool facility located on approximately 4.2 acres.

For (A), the applicant will provide **additional public access and open space** when considering public access both within and through the Public Open Plaza Area and public access within the hotel's Great Room, main terrace, lobby, and F&B/retail.

For (B), the applicant will provide a **public access amenity** by providing 150 public passes per day at an affordable rate of $10 each with annual Consumer Price Index increases. The public will have access to the entire pool area. This allows the pool to serve two purposes: as a hotel pool and a low-cost visitor serving public amenity.

(A) Public Open Plaza Area

Based on Square Footages

	SF
Pacific Coastal Village, Beach Walk, Lawns	**182,952**
Social Lawn[1]	(8,000)
Public Open Lawn 1[2]	-
Public Open Lawn 2[3]	(7,863)
Remaining Public Open Space[4]	**167,089**
Other Open Space & Activating Uses (OSAU)	**SF**
Hotel Retail	6,210
Hotel F&B	42,883
Hotel Spa & Fitness	12,482
Hotel Great Room[5]	36,000
Main Terrace	15,000
17% ICE! Lawn[6]	3,442
17% East Ballroom ICE! Event[7]	6,000
Subtotal Other OSAU	**122,016**
Total Open Space & Activating Uses (OSAU)	**289,105**
Additional OSAU Provided	**106,153**

(B) Low Cost Commercial Recreation Area (Pool Facility)

Based on Public Pool Passes

Pool Amenity / Attraction	Family of	Total	COST of Gaylord VS
Legoland[8]	4	$ 480	8%
Seaworld[9]	4	$ 358	11%
Aquatica[10]	4	$ 170	24%
Belmont Park[11]	4	$ 104	38%
Gaylord Chula Vista	4	$ 40	-

150 public day passes per day at $10 per pass

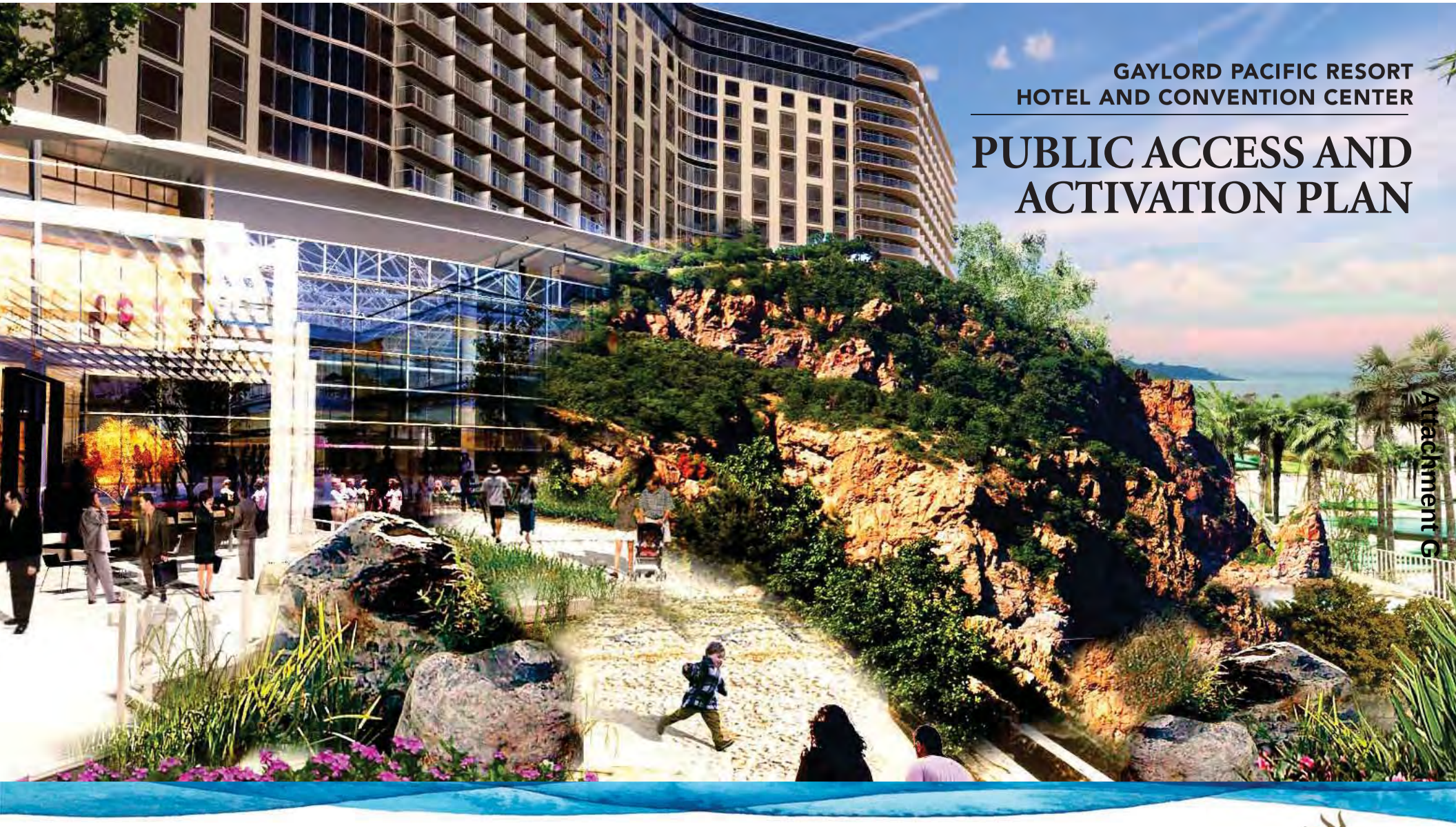
*NOTE: Amenity price comparisons as of March 2019

Public Access within the Plaza and Activity Village		
Public Pool Access	150 passes PER DAY at $10 each	
Total Open Space & Activating Uses (OSAU)	**289,105**	square feet
Pacific Coastal Village, Beach Walk, Lawns	**182,952**	square feet
Additional OSAU Provided	**106,153**	square feet

Figure 1-2 Key Public Access Features

Assumptions and Footnotes:

(1) Social ballroom lawn is 100% exclusive use and assumes entire 8,000 sf in the Public Open Plaza Area.
(2) Public Open Lawn 1 (100% open to public).
(3) Public Open Lawn 2 (15% summer/25% non-summer excluisve use rate): 31,450 sf total or 7,863 sf exclusive.
(4) Remaining Public Open Space and Activating Uses includes 4,000 sf retail and 8,300 sf F&B.
(5) Great Room is comprised of 36,000 sf public space and is in addition to hotel retail and F&B sq ft already accounted for.
(6) 17% represents 2 of 12 months of public use of East Ballroom Lawn for the ICE! event; total lawn is 20,246 sf.
(7) 17% represents 2 of 12 months of public use of the East Ballroom for the ICE! event; ballroom is approx. 30,000 sf
(8) Assumes $120 per person
(9) Assumes 2 adults at $92 each and 2 children at $87 each
(10) Assumes 3 passes at $44 each and 1 pass at $38 each
(11) Assumes 2 adults at $31 each and 2 children at $21 each



GAYLORD PACIFIC RESORT
HOTEL AND CONVENTION CENTER

PUBLIC ACCESS AND ACTIVATION PLAN

Attachment G

PRESENTED TO THE UNIFIED PORT OF SAN DIEGO
JUNE 13, 2019

DUDEK

GAYLORD PACIFIC
A CALIFORNIA STATE OF MIND

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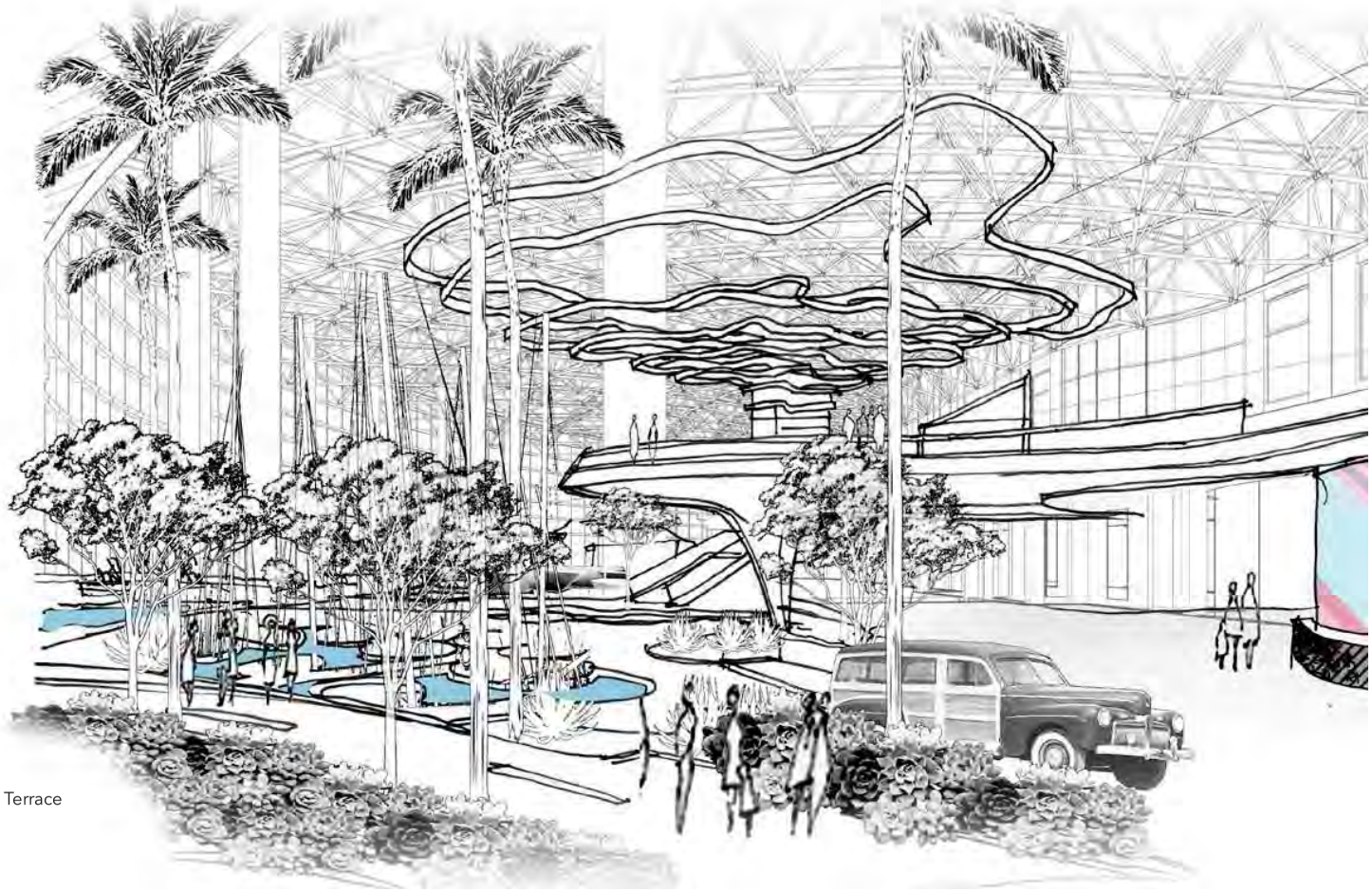


Concept of Hotel Lobby Great Room

1 All renderings and figures are for illustrative purposes only.

Chula Vista Bayfront Development Policies Consistency

In August 2012, the California Coastal Commission certified the Chula Vista Bayfront Port Master Plan Amendment (PMPA) (Clerk's Document No. 59406). As part of the PMPA, the "Chula Vista Bayfront Development Policies" (Clerk's Document No. 59407) were created to guide redevelopment of the Chula Vista Bayfront. The Chula Vista Bayfront Development Policies document contains policies from adopted and approved plans, certified environmental documents, required mitigation measures, enforceable settlement agreements, and conditions included in the approval process. All development projects, such as the proposed Resort Hotel and Conference Center (RHCC), must comply with the Development Policies. The table below demonstrates the RHCC project's consistency with the applicable public access-related Development Policies: Policies 20.5, 20.6, 20.7, 20.8, and 23.14.

Resort Hotel and Convention Center Consistency with Chula Vista Bayfront Public Access Development Policies

Applicable Public Access Development Policy	Proposed Project Consistency

Policy 20.5: Open spaces integrated into the hotels must include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons.	The RHCC project design integrates open spaces into the hotel design with activating uses that will be open to the public as well as hotel patrons, as follows:
	• **Beach Walk** – a prominent public walkway that will provide a continuous public access linkage between the Public Esplanade, 340-Foot Setback Area, and Hotel Lobby/Great Room.
	• **Public Esplanade** – approximately 5 acres and will contain activating uses such as: pedestrian walkways, benches, informational kiosks, wireless connectivity, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, wayfinding signage, drinking fountains, public art, and a grill venue adjacent to the pool facility and the Public Esplanade. (see Chapter 3.2)
	• **340-Foot Setback Area** – approximately 9-acre area with public amenities including retail, food and beverage establishments, seating with views to the Bay, landscaping, and will consist of 2 primary components (see Chapter 3.3):
	  • **Public Open Space Plaza Area** – approximately 4.2 acres, generally representing about 50% of the 340-Foot Setback Area excluding areas associated with the Public Esplanade, main public terrace, and the social lawn. This area will contain pedestrian walkways, plaza areas, low-scale retail and visitor serving retail uses such as bike rentals, ice cream, and gift shops, and approximately 46,200 sf Pacific Coastal Village containing retail uses and food and beverage establishments.
	  Public Open Plaza 1 (approximately 25,400 sf) and Public Open Plaza 2 (approximately 32,000 sf) will be comprised of hardscape and landscaping with amenities/activities such as: game activities, linear recreation, social gathering, viewing and relaxation, interactive nature playground, public art, wayfinding/informational signage and/or informational kiosks, and may include other activating uses such as: ATMs, newspaper stands, and outdoor seating and dining areas.
	  The Public Open Space Plaza public amenities will be accessible to the public 100% of the time, with the exception of the Public Open Plaza 2, which will be available to the public 85% of the time during summer months (Memorial Day to Labor Day) and 75% during non-summer months (Labor Day to Memorial Day).
	  • **Low-Cost Commercial Recreation** – consisting of 4 swimming pools, for which 150 low-cost day passes will be available to the general public public at a rate of $10 (annual Consumer Price Index increases are allowed); associated amenities; and a pool bar.
	Hotel Lobby and Great Room – containing pedestrian paths, seating, coastal Southern California themed amenities, wayfinding signage, and opportunities to view the Bay, planned Harbor Park, and marina. The Hotel Lobby/Great Room will feature a dual-level atrium/indoor garden area that will have food pavilions and retail shops. It will also contain water features, boardwalks, and beach games that will interface the outdoors with the indoors. The upper level of the Lobby/Great Room will feature a restaurant venue that will overlook the atrium. (see Chapter 3.4)

Policy 20.6: Public access and other path-finding signage should be placed at strategic locations throughout the hotel complexes and to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities.	The RHCC project design places public access and other pathfinding signage at strategic locations throughout the hotel site to guide guests and visitors to and from public use areas, shops and restaurants, and other facilities as follows (see Chapter 3.5):
	• **Wayfinding signage** - will be placed at areas to identify and connect public access areas, such as:
	  • **Gateway Monuments** – will identify the primary entry portals to the RHCC.
	  • **Pedestrian Directional Signs** – will direct visitors to and from major destinations and points of interest such as the Public Esplanade, Public Open Space Plaza Area, and Hotel Lobby/ Great Room, and planned Harbor Park. Informational signage on the Bayfront Circulator Shuttle will also be provided.
	  • **Coastal Access Path Signs** – will be used along the site periphery to direct pedestrians to and from the Bay.
	  • **Interpretive Signs** - will be concentrated in the public plaza areas and illustrate the Bay history as a working waterfront, and describe the natural history and ecological resources of the area.
	• **Online Information** – will be provided on the RHCC website, including: public amenities, available pool day passes for the public, and public parking and Bayfront Circulator Shuttle information.

Applicable Public Access Development Policy	Proposed Project Consistency
Policy 20.7: To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the hotel developments and associated outdoor areas should contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATMs, public art or gift shops easily accessible to the public.	The design of the RHCC helps integrate all publicly accessible areas and provides convenience and low cost services for the general public, as the ground floor of the hotel development and associated outdoor areas contain a variety of pedestrian oriented amenities as follows: As described under Policy 20.5 above, the RHCC will provide: a series of pedestrian walkways including a prominent Beach Walk, outdoor seating; bike storage/parking areas; informational kiosks; wireless connectivity; interpretive and educational displays; wayfinding signage; drinking fountains; restrooms; public art; dining areas; retail shops; a retail plaza; 2 Public Open Plazas with activation amenities such as games, linear recreation, social gathering, viewing and relaxation, and interactive nature playground; and Low-Cost Commercial Recreation Area day passes. (see Chapters 3.2 and 3.3) Public open space within the Plaza and Activity Village consists of: (A) Public Open Plaza Area (consisting of the Pacific Coastal Village, Beach Walk, and open plaza lawns); and (B) a low-cost commercial recreation area including a pool facility. • For (A), RHCC will provide a net surplus of public open space when considering public access both within and through the Public Open Plaza Area and public access within the hotel's Great Room, main terrace, lobby, and F&B/retail. • RHCC will provide a public access amenity by providing 150 public passes per day at a low-cost rate of $10 each with annual Consumer Price Index increases. The public will have access to the entire pool area. This allows the pool to serve two purposes: as a low-cost visitor serving public amenity and a pool facility for hotel guests.
Policy 20.8: The design of the Resort Conference Center (H-3) development must provide a strong public interface with the adjacent Signature Park by including publicly accessible areas with convenience and low cost services for the general public. Specifically, on the west side of the site, the ground floor of the development and associated outdoor areas must include a variety of pedestrian-oriented amenities and activating uses, such as restaurants, outdoor cafes with sit down and walkup service, informational kiosks, ATMs, public art or gift shops easily accessible to the public. The RFP for the development of the Resort Conference Center (H-3) site will identify these requirements and will emphasize the need for establishing linkages to, from and through the site such that the public feels welcome on the site and encouraged to connect to public promenades and other public amenities in the park areas or along H Street and Marina Parkway. Other public amenities that may be provided at various locations around the hotel site include public wireless connectivity, drinking fountains, bike racks, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, and dog drinking fountains. These elements represent public recreational opportunities and will encourage access to and around the site.	The RHCC design provides a strong public interface with the adjacent Signature Park by including publicly accessible areas with convenience and low cost services for the general public. Specifically, on the west side of the site, the ground floor of the development and the associated outdoor areas include a variety of pedestrian-oriented amenities and activating uses. (see Chapters 3.2, 3.3, and 3.6) The RHCC will contain an approximately 9-acre 340-Foot Setback Area, and adjacent approximately 5-acre Public Esplanade that wraps the west side of the RHCC (100 feet wide) and north and south sides of the RHCC (50 feet wide). Both of these major, publicly accessible components of the RHCC will provide a strong interface and transition between the RHCC and the Park. (see Chapters 3.2 and 3.3) The Public Esplanade will contain the following pedestrian-oriented amenities and activating uses: pedestrian walkways, benches, informational kiosks, wireless connectivity, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, wayfinding signage, drinking fountains, public art, and a grill venue adjacent to the pool facility and the Esplanade. (see Chapter 3.2) The Public Open Space Plaza Area within the 340-Foot Setback Area will contain: pedestrian walkways, plaza areas, and low-scale retail development with ground floor dining and visitor serving uses such as bike rentals, ice cream, and gift shops, a retail plaza, restaurant, coffee shop, and restrooms. It will also contain two public open plaza lawns with: game activities, linear recreation, social gathering, viewing and relaxation, interactive nature playground, public art, wayfinding/informational signage and/or informational kiosks, and may include other activating uses such as: ATMs, newspaper stands, and outdoor seating and dining areas. (see Chapter 3.3) The Commercial Recreation Area will provide 150 low-cost day passes will be available to the general public; associated amenities; and a pool-bar dining area (see Chapter 3.3) The Hotel Lobby/Great Room will contain pedestrian paths, seating, coastal Southern California themed amenities, wayfinding signage, and opportunities to view the Bay, planned Harbor Park, and marina. The Hotel Lobby/Great Room will feature a dual-level atrium/indoor garden area that will have food pavilions and retail shops. It will also contain water features, boardwalks, and beach games that will interface the outdoors with the indoors. The Great Room on the upper level will feature a restaurant venue that will overlook the atrium. (see Chapter 3.4) The public Beach Walk, a prominent public walkway, will complement the Public Esplanade and provide a continuous public pedestrian linkage between the Esplanade, 340-Foot Setback Area, and Hotel Lobby/Great Room. The public access areas, public access linkages, and public amenities and activating uses all work together to create linkages to, from, and through the site such that the public feels welcome on and around the RHCC site and surrounding areas. (see Chapter 3.3 and 3.4)

Applicable Public Access Development Policy	Proposed Project Consistency
Policy 23.14: Resort Conference Center (H-3) Development: In addition to policies 23.12 and 23.13 above, development of the Resort Conference Center (H-3) site shall incorporate additional building setbacks and stepbacks to further reduce the visual impact of building massing and to further widen view corridors towards the bay. Minimum building setbacks of 50 feet from the H Street right-of-way shall be required to result in a 145 foot wide minimum view corridor width at grade level with minimum tower stepbacks of 75 feet from the H Street right-of-way to generally achieve a 170 foot wide view corridor width at tower level. Exhibit 4 to this Plan illustrates the general design parameters for the Resort Conference Center (RCC) site. The bayward portion of the RCC site shall be devoted to a mix of public open space, public plazas, limited amounts of parking, and low-scale development with ground floor commercial recreation and visitor commercial uses. Upper floor conference center/hotel uses are allowed. The inland portion of Parcel H-3 will be developed with hotel and conference center structures. Exhibit 4 shows a setback of an average of 100 feet from the E Street right-of-way on the west side of the site and 50 feet from the E Street right-of-way on the north side of the site. This "esplanade" setback shall be for the creation of publicly accessible areas such as pedestrian promenades, bicycle access ways, landscaping, street furniture, and other pedestrian friendly features. Various public amenities, such as shade structures, benches, or bus stops are allowed within the esplanade. In addition to the esplanade, this bayward portion shall be developed with a mix of public open spaces and structures to a maximum height of 35 feet. All structures shall include retail or restaurant uses on the ground floor in a pedestrian-friendly specialty shopping "village" style. Conference rooms or other uses associated with the hotel or conference center may be located on the upper level. A minimum of 40% of this portion of the site at ground floor shall be open plaza, seating (including seating for cafes), public art, and landscaping. Uses such as vendor carts, bicycle rentals, etc., shall be permitted in this area. Within these broad use parameters, flexibility in the specific design and layout of the site is permitted. In order to achieve a lively, pedestrian oriented development attractive to the public and welcoming to visitors, E Street could be shifted inland to allow the development of additional public esplanade-type uses on the bay side of the street, at the adjacent Harbor Park. Retail uses could also be expanded into the area designated esplanade, as long as these structures are designed to create visual interest and variety at a human scale. The boundary between the esplanade and the commercial retail shown on Exhibit 4 is intended to be illustrative only, and it is expected that the distinction between the areas will be meandering and visually appealing. To ensure that pedestrians can cross between the park and the RCC safely and easily, pedestrian crossing distances shall be minimized where feasible, and crosswalks aligned with retail nodes and points of interest. On the inland portion, the tallest buildings on Parcel H-3 will be located in the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets. Hotel structures shall be no more than a maximum height of 240 feet and the conference facility height is limited to a maximum of 120 feet. Design for the hotel structures on Parcel H-3 shall avoid east-west monolith massing and shall include architectural articulation. The hotel structures shall not result in lot coverage exceeding 30% of the inland portion of the parcel.	The design of the RHCC incorporates building setbacks and stepbacks (in addition to policies 23.12 and 23.13) to further reduce the visual impact of building massing and to further widen view corridors towards the bay as follows: the proposed building is setback more than 50 feet from H Street to preserve the minimum 145-foot wide minimum view corridor width at grade level and the tower is setback more than 75 feet to preserve the minimum 170-foot-wide view corridor width at tower level. Consistent with Exhibit 4 of the CVBMP, the bayward portion of the RHCC design is devoted to a mix of public open space, public plazas, limited amounts of parking (19 spaces), and low-scale development with ground floor commercial recreation and visitor commercial uses. Furthermore, upper floor conference center/hotel uses are proposed; however, not sited within the bayward portion of the site so as to expand open space and reduce building massing. As a result, taller structures were shifted to the inland portion of H-3 where the hotel and conference center structures are proposed (see Chapters 3.2 and 3.3) Consistent with Exhibit 4 of the CVBMP, the RHCC design contains a setback of 100 feet from E Street to the west, and a setback of 50 feet from E Street to the north. In addition, it contains a setback of 50 feet to the south. The setbacks form the Public Esplanade described above in Policies 20.5 and 20.8, which is a publicly accessible area containing pedestrian walkways, bicycle access ways, landscaping, street furniture, and other pedestrian friendly features such as information kiosks, educational/interpretive/historic displays, wayfinding signage, drinking fountains, public art, and a grill venue. A Bayfront Shuttle stop will be located along the western boundary of the RHCC site along E Street. (see Chapters 3.2 and 3.3) The 340-Foot Setback Area will contain a mix of public open spaces, as described above, and will contain low-scale development that will be less than 35 feet in height. The structures in the setback area include retail and restaurant uses on the ground floor in a pedestrian-friendly specialty shopping "village" style. No conference rooms or other hotel/conference center uses are located on the upper level within the bayward portion of the site as these uses have been sited to the inland portion of parcel H-3. The RHCC design contains extensive ground level open plaza, seating, and public art, landscaping, and other public amenities and activating uses as described above under Public Esplanade and 340-Foot Setback Area. Furthermore, within the Public Open Space Plaza Area, approximately 4.2 acres, generally representing about 50% of the 340-Foot Setback Area excluding areas associated with the public esplanade, main public terrace, and the social lawn will contain a variety of pedestrian-oriented activating uses (see Chapter 3.3). Public open space within the Plaza and Activity Village consists of: (A) Public Open Plaza Area (consisting of the Pacific Coastal Village, Beach Walk, and open plaza lawns); and (B) a low-cost commercial recreation area including a pool facility. For (A), RHCC will provide a net surplus of public open space when considering public access both within and through the Public Open Plaza Area and public access within the hotel's Great Room, main terrace, lobby, and F&B/retail. RHCC will provide a public access amenity by providing 150 public passes per day at a low-cost rate of $10 each with annual Consumer Price Index increases. The public will have access to the entire pool area. This allows the pool to serve two purposes: as a low-cost visitor serving public amenity and a pool facility for hotel guests. The RHCC design achieves a lively, pedestrian-oriented development that will be welcoming to visitors through its many public access areas, amenities, and activating uses, linkages between these areas, and well as linkages to surrounding areas such as the planned Harbor Park (Signature Park Extension) to the west and southwest, and retail development to the south. The distinction between the Public Esplanade and commercial retail will be meandering and visually appealing. Pedestrian crossings are proposed at appropriate distances and locations on the north, west, and south sides of the RHCC site to provide a safe route for pedestrians as well as provide strong pedestrian linkages between the RHCC and adjacent planned Sweetwater Park (Signature Park) north of the RHCC, planned Harbor Park west and southwest of the RHCC, and future retail development south of the RHCC. (see Chapter 3.6) The hotel tower is oriented predominantly north/south for bird strike mitigation and include architectural articulation. Consistent with this policy, the hotel will have a maximum height of 240 feet, and the conference facility will have a maximum height of 100 feet. The location of the pool facility and other hotel and public amenities on the western portion of the H-3 site was sited in the proposed location by the Project Applicant for the following reasons: 1) Project Applicant felt it would be best if the high activity areas associated with outdoor pools, public plazas, retail, outdoor event lawns, etc., were located as far away as possible from the sensitive F & G Street marsh areas. Furthermore, structures such as the garage will provide a visual and acoustic barrier between the marsh and pool amenities to the west. 2) Project Applicant felt that the significant land area devoted to public plazas and other associated public/hotel amenities should provide for a strong public interface with the adjacent planned Sweetwater Park (Signature Park). By locating these amenities in the western portion of the H-3 site a direct physical, pedestrian, and visual connection and interface is provided for with the planned Harbor Park (Signature Park Extension) located immediately to the west across E Street with a dedicated pedestrian crossing provided for. (Development Policy 20.8) 3) Development Policy 23.14 Exhibit 4 requires that: "The inland portion of Parcel H-3 will be developed with hotel and conference center structures". By locating the majority of hotel and conference center structures on the inland (eastern) portion of the site, the western portion of the property is available to be devoted for the pools, public plazas and other hotel/public amenities with associated structures that are minimal in height, mass, and bulk. 4) By designing the hotel structure with a north-west orientation (Development Policy 23.14), this avoids east-west monolithic massing thereby keeping free the western portion of the site for the pools, public plazas and other hotel/public amenities. 5) A detailed sun/shade analysis was undertaken by the Project architects which indicated (given the hotel and conference center structure locations) that the western portion of H-3 would have the best sun exposure thereby allowing the pools and other outdoor actives centers to be located in the western portion of the site.

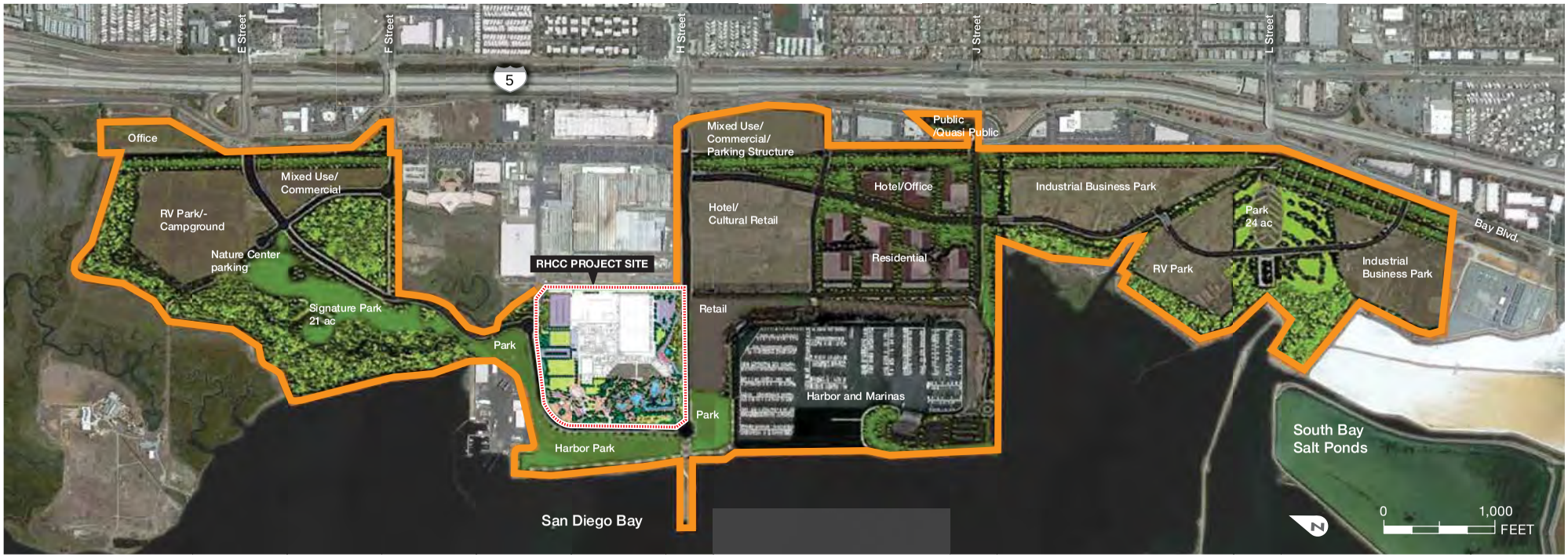


Figure 1-1 Chula Vista Bayfront Master Plan

1 Plan and Project Overview

This chapter provides a brief overview of the purpose of the Public Access Plan (PAP) and the conditions of the site as they relate to public access and activation of public spaces. The PAP was prepared in accordance with the certified Port Master Plan (PMP), including the Chula Vista Bayfront Master Plan (CVBMP) – a local and state-approved land use plan by the San Diego Unified Port District (District) and the City of Chula Vista (City) (see Figure 1-1, Chula Vista Bayfront Master Plan) and the Development Policies codified therein. The Development Policies related to public access that the Resort Hotel and Convention Center (RHCC) will be required to implement are Policies 20.5, 20.6, 20.7, 20.8, and 23.14 (see the Conformance with Chula Vista Bayfront Master Plan Development Policies Table above).

Project Background

The District's PMP divides the San Diego Bay into ten planning districts, from Shelter Island in the north to the Imperial Beach Oceanfront in the south. The seventh planning district is the Chula Vista Bayfront (CVB). The CVBMP is a large-scale waterfront development plan of approximately 535-acres of the Chula Vista Bayfront that will transform a largely vacant and underutilized industrial landscape into a thriving recreational and resort destination. The CVBMP increases public access opportunities while restoring and protecting natural resources and serving to attract visitors from all over California to use the marine related recreational facilities and public areas. The CVBMP establishes three districts: Sweetwater District to the north, Harbor District in the center (where the RHCC is located) and Otay District to the south.

The CVBMP envisions:

- 70 acres of new parks (100 acres total, including existing parks)
- 120 acres of open space, habitat replacement, wetlands and ecological buffers to protect wildlife habitat, species and other coastal resources
- Shoreline promenades, walking trails and bicycle path network
- 2,850 total hotel rooms
- 600,000 square feet of restaurant, retail and marina-support uses
- 220,000 square feet of mixed-use commercial recreation/marine-related office uses
- 1,100 – 3,000 space overflow parking facility

The RHCC is the anchor development of the CVB – a destination attracting visitors from, and providing public amenities to, the entire region. The RHCC is located in the Harbor District. The Harbor District includes the following uses that are encouraged by the CVBMP: hotels and conference spaces; a bike path; a park and other open space areas; a continuous waterfront promenade; mixed-use retail; and new roadways and infrastructure.

1.2 Plan Overview

This PAP is incorporated into and implemented by a District-issued Coastal Development Permit (CDP) for the RHCC. The CVBMP will generally improve the public's access to the shoreline by increasing pedestrian and bikeway connections, increasing public transportation connections, and improving circulation along the coast. This PAP for the RHCC requires an extensive multimodal system to provide a variety of free and low-cost waterfront public recreational opportunities and facilities for a broad range of visiting individuals and families. Accessible facilities and improvements will be constructed and maintained to ensure compliance with the American with Disabilities Act (ADA).

1.3 Project Intent

The RHCC is located on an approximately 37-acre site within the Harbor District of the CVB. The RHCC will anchor the CVBMP redevelopment and serve as the catalyst for future projects and public access facilities. The RHCC will provide new public amenities on the CVB in the form of open plazas, restaurants, public art, and other pedestrian-oriented public amenities designed to attract visitors to the region and create a lively interface with the adjacent-planned Harbor Park. The RHCC proposes to activate the CVB by providing: (1) overnight accommodations for visitors to the Bayfront; (2) expanded recreational amenities within the Bayfront area, including low-cost commercial recreation, and public plaza areas; (3) points of interest, public art and viewing opportunities; and (4) visitor-serving retail such as cafes, gift shops, and outdoor eateries. Collectively, these components will encourage the public to experience the RHCC and its surrounding area as a cohesive, integrated destination. By activating the CVB and providing new public amenities to the region, the RHCC will draw the general public in to and through the hotel to enjoy and engage with the proposed retail, restaurants, event space, and pool facility, in addition to staying at the hotel and attending meetings and conventions. As currently envisioned by the PMP, the development of the RHCC would help encourage investment in other planned facilities and facilitate the construction of additional public amenities throughout the CVB.

PAP Purpose

The purpose of this PAP is to require public access into and through the RHCC (see Figure 1-2, Key Public Access Features) and to ensure connectivity between the RHCC to the wider CVBMP area. The PAP demonstrates how the RHCC will provide public access and activation onsite to balance hotel and convention center guest services with amenities available to the general public, and meet the intent, goals and policies of the District's certified PMP, including the Development Policies, and relevant Chapter 3 and 8 policies of the California Coastal Act. The PAP identifies public access amenities required for the RHCC and describes how public access will be managed and reported.

This PAP specifically requires key public access amenities in the following areas (see Figure 1-2):

- Public Esplanade consisting of approximately 5 acres (shown in tan on Figure 1-2)
- Plaza and Activity Village consisting of a Public Open Space Plaza Area (including the Pacific Coastal Village, Beach Walk, and Public Open Plaza 1 and 2) (shown in green on Figure 1-2) and Low-Cost Commercial Recreation Area (shown in yellow on Figure 1-2) comprising approximately 9 acres within a 340-Foot Setback Area from the Public Esplanade facing the bayfront (shown in orange on Figure 1-2)
- Hotel Lobby and Great Room (shown in blue on Figure 1-2) and Main Terrace (shown in teal on Figure 1-2)

Site Location

The RHCC site comprises approximately 37 acres of tidelands on the CVBMP as shown on Figure 1-3. The RHCC is located in the Harbor District, Subarea 74 of Planning District 7 (Chula Vista Bayfront) of the District's certified PMP.

As a formerly industrial use site on the CVB, the RHCC site currently contains a mix of surface parking, vacant dirt lots, streets, and the Chula Vista RV Park, which is slated for demolition and relocation within the CVB, prior to the construction of the RHCC. As described in the CVBMP, a CDP has been issued (September 12, 2018) for the construction of a new RV park on S-1 in the Sweetwater District which is anticipated for opening in mid/late-2020.

Figure 1-2 Key Public Access Features

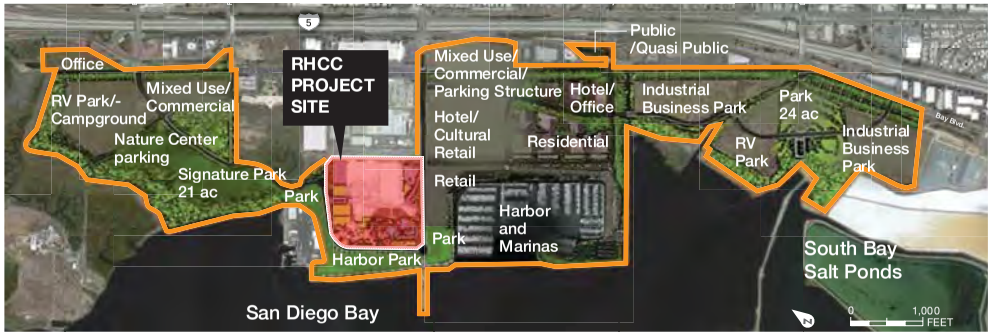


Figure 1-3 Resort Hotel Convention Center Project Site Location

2 Existing Public Access

For comparison purposes, this chapter describes existing conditions, indicating how the site is currently accessed and used by the public. It is also intended to provide a foundation for determining potential negative or positive changes on existing public access as a result of the RHCC development. Below are the various methods that the public currently uses to physically access the general area, which comprises the RHCC site. This section addresses physical access and subsequent sections will discuss perceptual access (the perception of where the public will feel welcome to access). Please refer to Figure 2-1, Existing Public Access.

Vehicular Access

By vehicle, the existing site is accessed from H Street from the east; and Marina Parkway and Sandpiper Way from the south. H Street provides access to the site from I-5 and Bay Boulevard, which both provide north-south connectivity. All roadways in the immediate vicinity are configured as Two-Lane Class III Collectors, meaning these streets circulate localized traffic as well as distribute traffic to and from arterials and other collectors. The surrounding roadways have speed limits ranging from 25 to 35 miles per hour.

Pedestrian and Bicycle Access

On foot, the existing site is accessible from the east by sidewalks located along both sides of H Street; and from the south by a sidewalk on the western side of Marina Parkway. There is an additional waterfront path leading to the site, south of Sandpiper Way and west of Plover Way.

Existing bicycle infrastructure in the vicinity includes bike lanes and sharrows (lanes that cars and bikes share). H Street provides a separated bike path, exclusive to bicycles, parallel to the sidewalks on both sides of the street. H Street extends east to Bay Boulevard, which has a Class II bike lane that continues for miles in the north and south directions. Marine Parkway, between H Street and G Street, provides Class II bike lanes on both sides of the street, meaning the street provides striped lanes for one-way bike travel, adjacent to vehicle travel lanes.

Transit

The Metropolitan Transit System (MTS) operates the San Diego Trolley, which connects San Diego's east and south county communities with the Downtown region.

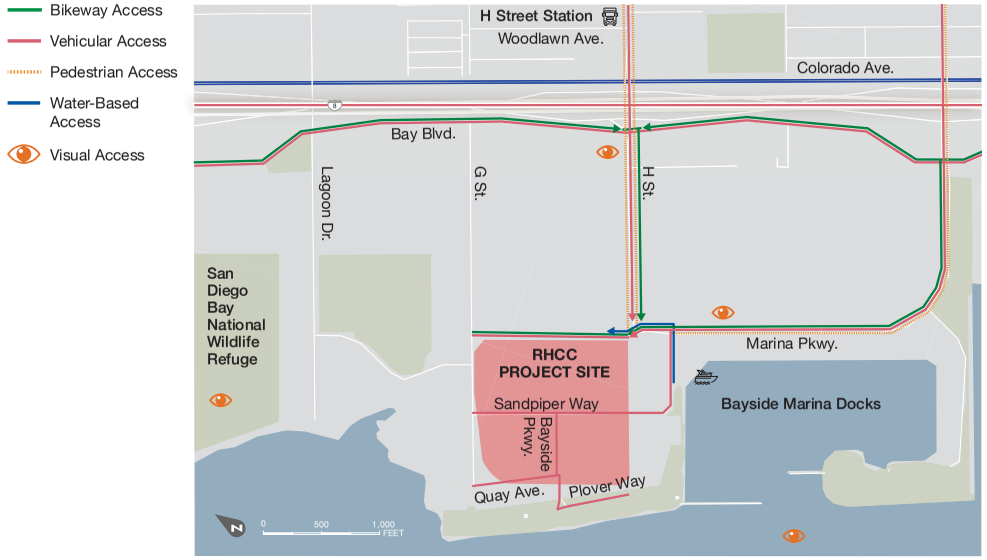


Figure 2-1 Existing Public Access

The Trolley can be accessed from the CVB by two transit stations located on E and H Streets. The H Street Transit Station is located approximately 0.4 miles away from the RHCC site. MTS currently operates bus routes that serve the CVB and surrounding vicinity. Various bus routes, including the 701 and 709, are also accessible from the H Street Transit Station. These lines provide access to the Palomar Street Transit Center via Hilltop Drive and the Otay Ranch Town Center via E Street. The Trolley Blue Line runs from San Ysidro to America Plaza in downtown San Diego and provides connections to the Green, Silver and Orange Lines.

Water Based Access

Recreational waterfront access opportunities are available by water taxi or boat at the Chula Vista Marina, located approximately 400 feet south of the RHCC site.

3 Required Public Access

The RHCC development will encourage access to the public, including locals and visitors, as well as hotel and convention guests by providing new public access opportunities on the CVB that allow all to enjoy the waterfront from the hotels' public spaces and venues. The public will be able to enjoy the plazas, retail, restaurants and recreational facilities at the site.

Public spaces and amenities will be activated with a mix of no-cost and low-cost public amenities to ensure the public will be able to access and engage the public spaces in a meaningful way. In addition, the RHCC will be accessible from and connect to adjacent coastal resources, such as the planned Signature Park (Sweetwater Park), planned Signature Park Extension (Harbor Park) and future bayfront retail and restaurants envisioned in the CVBMP. Improved access and wayfinding signage provided within the RHCC will also improve access to and use of the overall area. The construction of the RHCC will enable a network of public infrastructure within the CVBMP Area to be developed. Implementation of the CVBMP strengthens the bayfront's connection to Chula Vista's urban core and neighborhoods to the east by extending the City's traditional street grid to ensure pedestrian, vehicular, bicycle, transit, and water linkages.

Prior to issuance of the RHCC Certificate of Occupancy, the following actions are proposed under the CVBMP that are within the project vicinity:

- The Bayshore Bikeway will be extended to the closest possible location to the water, in front of the RHCC.
- The Public Esplanade will be extended along the entire bayward side of H-3.
- Roadway improvements include the extension of H Street that will connect the E Street extension in the Sweetwater and Harbor Districts.
- The H Street extension, which will end with a planned pedestrian connection and a new pier (future Harbor Park), will provide a significant link from eastern Chula Vista to the waterfront.
- New access roads and modifications to Marina Parkway are proposed throughout the Harbor District, including:
- E Street (G Street to H Street) creates a more meaningful scenic coastal roadway into the bayfront along the future Harbor Park. The CVBMP consists of the construction of a two-lane Class III Collector street with turn lane, drainage, water, sewer, dry utilities, and connection/transition to existing Lagoon Drive. Streetscape improvements include landscape, sidewalks, biofiltration, lighting, furnishings, etc. The CVBMP includes on-street diagonal parking on the west side of the north-south portion.
- G Street Connection: Construction of a two-lane collector street to the Collins Aersospace (formerly Rohr) Gate 66 with drainage, water, sewer, and dry utilities. Streetscape improvements include landscape, sidewalk, biofiltration, lighting, etc.
- H-3 Parcel: Rough grading, and temporary drainage and erosion control, including maintaining access and utility service to surrounding businesses.
- H-3 Utility Corridor: Installation of new storm drain, sewer, water, and dry utilities.

Use of all or portions of the RHCC (a) will be subject to reasonable rules and regulations as the operator of the RHCC or its designee may reasonably prescribe, and (b) may be temporarily suspended for safety or security purposes.

3.1 Required Public Access Components

The RHCC will be a commercial and recreational development on the project site. The RHCC includes construction and operation of the following public and semi-public areas (see Figure 3-1 Key Public Access Features):

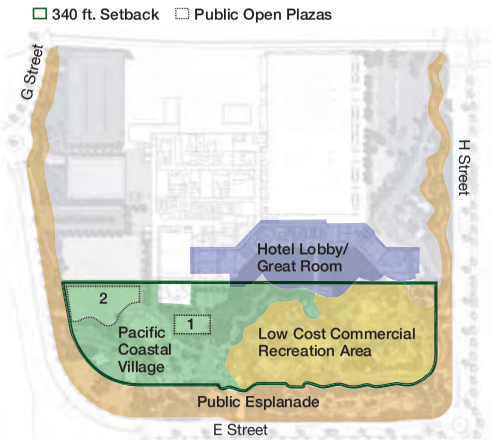


Figure 3-1 Key Public Access Features

Figure 3-2 Public Esplanade on Site Plan

- Public Esplanade
- Plaza and Activity Village consisting of the Pacific Coastal Village, Beach Walk, Public Open Space Plazas 1 and 2, and Low-Cost Commercial Recreation (340-Foot Setback Area)
- Hotel Lobby, Great Room and Main Terrace
- Public Wayfinding
- Public Access

Given the proximity to San Diego Bay and the planned improvements in the CVB surrounding the site, including two new public parks, the RHCC provides a central activated interface between public and commercial use on the CVB. Of the approximately 37-acres that make up the RHCC site, approximately 9.2 acres (or nearly a quarter of the site) within a Plaza and Activity Village (340-Foot Setback Area) will be designed as either open public plazas or park-like public esplanade. These areas will be thoughtfully designed and activated to appeal to all Bayfront visitors.

The applicable Development Policies, how the RHCC complies with the Development Policies, and key public access features are summarized in Conformance with Chula Vista Bayfront Master Plan Policies Table on Page 3 above and are discussed in detail in Sections 3.2, 3.3, 3.4 and 3.5 below.

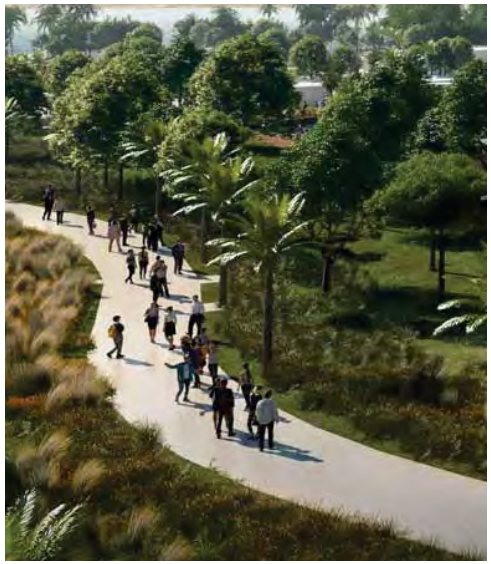


Figure 3-3 Public Esplanade Rendering

3.2 Public Esplanade

A Public Esplanade (Esplanade) of approximately 5 acres will wrap the north, west and south sides of RHCC site. The park-like Esplanade will average 100 feet in width on the western boundary of the site and 50 feet in width on the north and south boundaries.

The Esplanade will meander throughout the site as shown in Figure 3-2 (Public Esplanade on Site Plan) and will be designed to facilitate public access in and around the site. The Esplanade will be directly connected to the large public open plaza spaces and public walkways shown within the Plaza and Activity Village (340-Foot Setback Area) (see Section 3.3 below), and will create a strong public interface with adjacent uses, such as the planned Harbor Park to the west and southwest, the planned Sweetwater Park to the north, and planned commercial retail to the south.

Uses included in the Esplanade will include pedestrian walkways, bicycle access ways, landscaping and other pedestrian friendly features. Various public amenities, including benches, bike racks, informational kiosks, public wireless connectivity, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, visible wayfinding signage, drinking fountains, and public art will be provided at various locations throughout the Esplanade. Public art will be provided in the southwest corner of the RHCC site. These elements will provide public recreational opportunities and will encourage access to and around the RHCC site (see Figure 3-3, Public Esplanade Rendering).

In order to achieve a lively, pedestrian oriented experience that is attractive to the public, a publicly accessible food service location will be provided along the southern edge of the Public Esplanade along H Street (see Figure 3-4 Southern Grill Venue Site Plan and Figure 3-5 Southern Grill Venue Rendering). The food service will be situated next to an entry stairwell leading to the Hotel Lobby and will provide a counter and plaza with ample seating open to the public. This dining opportunity will provide visual interest that will draw pedestrians into the RHCC from the Esplanade and across H Street from the southern portion of the planned Harbor Park and planned retail nodes adjacent to the marina. Other public amenities adjacent to the Esplanade and within the RHCC Site will include a market area consisting of a plaza surrounded by mobile food and retail kiosks with ample public seating, public open space, and the Pacific Coastal Village (further described in Section 3.3) consisting of retail, food and beverage establishments.

A small permanent informational kiosk will also be provided along the Esplanade close to the roundabout at H Street and E Street to allow pedestrians to gather information about the recreational opportunities and public amenities onsite and in the area, such as the RHCC's Resort Day Pass Program that will provide a low-cost, commercial recreational resource available to the general public. As further described in Section 3.3, the Day Pass Program will activate a portion of the 340-Foot Setback Area by providing daily public access to the RHCC's pool facility – a recreational water resource consisting of up to four swimming pools, associated amenities and food and beverage options.

The Esplanade will be managed and maintained in good working and safe condition by the RHCC operator or its designee and will be accessible to the general public 24-hours a day for all days, except in the event of any emergency closures or associated with certain large public events, such as HarborFest, and may be programmed in conjunction with operations at the adjacent planned Harbor Park.

Figure 3-4 Southern Grill Venue Site Plan

Figure 3-5 Southern Grill Venue Rendering

3.3 340-Foot Setback Area

The 340-Foot Setback Area will provide public amenities and recreational resources that will further activate the CVB and attract visitors to the region. There are two primary components of the 340-Foot Setback Area: 1) the Public Open Space Plaza Area (includes the Pacific Coastal Village, Beach Walk and Public Open Plazas); and 2) the Low-Cost Commercial Recreation Area (see Figure 3-5, 340-Foot Setback Area Site Plan). This area makes up approximately 9 acres. The Pacific Coastal Village is an activated plaza that includes dining and retail amenities, seating, landscaping, additional public parking and views to San Diego Bay.

Public Open Space Plaza Area

Approximately 4.2 acres or 50% of the 340-Foot Setback Area, excluding areas associated with the Public Esplanade, main public terrace, and the social lawn, is dedicated to the Public Open Space Plaza Area. This area will contain a variety of pedestrian-oriented, activating uses that will be either no cost or reasonably priced. The area will be open to the general public. Uses in this area will include a mix of pedestrian walkways, plaza areas, low-scale development with commercial recreation, a social lawn, dining and visitor-serving uses.

The Pacific Coastal Village of approximately 46,200 square feet will be provided in the northwest corner of the 340-Foot Setback Area (see Figure 3-6, 340-Foot Setback Area Site Plan, Figure 3-7 Pacific Coastal Village Area and Figure 3-8 Pacific Coastal Village Rendering). The Pacific Coastal Village will frame a major public pedestrian gateway into the RHCC and guiding the public into the RHCC's activated Lobby Area and Great Room. A restaurant and coffee shop, or similar food and beverage outlet, will be provided in this area to facilitate the public's need for alternative dining and drinking venues. These new food and beverage facilities will be served by a new, one-way retail-oriented vehicle lane at the northwestern corner of the RHCC site and designed to accommodate both vehicle and pedestrian traffic. Surface parking for approximately 19 vehicle spaces will be provided along the one-way lane as well as a rideshare valet drop off area for both the public and hotel guests adjacent to the food and beverage facilities. Additional low-profile, visitor-serving retail uses such as bike rental ice cream and gift shops will supplement and enhance the experiences of the public at the planned Harbor Park with snacks, beverages and other retail, as well as information. Restrooms ancillary to retail and restaurant uses will be made available to the public during hours c operation.

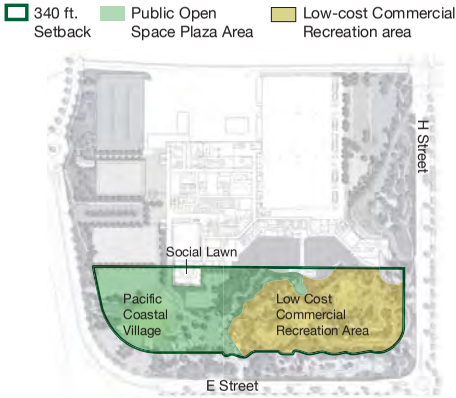


Figure 3-6 340-Foot Setback Area Site Plan

Two other new public open plazas with hardscape and landscaping will be provided to accommodate a variety of activities for the public and passive uses as well. These public plaza areas will include:

- Game activities (e.g., oversized games, tables)
- Linear recreation (e.g., walking/jogging, exercise)
- Social gathering (e.g., passive seating, pod seating)
- Viewing/relaxation
- Interactive nature playground
- Public art (shall be provided at northwest corner and in the two main plaza areas).
- Wayfinding, informational signage and/or informational kiosks
- Other activating uses

These plazas will provide convenient, low-cost or no-cost services to the general public. Other public amenities may be incorporated into the site including, ATMs, newspaper stands and public art, outdoor seating and dining areas and regional and local informational kiosks.

Pedestrian pathways will traverse the public access plaza area encouraging access into and through the site. The Hotel Lobby and Great Room will be open to the public, with direct access via the Beach Walk that guides the public between the Pacific Coastal Village and the Low-Cost Commercial Recreation Area; commencing at the E Street crosswalk from the planned Harbor Park. The Beach Walk will provide ADA accessibility via a gentle, meandering rise to the Main Terrace (shown on Figure 1-2) on the lobby level of the hotel, where the public can visit and enjoy additional restaurants and retail located within the hotel.

Figure 3-7 Pacific Coastal Village Area

Figure 3-8 Pacific Coastal Village Rendering

Figure 3-9 Pool Bar Rendering

A publicly accessible Pool Bar will be provided adjacent to the Public Esplanade (see Figure 3-9 Pool Bar Rendering). The Pool Bar will double as a food venue providing services to the Low-Cost Recreation Area and within the Public Open Space Plaza Area. The Pool Bar will attract pedestrians using the Public Esplanade towards the Beach Walk and the Pacific Coastal Village.

Conspicuous public access signage and other wayfinding signage will be placed at strategic visible locations within the public open plazas to help guide the public across and into the site. Such signage shall state that the area is open to the public and at least three of the signs shall include a map of the RHCC site with labels of the public amenities. Additionally, the RHCC operator or its designee will include information on its website on the public amenities and its hours of operation.

Other than Public Open Plaza 2 (shown in Figure 3-1), the public amenities in the Open Space Public Plaza areas will be accessible to the general public daily for all days of the year and managed and maintained by the RHCC operator or its designee in a safe and good working manner. The 32,000 sf Public Open Plaza 2 would be used for private functions up to 15% of the time during the summer (Memorial Day to Labor Day)

and 25% during the non-summer months. Outside the Public Open Space Plaza Area, an approximately 8,000 sf Social Lawn (shown in Figure 3-7) is provided for private functions associated with an adjacent ballroom and will not be accessible to the general public.

Prior to the issuance of any certificates of occupancy for the hotel and convention center, all retail and food/beverage outlets available to the general public identified within the Public Open Space Plaza Area and Public Esplanade shall be constructed.

Low-Cost Commercial Recreation Area

Approximately 50% of the 340-Foot Setback Area is designed as a Low-Cost Commercial Recreation Area that will include up to four swimming pools, associated amenities, a Pool Bar (as previously discussed in Section 3.2) (see Figure 3-10, Low-Cost Commercial Recreation Area Site Plan). The pools will be managed and maintained by the RHCC operator or its designee in a safe and good working condition and will be open daily to members of the general public and hotel guests. Anticipated hours of operation of the pool area are between 9 a.m. to 6 p.m. The area will also serve as a low-cost, recreational resource to the general public and managed under the following parameters:

- Access will require purchase of a low-cost day pass ("Day Pass"). Requirements of the Day Pass Program shall include all of the following:
- 150 Day Passes (approximately 11.5% of the planned functional occupancy of the pool facility, based on an estimated 1,300 deck chairs) will be made available to members of the general public every day the pool is open to hotel guests of the RHCC.
- The cost of a Day Pass will not exceed $10 daily, except as adjusted annually pursuant to the Consumer Price Index (CPI).
- Purchase of a Day Pass will be made available to the general public onsite in a conspicuous location(s) and online. Information on the Day Pass Program, including number of daily tickets available, days of availability and price, will be advertised onsite in conspicuous public areas, avt information kiosks, and online.
- Availability and use of a Day Pass will be available to the general public on a first-come/first-served basis and will not be otherwise restricted.
- All Day Pass users will be subject to the same reasonable conduct requirements that are applicable to hotel guests.

3.4 Hotel Lobby and Great Room

The main point of public access to the Hotel Lobby and Great Room will be provided via the public Beach Walk, a prominent walkway that bifurcates the market area, Pool Bar, Pacific Coastal Village and the Low-Cost Commercial Recreation Area, commencing at the E Street crosswalk from the planned Harbor Park. This walkway will gently rise to the Main Terrace (shown on Figure 1-2) of the lobby level of the hotel, where the general public could access and enjoy the lobby, free-of-charge. This walkway allows pedestrians to remain outside and enjoy a series of viewing terraces and lookout points, or venture inside the Hotel Lobby to visit two levels of public amenities designed in a coastal Southern California theme (see Figure 3-11, Hotel Lobby/Great Room Concept). As shown in Figure 3-12, Pedestrian Interface (Beach Walk) with Great Room and Main Terrace, pedestrians approaching the Great Room and Main Terrace will be able to see the inviting amenities within the Great Room through the atrium glass. The approximately 15,000 square-foot Main Terrace will act as an outdoor extension of the Hotel Lobby and invite pedestrians to enjoy the views and public seating provided. The outdoor viewing terraces and lookout points on the RHCC grounds will offer views of San Diego Bay, the planned Harbor Park, and marina.

The ground-floor of the Hotel Lobby/ Great Room is planned at approximately 36,000 square feet. Guests will be welcomed into a dual-level atrium/indoor garden area that will provide food pavilions and retail opportunities. As shown in Figure 3-11, the Hotel Lobby/Great Room would bring the outdoors in to be enjoyed by the public, fitting the southern coastal theme with incorporation of water features, boardwalks, and beach games. Visitors could meander throughout these areas on a series of pedestrian paths designed to highlight prominent Southern California experiences. The atrium will be designed in a manner to welcome the public and RHCC guests, and way-finding signage will be provided to inform and encourage visitors to visit all points of interest provided in the lobby. The Great Room's upper level will feature a restaurant venue that will overlook the atrium below. All amenities in the Hotel Lobby/Great Room will be available to the general public and RHCC guests.

Figure 3-10 Low-Cost Commercial Recreation Area Site Plan

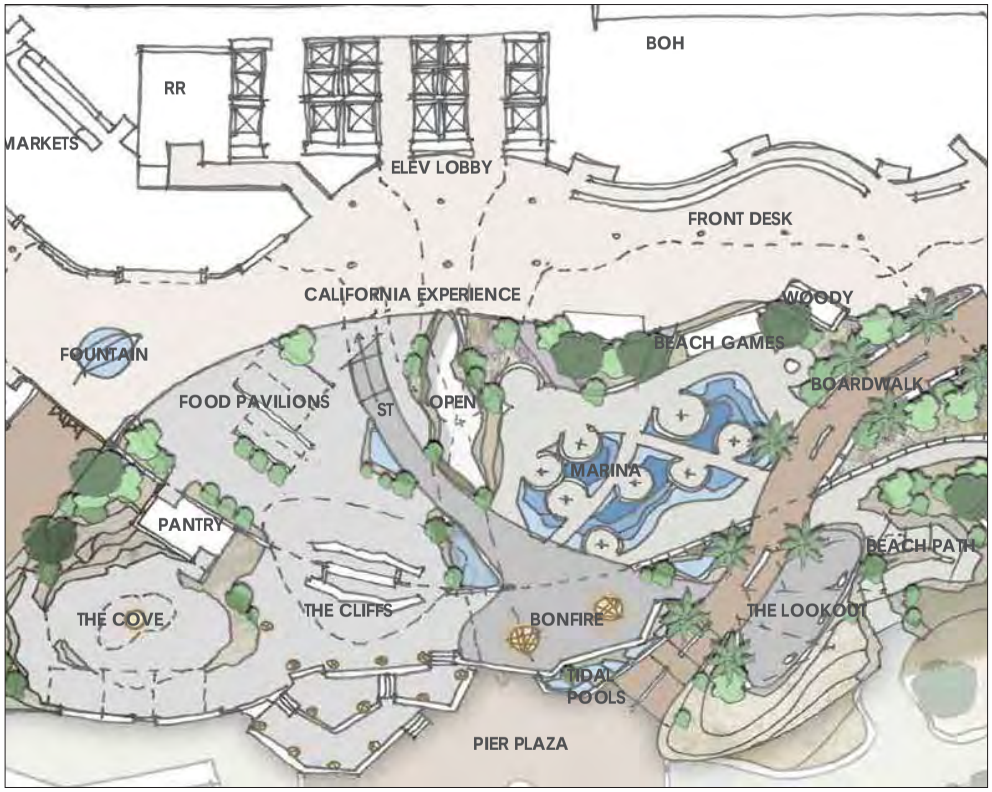


Figure 3-11 Hotel Lobby/Great Room Concept

Figure 3-12 Pedestrian Interface (Beach Walk) with Great Room/Main Terrace

3.5 Wayfinding Signage and Online Information

Wayfinding has the function to inform all people of their surroundings in an unfamiliar built-out environment. As such, it is important that the RHCC's wayfinding signage display information at strategic points to guide people in the right direction to key points of interest, public amenities, restrooms and general access. Wayfinding must also be designed to convey design elements that communicate easily to the reader that they are welcome to move about the site with unrestricted ease. Effective wayfinding creates a comprehensive, clear and consistent visual communication system with concise messaging. Wayfinding signage can help with areas that are partially hidden from public view and for other areas located across the site. Spatial wayfinding generally requires longer distance views of the public space. The perception of this space from a distance also needs to convey the appearance that it is public space in order to reinforce the site's welcoming environment.

Additionally, information available online is often used by visitors of all ages prior to or during a trip to a destination. Such online information can draw visitors to an area and educate the public on amenities available at the destination. It is also easily updated and maintained.

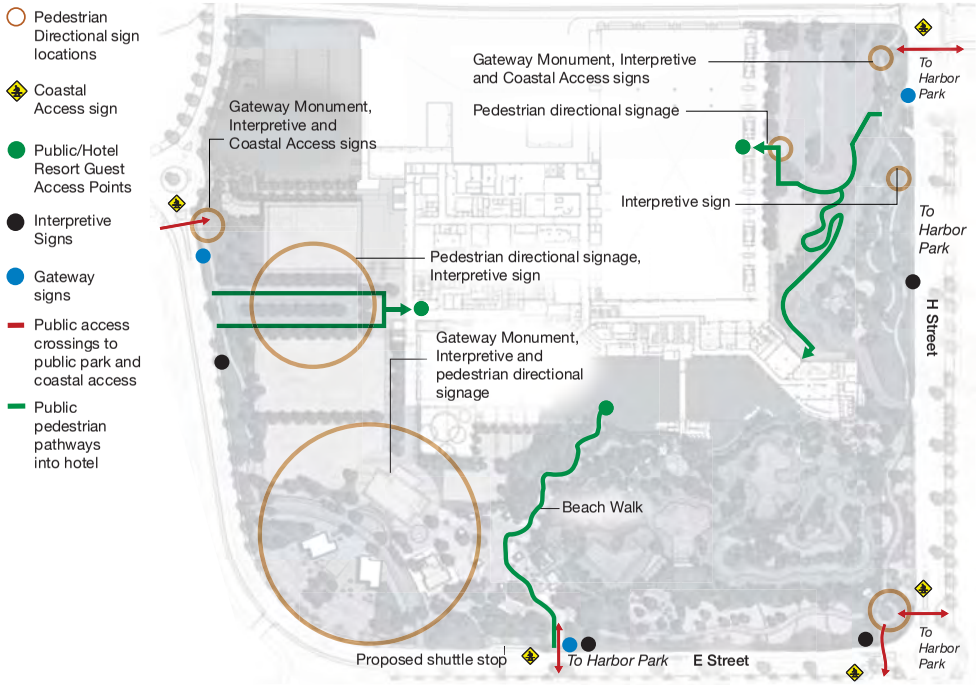
Design features will make it clear to the public as to which spaces are available for public and semi-public use or designated for private access. Open designs with plazas, open landscape areas, lighting, signage, limited to no fencing, and seating areas are indicators that an area is available and encourages public use. A private space will typically include walls, screening, gates, fencing and areas that are not visually accessible.

Project Wayfinding

The RHCC will include public amenities such as plaza and open space areas, food services, retail, a Public Esplanade and low-cost commercial recreation and pool facilities. To ensure these amenities receive maximum utilization by the public, wayfinding signage will be used throughout the site to promote these amenities, as well as guide visitors to them. As illustrated in Figure 3-13, Wayfinding Signage, the RHCC will implement four types of wayfinding signage:

- **Gateway Monuments:** Four Gateways will identify the primary entry portals to the RHCC at the northeast side of the site at the traffic circle; two from the harbor park to the west; and two from the southern corners of the site.
- **Pedestrian Directional:** Pedestrian directional signs will direct visitors to major destinations and points of interest such as the Public Esplanade, Hotel Lobby and Great Room, Pacific Coastal Village, Low-Cost Recreation Area, public plazas, event lawns, and planned Harbor Park. This signage type shall be at a scale appropriate for walkers and bicyclists. Pedestrian directional signage may also be located at kiosks and may contain maps of the area and/or include hours of operations.
- **Interpretive:** Interpretive signs will illustrate the San Diego Bay history as a working waterfront, as well as provide past and present ecological context about the site, the nearby F&G Street Marsh, and region. Interpretive signage will be concentrated within the public plazas.
- **Coastal Access Path:** Coastal Access Path signs will be used along the peripheries of the site in conspicuous locations to direct pedestrian and bicyclists to the waterfront using simplistic, comprehendible signs.

Figure 3-13 shows the general location of the types of wayfinding signs that shall be included as part of the RHCC. Additional wayfinding signage may also be supplemented in additional locations. In accordance with Development Policy 20.6, public access and other path-finding signage shall be placed at strategic locations throughout the hotel complexes to guide guests and visitors to and from public use areas. Additionally, in accordance with the Development Policy 9.2, the RHCC will support the environmental education program by installation of educational signage illustrating the natural history and resources of the area. The design, installation and maintenance of pedestrian directional signs are the full responsibility of the RHCC. Such signage shall be maintained so that they are legible. Works of public art located within RHCC site, including at least one work of public art in the Public Open Space Plaza Area, will augment the onsite public access directional and information signage. Wayfinding signage will be provided at every building entrance, every point where a pedestrian walkway intersects with a prominent point of crossing, the crosswalks at H, E, and G Streets, and at every prominent public amenity informing the public. Also, signage shall be provided showing the location and hours of the Chula Vista Bayfront Circulator Shuttle to be in operation prior to the RHCC opening.



Signage examples

Interpretive ecological, historic and landscape

Gateway monument

Coastal access path

Public pedestrian directional

Figure 3-13 Wayfinding Signage

Online Information

Online information can assist the public prior to and during a visit to a destination. RHCC operator or its designee will also include information on the following on its website:

- Pool Day Pass, including number of daily passes that remain available to the public, ability to purchase the passes online and price for each Day Pass.
- The Bayfront Shuttle, including hours of operation and stops and information on other available modes of alternative transportation (which may include a link to the MTS website).
- Public amenities available at the RHCC site, including a map and hours of operation.
- Public events at the RHCC.
- Public parking on and surrounding the RHCC.

3.6 Multimodal Access to the RHCC

The RHCC creates new multimodal access opportunities as shown on Figure 3-14, New Public Access Opportunities. The monitoring of offsite facilities and offsite improvements for compliance with this Plan will not be the responsibility of the operator of the RHCC or its designee.

New streets will be created in and around the RHCC site as follows:

- **H Street**
  - H Street west of Marina Parkway to the RHCC entrance - 58-foot-wide, 3-lane Class II Collector Street.
  - H Street to the intersection with E Street - 58-foot-wide, 2-lane Class II Collector Street.
  - Approximately 60 diagonal on-street public parking spaces provided on the southern side of the street with a five-foot wide contiguous concrete sidewalk. The parking provided shall solely serve the future planned Harbor Park to the west. Neither the operator of the RHCC nor its designee, as applicable, will be responsible for monitoring such parking.
  - Nine-foot wide landscaped median pop-outs.
  - Signage indicating that the parking is public parking for the planned Harbor Park.
  - 12-foot-wide AC Class I bike path provided within parcel H-9 on the southerly side to connect the existing bike path along H Street east of Marina Parkway to the future path system planned in Harbor Park.
  - Public pedestrian and bicycle circulation shall be provided on the north side of H Street within the Public Esplanade perimeter.
- **E Street**
  - E Street from the roundabout at the intersection of H Street northerly and then easterly to the roundabout at the intersection of G Street - 2-lane Class III Collector. A center turn lane will be provided in areas of high use driveways, for a total width of 36 to 58 feet.
  - Approximately 50 diagonal on-street public parking spaces provided on the western side of the street with a five-foot wide contiguous concrete sidewalk. The parking provided shall solely serve the future planned Harbor Park to the west. Neither the operator of the RHCC nor its designee, as applicable, will be responsible for monitoring such parking.
  - A nine-foot-wide landscaped median pop-outs.
  - Signage indicating that the parking is public parking for the planned Harbor Park.
  - Public pedestrian and bicycle circulation on the east and south side of E Street shall be provided within the Public Esplanade perimeter.
  - Mid-block pedestrian crossings and two transit stops shall be provided on the west and east sides of E street at mid-block to enhance public access.
- **G Street**
  - Approximately 200 linear feet of E Street from the roundabout at the intersection of G Street northerly to transition into the existing Lagoon Drive - 2-lane Class III Collector Street with a width of 32 feet.
  - An extension of G Street from the roundabout at the intersection of E Street easterly to the RHCC truck driveway and the existing Gate 66 entrance to Rohr to a width of 28 feet.
- **Retail Village Street**
  - The new food and beverage facilities in the Open Space Plaza Area (see Section 3.4 above) will be served by a new one-way retail lane (Retail Village Street) at the northwest corner of the RHCC site (designed to accommodate both car and pedestrian traffic).
  - Approximately 19 on-street, surface parking spaces.
  - A rideshare or valet drop off area adjacent to the food and beverage facilities.

Figure 3-14 New Public Access Opportunities

A 9-level parking structure of no less than 1,600 parking spaces will be developed on the northeast portion of the RHCC site. It is anticipated that the parking structure will open soon after the opening of the RHCC. However, an interim surface parking lot may be needed to accommodate parking during construction of the RHCC and after the opening of the RHCC to allow for the construction of parking structure. This approximately 1,600-space surface parking lot will be accommodated off-site but within the overall CVBMP project (anticipated on H-23). Upon the earlier of the completion of the parking garage on H-3 or no more than 48 months after issuance of a certificate of occupancy of the RHCC, parking will shift from the off-site surface lots to H-3. A minimum of 15% of the surface and garage parking spaces (approximately 110 parking spaces), will be designated as available to the general public (non-hotel or convention guests)

at market parking rates. The spaces are intended to provide access to the various public facilities, as well as retail and restaurant amenities at the RHCC site.

The Transportation Demand Management Plan (TDMP) for the RHCC contains policies aimed at managing parking. The following policies are proposed for the RHCC:

- **Limit parking supply:** The 1,600 parking spaces provided would be in line with demand calculations for typical operations. To encourage smart growth principles and a mix of transportation options, surplus parking is not proposed for special events.
- **Unbundle Parking Costs:** Hotel guests, employees and the general public will be required to pay for parking separately to serve as a financial incentive for guests to consider alternative forms of transportation over driving a vehicle to the site.
- **Utilize Parking Permits:** To reduce the impact of spillover parking from nearby areas where parking may be limited and/or priced, the parking structure will require secured card key access, available to the public and hotel guests alike.
- **Implement a Parking Management Plan:** A Parking Management Plan would promote smart growth principals and provide a guide for parking enforcement and other parking management issues.

The Parking Management Plan for the RHCC shall provide detailed performance criteria and outline measures that the RHCC will undertake to ensure that adequate parking is available. The Parking Management Plan shall also address how parking capacity will be monitored to ensure that parking is available to guests, patrons, employees, and the general public.

Pedestrian Access

The RHCC will provide a pedestrian access network that internally links areas within the site to existing external streets and nearby sites means of extensive on-site pedestrian (Public Esplanade) along with multiple pedestrian crossings along the project frontage. The Public Esplanade and Beach Walk will link the pedestrian-oriented amenities within the Open Space Plaza Area, the

Low-Cost Commercial Recreation Area, and the main Hotel Lobby and Great Room (explained above in Sections 3.2, 3.3, 3.4 and 3.5).

Pedestrians will be able to safely and easily cross over to the RHCC site by a series of public pedestrian crosswalks strategically placed along H Street and E Street. There will be a total of four raised speed table pedestrian crossings on H Street and E Street to the RHCC to assist with traffic calming. Raised speed table locations will be provided on H Street at mid-block and on E Street at mid-block, the northeasterly curve, and before the intersection of G Street. The crosswalks will allow pedestrians to easily meet up with the Public Esplanade. In addition, the crosswalk at mid-block on E-Street will allow pedestrians to meet up with the Beach Walk that bifurcates the 340-Foot Setback Area and guides them into the Hotel Lobby and Great Room. Distances will be minimized at all the crosswalks and aligned with retail nodes and points of interest.

Alternative Modes of Transportation

The RHCC site is within close proximity to multiple existing modes of public transit as shown on Figure 3-15, Multiple Modes of Public Transit.

Trolley/Bus

The San Diego Trolley includes two transit stations east of Interstate 5 on E Street and H Street. H Street Transit Station is approximately 0.4 miles away from the RHCC site. Rideshare and bus parking and loading pick-up/drop-off stops will be provided.

Bayfront Shuttle

The Bayfront Shuttle will be phased into service by the City concurrent with the development of the RHCC and shall be in operation no later than opening of the RHCC. The Bayfront Shuttle will connect the CVB with the City and provide multiple connections to public bus routes and the transit stations. A shuttle stop will be designated along the western boundary of the RHCC site along E Street near the restaurant and retail spaces and public plazas of the Open Space Plaza Area and the crosswalk to the planned Harbor Park. The RHCC operator or its designee will provide information online and in the RHCC regarding the Bayfront Shuttle to the general public, hotel guests/visitors and employees, and will promote its use in order to reduce vehicle trips to and from the RHCC site.

Bicycle

The CVB will also be served by the Bayshore Bikeway along the western edge of E Street and along the south side of H Street, which will be implemented by the RHCC Project and brought closer to the waterfront than currently exists. In order to encourage the use of bicycles as a form of transportation, the Project will provide bicycle parking on-site. Employee and public bike parking and storage areas will be provided in the parking structure and proper wayfinding signage will be provided. It is anticipated that bicycle rentals will be provided onsite by third-party operators.

Transit Rebates

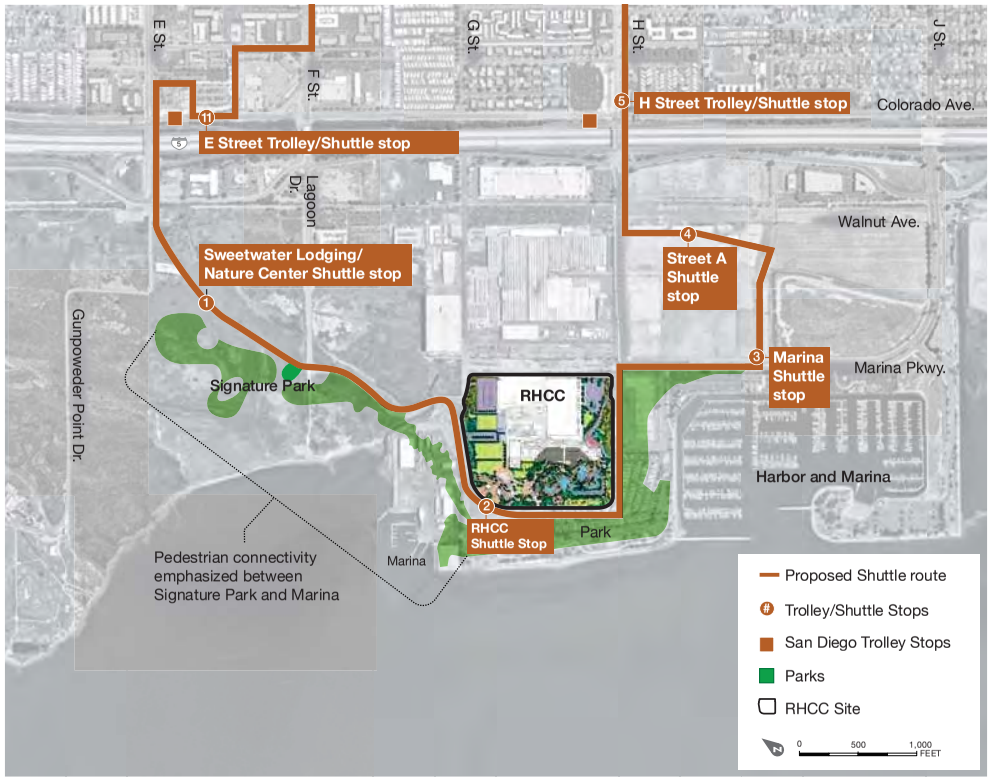
To encourage employee use of public transit, the RHCC operator or its designee shall offer a minimum of 5,000 transit rebates each year to RHCC employees, on a first come, first serve basis, that utilize alternative transit to/from the RHCC site. The amount of transit rebate to each employee shall be equivalent to the cost of a day pass on the Metropolitan Transit System trolley.

4 Events and Programming

Every year, the CVB is home to many public and private events for the local community as well as visitors. Existing Bayside Park (site of the planned Harbor Park), located adjacent to the RHCC site, holds a wide variety of events, including, but not limited to, coastal cleanups, art and music festivals, food festivals, sailing events, car shows, triathlons and concerts. As shown in photos below, Bayside Park has hosted large events such as Night by the Bay, HarborFest, and Mariachi Fest. These free or low-cost events bring local and visiting individuals and families to come together to enjoy and celebrate art, culture, and culinary delights.

The event spaces highlighted in Figure 4-1, Event Areas, are located predominantly along the northern boundary of the RHCC site. Spaces located within the Public Open Space Area of the Plaza and Activity Village will be open to the public 365 days a year and not closed for any exclusive events associated with the hotel and/or convention uses with exception to Public Open Plaza 2 which would be open to the public no less than 85% of the time during summer months (Memorial Day to Labor Day) and 75% during non-summer months (Labor Day to Memorial Day). The operator of the RHCC or its designee will have the exclusive right to organize events in any event spaces that will be open to use by the general public.

The event spaces within the Public Open Space Plaza Area of the Plaza and Activity Village were designed to facilitate a range of events through the incorporation of public benches, chairs, tables, outside shade structures, public art, drinking water fountains and nearby restrooms available to the public. At a minimum, the permanent public seating and fixed picnic-type tables will be provided along the bayward perimeter of event spaces within the 340-Foot Setback Area. Interchangeable signage and other methods of announcements will be installed throughout the RHCC to promote and inform the public about various activities and events occurring onsite and at the planned Harbor Park. Such information will also be posted online.



Note: Consistent with CVBMP Public Access Plan Section 5/Exhibit 4.

Figure 3-15 Multiple Modes of Public Transit

Figure 4-1 Event Areas

The Public Esplanade will meander the periphery of the site providing public connectivity to all event spaces, while also connecting the event spaces to additional public amenities such as food venues and retail. These pedestrian-serving amenities will further encourage interaction between the proposed event spaces and the other uses onsite and at the planned Harbor Park.

Event-goers attending by car will be able to park at surface street parking as well as designated public parking spaces in the parking garage. For event-goers looking to use transit, the RHCC's proposed improvements trigger provides linkage to public transit systems serving the San Diego region.

5 Reporting Requirements

By March 31st of each year, the RHCC operator or its designee shall submit an annual public access usage report to the District for the preceding year. The purpose of the annual report is to quantitatively and qualitatively present and assess implementation of the PAP. The report shall be broken down by the following project areas.

5.1 Public Esplanade

- Describe if the Public Esplanade was accessible to the general public year around.
- Assess usage of bike racks and pedestrian crossings.
- Describe any necessary emergency closures including reason, date(s), and duration.

5.2 Plaza and Activity Village (340-Foot Setback Area)

- Provide a listing of all restaurants, retail and kiosks available to the general public.
- Describe the hours of operation for the restaurants, retail and kiosks.
- Generally describe the number customers utilizing the restaurants, retail and kiosks.
- Identify the areas where the most customers and foot traffic were observed.

Day Pass Program

- Provide hours of operation for general public use.
- Quantify the number of Day Passes provided to the general public and the price (including CPI increase).
- Provide photographs of and/or copies of information advertised to the general public of the Day Pass Program.

Plazas and Open Spaces

- Document all permanent signage and lighting changes, if any.
- Provide dates for all events held, including setup and breakdown specific to the plaza and approximate number of attendees at each event.
- Quantify number of noise complaints during events, if any.
- Provide photographic proof of wayfinding signage and event signage.

5.3 Pedestrian-oriented amenities on hotel development ground floor

- Provide a listing of all restaurants and retail, including hours of operation.

5.4 Access to transit

- Generally describe the number of RHCC visitors that use the Bayfront Shuttle.
- Provide photographic proof of signage and/or advertisement of the shuttle system.
- Provide proof that a minimum of 5,000 transit rebates were offered to RHCC employees annually.

Harbor Fest

Harbor Fest

Mariachi Fest

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San Diego Unified Port District
and
City of Chula Vista

Chula Vista Bayfront Master Plan

Public Access Program

San Diego Unified Port District
Document No. 59408
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Office of the District Clerk

August 2012
**Certified by the California Coastal Commission*

CHULA VISTA BAYFRONT MASTER PLAN PUBLIC ACCESS PROGRAM

Contents:

1. Introduction and Statement of Purpose
2. Public Access—Current Conditions
3. Circulation Improvements
4. Integration of the Bayshore Bikeway
5. Public Transit Improvements
6. Roadway Improvements
7. Parking Allocations
8. Summary

1. Introduction and Statement of Purpose

A fundamental goal of the California Coastal Act is the protection and maximization of public access to California's shoreline. In accordance with this goal, the Chula Vista Bayfront Master Plan (CVBMP) implements a Public Access Program (PAP) that ensures the public's right of access to the shoreline. The CVBMP PAP defines and implements an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system to provide a variety of free and low-cost Chula Vista waterfront public recreational opportunities for the residents and visitors of the region. The PAP is a supplemental document to the City of Chula Vista's (City) Local Coastal Program (LCP) and San Diego Unified Port District's (District) Port Master Plan (PMP) amendments for the CVBMP. The CVBMP improves the public's access to the shoreline by increasing pedestrian and bikeway connections, increasing public transportation connections, and improving circulation along the coast.

The CVBMP guides development within the Chula Vista Bayfront. Chula Vista's Bayfront lies within the Chula Vista Coastal Zone, an area that totals 1,345 acres. Of these 1,345 acres, 722 acres are within the City's jurisdiction and 536 acres are within the District's jurisdiction (see Exhibit 1, Chula Vista Coastal Zone).

Exhibit 1 – Chula Vista Coastal Zone

2. Public Access—Current Conditions

Currently, public access to Chula Vista's shoreline is limited. The only direct public access is located within the jurisdiction of the District. A boat launch, marina, and a park are located off of the westerly extension of J Street. Also on District property is a park and public beach located west of the Goodrich facility. Public access is also currently provided via a shuttle bus that serves the Chula Vista Nature Center, located on Gunpowder Point, and within the boundaries of the National Wildlife Refuge (NWR).

The types of land use that currently exist along the shoreline limit public access. Goodrich's major industrial/manufacturing facility, boat yards, SDG&E utility infrastructure, power plant operations, and undeveloped property all have resulted in very limited direct public access opportunities. Another key consideration is the environmental sensitivity of the shoreline within the Bayfront area, such as the National Wildlife Refuge. This results in limited or restricted access in some areas in order to preserve the habitat value of the shoreline itself. A significant objective of the CVBMP is to rectify this lack of public access while still preserving sensitive habitat.

3. Circulation Improvements

Among the primary goals of the CVBMP is to increase pedestrian access to the shoreline. The CVBMP enhances pedestrian access within its developed and open space areas, and enhances pedestrian visual and physical access to the waterfront, through a comprehensive, continuous pedestrian circulation plan totaling approximately 54,000 linear feet (see Exhibit 2, Pedestrian Circulation Plan). Pedestrian access will be limited or prohibited where public safety issues and proximity to sensitive resource issues may arise. The CVBMP includes an approximately 8-acre shoreline promenade or baywalk, trails, and sidewalks with appropriate pedestrian-scale landscaping, lighting, and furniture. The pedestrian pathways will be constructed concurrently with adjoining or adjacent development within the districts, and shall be open prior to or concurrent with occupancy of the first use within each district, with the ultimate goal of continuous pedestrian access and linkages within the CVBMP area.

Exhibit 2 – Pedestrian Circulation Plan

▬ ▬ ▪	Port Jurisdiction
▬ ▬ ▪	City Jurisdiction

Specific pedestrian circulation areas will also allow for bicycles, as described below. The specific design of the pedestrian pathways will depend on public safety issues, land use adjacency issues, and other factors. These factors, in turn, will determine the appropriate materials (i.e., pavement, decomposed granite, etc.) to be used for the pathways, and whether bicycles and other wheeled items, such as skateboards, will be allowed.

At the north end of the CVBMP in the Sweetwater District, a pedestrian pathway is proposed along the proposed extension of E Street into the Harbor District. Pedestrian access is also proposed west of F Street, within the proposed abandoned segment of F Street/Lagoon Drive. An approximately 12-foot-wide pedestrian trail is proposed along the western edge of the Sweetwater District. Other pedestrian paths will be located along the SDG&E transmission corridor, and along a proposed F Street that will link pedestrians at F Street to the Signature Park and pedestrian trail. Design of the pedestrian paths in the Sweetwater District will be sensitive to the paths' adjacency to sensitive resources at the F & G Street Marsh and the Sweetwater Marsh NWR.

In the Harbor District, or the central portion of the CVBMP, an approximately 12,000-linear-foot, 25- to 50-foot-wide shoreline promenade or baywalk is proposed along the entire shoreline, from the existing boatyard site south to the shoreline north of the J Street Marsh. The proposed extension of H Street is viewed as a significant physical and visual corridor for pedestrians, ultimately connecting the City to the waterfront, ending in a 60-foot-wide, 600-foot-long pier. Additional pedestrian paths will be located on E Street, J Street/Marina Parkway, proposed Street A, proposed Street C, and a pedestrian trail along the SDG&E transmission corridor. Pedestrian linkages to the waterfront will be provided within the proposed residential development, between the Bayside Park and marina retail development.

At the south end of the CVBMP, the Otay District includes pedestrian paths along Street A as it transitions from the Harbor District and along the western perimeter of the Otay District. A pedestrian trail is proposed along the SDG&E transmission corridor that would continue from the Harbor District through the Otay District. As in the Sweetwater District, design of the pedestrian paths within the Otay District will be sensitive to the paths' adjacency to sensitive resources at the J Street Marsh.

Planned improvements to pedestrian and bikeway networks all further the goal of increased public access to California's shoreline by not only facilitating circulation but also lessening reliance on personal vehicles to access the coast. Walking will be encouraged with the creation of pedestrian corridors of paseos, docks, promenades, and courtyards. An effort will be made to foster a system of interconnected bicycle routes throughout the City and the region. This will be aided by connections made with the Bayshore Bikeway. This regional bikeway network is intended to connect major bike trails throughout the region.

4. Integration of the Bayshore Bikeway

The Bayshore Bikeway is the result of a coordination of regional efforts. The goal of the Bayshore Bikeway is to provide a continuous bikeway system between National City and Imperial Beach. The CVBMP proposes a bikeway loop connecting the Bayshore Bikeway with the various activity centers and elements of the CVBMP. This Class I bike path is proposed along: the western edge of E Street in the Sweetwater and Harbor Districts within parcels and along the south side of H Street east to Marina Parkway; along the west side of Marina Parkway south to J Street; along the south side of J Street east to Bay Boulevard; and, along the west side of Street A and Street B in the Otay District southeast to Bay Boulevard. Due to right-of-way (ROW) constraints within the transition from the Sweetwater to the Harbor Districts, bicycle access along the E Street bridge would be provided within a 16-foot-wide multipurpose trail that will be shared with pedestrians. In addition, bicycle access along the portion of the E Street extension adjacent to the existing boatyard site will be provided within a 10-foot-wide buffer. The Bayfront Loop will re-join the Bayshore Bikeway at Bay Boulevard south of L Street.

The proposed extension of the Bayshore Bikeway along the frontage of the CVBMP will have a paved width of approximately 12 feet, and will allow for two-way bicycle travel, with minimal crossings of vehicular roadways. The alignment of the path will be routed to serve the proposed Resort Conference Center (RCC), new commercial harbor/marinas, and the commercial/residential areas. The specific alignment of the loop will be determined at the time that the project and roadways are designed. The proposed extension will be constructed as the CVBMP roadway improvements are constructed. The proposed extension will also connect to downtown Chula Vista via Class II bike lanes along the new F Street to the existing F Street overcrossing of I-5 (see Exhibit 3, Bayshore Bikeway).

Exhibit 3 – Bayshore Bikeway

5. Public Transit Improvements

In addition to pedestrian and bikeway improvements, the CVBMP intends to make use of public transit in order to increase shoreline access. The increased utilization of public transit reflects two goals of the CVBMP: 1) maximize the two trolley stops adjacent to the Bayfront area and 2) provide future shuttle bus service to interconnect the Bayfront with the trolley stations and the adjacent community. Currently, there are two Trolley stations that serve the Bayfront: one at H Street and one at E Street. These two stations will be integrated into the greater transit network of the City and the region. In addition to the planned transit system, the City is developing a convenient, destination-oriented shuttle system within the City that links activity centers, recreation opportunities, and other appropriate important destinations. This system, known as the Chula Vista Bayfront Shuttle, will be environmentally friendly, affordable, and accessible. The Chula Vista Bayfront Shuttle would service the Master Plan area with a key focus on connecting general users to and from: downtown areas east of I-5; the resort conference center; the residential project; park areas; and, existing trolley stops. It would stop frequently along its entire route to provide a fast and convenient link between the high-density redevelopment areas in the City and Bayfront and the regional light rail trolley system. The shuttle would have fewer stops than a conventional bus, located as close as possible to the major traffic generators. In addition, a private shuttle system to transport employees between the H-18 parking structure and the H-3 parcel in the Harbor District will be considered.

Shuttle service shall be phased concurrent with development. At a minimum, service shall be provided upon the issuance of certificate of occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City of Chula Vista Bayfront. Implementation of the shuttle is anticipated to include participation by commercial development within the plan area. Additional stops shall be provided at the Signature Park, the Recreational Vehicle Park, the H-18 parking structure, and the Park in Otay District as these uses are developed.

The initial general route of the transit shuttle would be along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third

Avenue. Variations in the route near the E Street Trolley Station are also considered. The route would operate as a two-way loop with stops in both directions.

To initially encourage public use of the shuttle, shuttles would typically run every 15 minutes. After the shuttle service has been established, it may be prudent to reevaluate shuttle frequency based on the ridership that is achieved to determine changes in headways.

As shown in Exhibit 4, a minimum of four shuttle stops will initially be included within the Proposed Project area. Each of these stops is further described below:

- Stop #1 (Sweetwater Lodging/Nature Center): This stop is near the north end of the Master Plan area. Although development densities here are not especially high, this location is directly on the shuttle route, not otherwise served by transit, and would benefit from a direct, non-stop connection to the E Street Trolley Station.
- Stop #2 (RCC): This stop is located along E Street adjacent to the proposed RCC.
- Stop #3 (Marina): This stop is located near the Marina Parkway/Street C intersection and near the various uses in the marina. This station will be within a quarter-mile walking distance of the high-density residential component of the Master Plan.
- Stop #4 (Street A): This stop is located along Street A and will serve the hotel, retail, and cultural uses on site.

Increasing access to public transit options will increase the public's access to the shoreline.

6. Roadway Improvements

In addition to the above discussion of circulation improvements, the CVBMP identifies a number of roadway improvements that will result in increased public access to the shoreline. Already, the I-5/SR 54 interchange has been completed and provides regional access to the Bayfront. However, the regional entries to the Bayfront are limited by the off-ramp configurations of Interstate 5 and the location of wetland resources.

Exhibit 4 – Chula Vista Bayfront Shuttle

San Diego Trolley

San Diego Trolley Stops

Proposed Shuttle Route

Proposed Shuttle Stops

At the present time, access is available at E Street, H Street, and J Street. One additional bridge at F Street provides a local connection to the east side of I-5 but no freeway on- or off-ramps are provided. The H Street ramps, because of their location, will primarily serve the Goodrich facilities. The J Street ramps primarily serve District lands and the marina westerly of Goodrich. J Street also serves as the termination of Marina Parkway. Marina Parkway will be the main street through the Bayfront and run from the J Street/Bay Boulevard intersection west toward the marina, then north-south parallel to the marina within the District's jurisdiction. Marina Parkway will be constructed as a divided roadway with a landscaped median. In addition, Bay Boulevard will be an improved frontage road serving the areas easterly of the railroad ROW. These proposed improvements are designed to increase access to the shoreline.

7. Parking Allocations

Access to parking is paramount for allowing for public access to the shoreline. The CVBMP seeks to encourage public access to the shoreline by ensuring that adequate parking is provided. This includes parking for all public, park, and open spaces uses in the Bayfront. In general, sufficient parking will be required and incorporated into the private development of the Bayfront with some additional off-street and on-street public parking to serve the community parks and other open space resources to assure there is adequate public access to coastal resources. In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit. The implementation of restrictions on public parking, which would impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of "no parking" signs, red curbing, physical barriers, imposition of maximum parking time periods, and preferential parking programs) shall be prohibited.

By utilizing "shared parking" among uses that have predictable and opposite peak parking demands, increased public access is supported. The redevelopment of the Bayfront is meant to entice people to the shoreline. It is therefore imperative that parking is provided in an efficient manner, sharing spaces among uses when practical, and in a manner that does not intrude upon the scenic qualities of the Bayfront. Where feasible, public use of private parking facilities underutilized on weekends and holidays (i.e., office buildings) shall be permitted in all locations

within ¼ mile of the shoreline. Tables 1 through 4 detail parking requirements for the various phases of the project.

As illustrated in Tables 1 through 4, more than adequate parking will be provided for all phases of the project. In most cases parking provided is well above the parking required.

8. Summary

The CVBMP implements a strategy for an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system. In addition, it provides a variety of inviting and low-cost public recreational opportunities for the residents and visitors of the Chula Vista waterfront. Overall, the CVBMP entices people to the shoreline by creating a vibrant Bayfront community that includes a mix of residential and commercial uses which is complemented in design by enhancing the public's access to the shoreline by increasing pedestrian, bikeway, and public transit connections.

TABLE 1

Phase I Parking Summary

Phase	Parcel	Land Use	Intensity[1]	Rate[2]	Parking Required	Parking Provided	Provided – Required
Sweetwater District							
I	S-2	Signature Park	18.0 ac	12 : ac	216	216	0
I	SP-3	Nature Center Parking and Access Road	—	—	100	100	0
Subtotal					**316**	**316**	**0**
Harbor District							
I	H-3	Hotel	2,000 rm	1 : rm	2,000	2000	0
I	H-3	Hotel Restaurant	1,600 seats	0.11 : seats	176	200	24
I	H-3	Conference Center	415 ksf	1.6 : ksf	664	700	36
—	H-8/HP-1	Signature Park	18.0 ac	12 : ac	216	237	21
—	H-9	Existing Marina	—	—	241 (c)	241	0
I	H-13/H-14	Residential (d)	1,500 du	1.5 : du	2,250	2,300	50
I	H-17	Fire Station	2.0 ac	—	15	15	0
I	H-18	Interim Surface Parking	9.0 ac	—	0	1100	1100
I	H-21	Existing Marina	—	—	338 (c)	338	0
I	HP-3	50-Foot Baywalk	2.6 ac	4 : ac	11	0	−11
I	HP-7	Existing Marina View Park	6.6 ac	12 : ac	79	79	0
I	HP-15	Existing Bayfront Park (e)	10.1 ac	12 : ac	160	160	0
Subtotal					**6,150**	**7,370**	**1,220**
TOTAL					**6,466**	**7,686**	**1,220**

SOURCE: Kimley-Horn and Associates 2008.

rm = rooms; ac = acres; ksf = thousand square feet; du = dwelling units

[1]The intensity of each land use was provided by the Port of San Diego.

[2]The parking rate was provided by the Port of San Diego (Port 1991).

TABLE 2

Phase II Parking Summary

Phase	Parcel	Land Use	Intensity[1]	Rate[2]	Parking Required	Parking Provided	Provided - Required
Harbor District							
II	H-9	Retail/Commercial Recreation	50 ksf	4 : ksf	200	203	3
—	H-9	Existing Marina	—	—	241 (c)	241	0
II	H-15	Mixed Use Office	210 ksf	3 : ksf	630	630	0
II	H-15	Visitor Hotel	250 rm	1.04 : rm	260	260	0
II	H-15	Retail	120 ksf	4 : ksf	480	480	0
II	H-15	General Office	90 ksf	3 : ksf	270	270	0
II	H-18	Interim Surface Parking	—	—	0	1,100	1,100
—	H-21	Existing Marina	—	—	338 (c)	338	0
II	H-23	Hotel	500 rm	1 : rm	500	400	−100
II	H-23	Cultural	100 ksf	1 : ksf	100	100	0
II	H-23	Retail	100 ksf	4 : ksf	400	300	−100
II	HP-03	50-Foot Baywalk	0.9 ac	4 : ac	3	0	−3
—	HP-07	Existing Marina View Park	6.6 ac	12 : ac	79	79	0
—	HP-15	Existing Bayfront Park (e)	10.1 ac	12 : ac	160	160	0
II	HP-28	H Street Pier	0.4 ac	12 : ac	5	0	−5
Subtotal					**3,666**	**4,561**	**895**
TOTAL					**3,666**	**4,561**	**895**

SOURCE: Kimley-Horn and Associates 2008.

rm = rooms; ac = acres; ksf = thousand square feet; du = dwelling units

[1]The intensity of each land use was provided by the Port of San Diego.

[2]The parking rate was provided by the Port of San Diego (Port 1991).

TABLE 3

Phase III Parking Summary

Phase	Parcel	Land Use	Intensity[1]	Rate[2]	Parking Required	Parking Provided	Provided - Required
Harbor District							
—	H-9	Existing Marina	—	—	241(c)	241	0
III	H-18	Interim Surface Parking	9.0 ac	—	0	900	900
III	H-21	Retail/Commercial Recreation	150 ksf	4 : ksf	600	262	−338
—	H-21	Existing Marina	—	—	338 (c)	338	0
III	HP-3	50-Foot Baywalk	3.0 ac	4 : ac	12	0	−12
III	HP-15	Existing Bayfront Park (e)	10.1 ac	12 : ac	160	160	0
Subtotal					**1,351**	**1,901**	**550**
Otay District							
III	O-3A/O-3B	RV Park	236 du	1 : du	236	236	0
III	OP-1/OP-3	South Park/Open Space	51.0 ac	4 : ac	204	204	0
Subtotal					**440**	**440**	**0**
TOTAL					**1,791**	**2,341**	**550**

TABLE 4

Phase IV Parking Summary

Phase	Parcel	Land Use	Intensity[1]	Rate[2]	Parking Required	Parking Provided	Provided - Required
Sweetwater District							
IV	S-1	Resort Hotel	750 rm	1 : rm	750	750	0
IV	S-3	Mixed Use Commercial	120 ksf	4 : ksf	480	480	0
IV	S-4	Office	120 ksf	3 : ksf	360	360	0
Subtotal					**1,590**	**1,590**	**0**
Harbor District							
IV	H-1A	Signature Park	5.0 ac	12 : ac	60	68	8
IV	H-1/HW-6	Community Boating Center	200 berth	0.7 : berth	180	180	0
IV	H-9	Reconfigured Marina	200 berth	0.7 : berth	140	220	80
IV	H-12	Restaurant	25 ksf	9.3 : ksf	233	0	−233
IV	H-12	Ferry Terminal	1 site	22 : site	22	0	−22
IV	H-18	Office/Parking	100 ksf	3 : ksf	300	2,450	2,150
IV	H-21	Reconfigured Marina	500 berth	0.7 : berth	350	350	0
IV	HP-3	50-Foot Baywalk	2.0 ac	4 : ac	8	0	−8
IV	HP-28	H Street Pier	0.4 ac	12 : ac	5	0	−5
Subtotal					**1,297**	**3,268**	**1,971**
TOTAL					**2,887**	**4,858**	**1,971**

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LLG Reference: 3-18-2963

SUBJECT: Gaylord Chula Vista Resort and Convention Center Parking Analysis

Dear Kip:

This letter report presents a revised parking analysis for the Gaylord Chula Vista Resort & Convention Center. The Gaylord project is part of the bigger Chula Vista Bayfront project, located on the west side of I-5 in the vicinity of H Street. The resort and convention center will be a large and comprehensive project that will serve vacationing hotel guests, conventioneers, and locals.

BACKGROUND

The project that was analyzed in the April 2010 FEIR was considerably larger than the proposed project. That FEIR project consisted of 2000 hotel rooms, 1,600 restaurant seats, and a 415,000 square foot convention center. Table 1 of the August 2012 Chula Vista Bayfront Master Plan Public Access Program (PAP) shows that these three components on Parcel H-3 are estimated to need 2840 parking spaces.

The current Gaylord project is smaller than the FEIR project. It is proposed at **1,600 hotel rooms**, **1500 restaurant seats**, and **238,000 square feet (sf) of indoor convention/meeting space, 80,000 sf of meeting/breakout space, and 56,246 sf of outdoor NE/NW event lawns.** Additionally, on the west portion of the site within the 340-foot setback, there will be free-standing "non-destination" food and beverage outlets with a total of 300 seats that are proposed for the public at-large. An additional public lawn within the 340- foot setback would be used for private events up to 15% during the summer months (Memorial Day to Labor Day) and up to 25% during the non-summer months. These uses are counted in the Gaylord parking demand calculations. Using the parking rates in the FEIR and the PAP, the current project would need **2,408 parking spaces**.

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Project:

- Hotel Rooms = 1,600 rooms x 1.0 space / room = 1,600 spaces
- Hotel F&B Seats = 1,500 max seats x 0.11 spaces / seat = 165 spaces
- Convention / Meeting (indoor) = 238 max ksf x 1.6 spaces / ksf = 381 spaces
- Meeting/Breakout Space = 80 ksf x 1.6 = 126 spaces
- Convention / Meeting (outdoor NE/NW lawns) = 56.246 ksf x 1.6 spaces / ksf = 90 spaces
- 340' F&B seats = 300 max x 0.11 spaces / seat = 33 spaces
- 340' Use of North Public Lawn = 31.45 ksf x 1.6 spaces / ksf @ 25% = 13 spaces (15% summer months and 25% non-summer months)

2,408 spaces required

The NE/NW event lawns are expected to be programmed for use by Gaylord, however an equal amount of indoor space is planned to be set aside in case of bad weather, which means the lawns would not normally be double counted in the convention center programming. However, for the sake of this project, the NE/NW event lawns are calculated for parking, in addition to the partial use of a public lawn within the 340-foot setback. Additionally, there is an 8,000 sf lawn that is physically within the 340 foot setback. It will be an "outflow" space of already included convention uses and therefore it will not be a parking generator.

This calculated parking requirement is greater than the proposed parking supply of 1,678 spaces. It also does not fully account for mixed-use parking, shared parking, and anticipated parking demand reductions due to alternative modes (ride sharing, charter buses, the trolley, etc.) Based on their experience at other Gaylord Resort and Conventions Center projects, the project development team believes that 1200 parking spaces will be sufficient. The Development Agreement identifies the non-exclusive right to use at least 1600 spaces within a parking structure and the development team is not objecting to those 400 additional spaces.

The concern with the parking rates used in the FEIR and the PAP is that they are generic and don't fully account for mixed-use parking or shared-parking. The conclusion of this Letter Report is that a blended rate of 1.0 space per room (including conference spaces, restaurants, and employees) is consistent with and greater than what is occurring at three other San Diego Bayfront resort hotels.

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METHODOLOGY

The parking assessment is based on data from local convention serving hotels; including the Manchester Grand Hyatt San Diego, the Marriott Marquis San Diego, the Hilton San Diego Bayfront, and the Town & Country Resort and Convention Center. For each of these properties the number of rooms, size of meeting space, restaurant seats and parking supply are known. Data on employee staffing is not known, but parking for employees is included in the other metrics such as spaces per room. Ratios were developed to produce averages of key metrics. The Gaylord project will be providing more parking per room (all components combined) than the average of these four properties. Additional parking guidance was obtained from ULI and ITE publications, such as time of day demand variation.

One of the concerns with using "generic" parking rates for individual components of a large resort / convention center project is that the parking demand tends to be overstated. Each component can operate individually and peak at different times (shared parking). Also, there may be an overlap in users. If hotel guests are also convention center and restaurant patrons, the parking demand will be reduced (mixed-use parking). The parking space requirements for hotels will vary depending upon the market which it services, i.e. tourist, convention or business. The number of parking spaces needed is dependent on the number of hotel rooms, the number of employees, the level of occupancy, the mode of transportation and the hotel guest mix. For these reasons, the parking space determination for hotels should be made on a case-by-case basis after a detailed analysis of the proposed uses and their parking demand pattern. The Gaylord project should be looked at for the type of project it is and how the parking demand varies by time of day. Gaylord properties are free standing destination resorts with substantial convention facilities. They are self-contained providing everything a guest needs on-site; meeting space, restaurants, recreation, and lodging. They are also known for having a high percentage of guests transported by bus.

Table 1 shows the Parking demand for the Gaylord Resort and Convention Center in the same format as the parking calculations in the PAP.

The base parking rate starts with the rates used in the PAP, to which adjustments are applied. Parking demand varies by many factors, including location of the development (urban, suburban, rural), cost, transit availability, walkability, and guest demographics.

PARKING ANALYSIS

The analysis was prepared to determine the number of parking spaces needed to serve the planned Gaylord Chula Vista Resort project. The parking demand calculations are based on a 1,600-room hotel with 1500 restaurant / lounge seats, 238,000 square feet of meeting space, **80,000 sf of meeting/breakout space,** outdoor event lawns, plus free standing non-destination food and beverage outlets on the west portion of the site. The base PAP parking rates are reduced by 35% for hotel rooms and 35% for the convention center. The parking rate for restaurants was not reduced because we believe they already reflect the mixed-use aspect of being in a resort hotel with a convention center. The parking rate reductions are primarily focused on ride sharing (Lyft & Uber) and charter buses.

It is believed that about 20% of the hotel and 10% of the convention center trips will occur by ride sharing. Ride sharing trips are still traffic on the street, but they do not park. 8% of the hotel trips and 20% of the convention center trips will occur via charter buses. Some of these buses will remain onsite and park in the seven bus bays provided adjacent to the Convention Center. The remainder will depart the site after dropping off passengers. Additional trips and parking will be averted by airport shuttles, the Trolley, and other modes as shown in Table 1.

The Justification for these reductions cannot be validated conclusively, but they are based on recent mobility trends, literature research, and our professional experience at other resort hotels in San Diego and Los Angeles. Some of the data points are outlined below:

a. Other San Diego resort hotels with large conference centers and several restaurants have a parking supply of less than 1.0 spaces/rooms, all in.

b. Ride sharing has resulted in a 25% drop at restaurant valets. At San Diego hotels, overnight parking has declined by 5-10%. In 2017, 68% of business travelers chose ride sharing while 25% chose rental cars, according to Certify in an article by Ace Parking in the Union Tribune on February 22, 2018.

c. Walker Consultants has a publication that says that ride sharing accounts for over 60% of the trips with rental cars having about 30% and taxi's 10% of non-auto owned trips in 2017. In 2014, ride sharing was 10%, rental cars 55%, and taxis 35%. This is a huge shift in mode choice and there is no indication that its temporary.

d. Gaylord patrons tend to have a higher propensity to use charter buses than typical conventioneers and resort hotel users. They market a package to groups that include charter bus transportation.

e. Ride hailing services have experienced significant growth in adoption since the introduction of Uber in 2009. This new model of shared mobility is estimated to have grown to more than 250 million users within its first five years. This is according to an article titled "Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States" October 2017 by Regina R. Clewlow and Gouri Shankar Mishra.

f. Carsharing and ridesharing are increasing exponentially. Uber told prospective investors that it was growing 300% year over year. This is according to an article titled "Parking in a New Mobility Future: Getting More for Our Transportation Investment", published by the Local Government Commission in February, 2016.

g. Hotels are seeing up to 70% decline in parking by business travelers. Restaurants and bars, particularly those with valet parking are seeing up to an 80% reduction in parking. This is according to an article titled, "Parking Demand Trends: The Impact of Transportation Network Companies", published by the organization Commercial Property Executive in April 2018.

RESULTS

Table 1 shows the parking demand calculations for the various hotel components. A parking demand of 1,640 spaces are calculated to be needed. This corresponds to about one parking space per guest room, "all in". The proposed parking supply of 1,678 spaces should be adequate. However, at an unexpected peak, valet parking can increase the supply by 10 to 15% by allowing vehicles to be parked closer than the marked stalls would indicate or in the aisles. The industry norm is to provide parking for the 85-percentile day, which in this case is 1600 spaces. On the days when the demand is expected to exceed the supply, a Parking Management Plan should be required to identify where and how to accommodate the excess demand.

PAST EXPERIENCES

There has been a tendency to "over park" projects along the San Diego Bay. This has been done using Port parking rates and industry standards. Several examples are outlined below:

a) San Diego Convention Center – LLG was the traffic and parking consultant for the Convention Center siting study where the South Embarcadero was selected over the Columbia District. Our parking analysis was used to inform the Phase I project. When Phase II was being contemplated, the San Diego Convention Center Corp said they rarely used the lower level of the parking structure and speculated that an expansion could occur without adding parking. To validate this, we obtained an entire year's worth of parking data. The results were that the only times that the lower level was used was doing local consumer shows (car, boat, home and garden). The regional and national trade shows and conventions did not utilize much parking. The Phase II Convention Center was built on the 1,500 spaces surface lot between 5th Avenue and Gull Street (now Park Boulevard) without replacing that parking. In essence the size doubled and parking was cut in half, a 4:1 ratio. None of the initial studies could have predicted that.

b) Manchester Grand Hyatt - LLG conducted the traffic and parking study for the Hyatt and Hilton as components of the South Embarcadero Redevelopment Plan. Relying heavily on Port parking rates, the Harbor Tower was built in 1992. When a second tower was being contemplated, Hyatt management said they were using a substantial part of the parking structure for storage and didn't need more parking for the addition. Again, studies of parking utilization of the first tower revealed that a second tower could be built without adding parking.

c) Marriott Marquis – The Marriot has first right of refusal on 700 spaces in the San Diego Convention Center parking structure. According to the parking operator, the Marriott infrequently requests usage of those spaces.

d) Hilton Bayfront – It has been proposed to add 500 rooms to the existing 1,190 rooms without adding parking. It is proposed to accommodate potential parking short falls with a Parking Management Plan.

CONSTRUCTION PHASING

At this point, the exact parking phasing of the project is unknown. When the hotel and supporting facilities on H-3 are built, the 1,600-space parking structure could be built concurrently.

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It is also possible that the parking structure could be delayed and about 400 surface parking spaces would be built in the interim. In this scenario, the demand for parking beyond the 400 spaces would have to be accommodated off-site but within the overall Bayfront project, most likely at H-23, H-8, H-9, and/or H-18.

Finally, when the 1,600-space parking structure is built on H-3, the 400 interim surface spaces would have to be accommodated elsewhere. To address these potential scenarios, the applicant should be required to prepare a Parking Management Plan when a scenario becomes better defined. The temporary displacement of the 400 spaces is solvable, but it may not be convenient or inexpensive.

4 HOTELS COMPARISON

The parking analysis suggests that 1,678 spaces should be sufficient. This equates to a blended rate including all components of 1.0 space / room. This result was double checked against other large resort hotels with substantial convention facilities. Data was obtained from four similar properties in San Diego, as shown in ***Table 2.*** This table shows that the Gaylord project is proposing more parking per room than the average of the four comparison sites. The average of the four other properties is 0.92 spaces per room. Only the Town and Country is above 1.00 and that could be due to the age of the property (built decades before the Trolley).

CONCLUSION

The owner (RIDA) is comfortable with a 1200 space parking supply based on their other projects. The proposed 1,678 space parking supply is well above that and consistent with other high-quality resort / convention hotels on San Diego Bay.

Sincerely,
Linscott, Law & Greenspan, Engineers

John P. Keating, P.E. (CE 43595)
Principal

LINSCOTT LAW & GREENSPAN engineers

Table 1

Gaylord Resort Parking Demand

6/13/2019

Land Use	August 2012 CVBMP - PAP, Table 1			Gaylord Resort & Convention Center		
	Intensity	Parking Rate	Parking Required	Intensity	Parking Rate	Parking Required
Hotel, rooms	2000	1.00	2000	1600	0.65	1040
Hotel Restaurant, seats	1600	0.11	176	1500	0.11	165
Conference Center, ksf	415.0	1.60	664	318.0	1.04	331
subtotal			2840			1536
Lawn Conference, ksf	415.0	1.60	664	56.2	1.04	58
Park F&B, seats				300.0	0.11	33
25% of North Public lawn, ksf				31.45	0.4	13
TOTAL			**2840**			**1640**

Parking Rate Reductions

	Hotel	*Conference Center*
a) Ride Sharing	0.20	0.10
b) Charter Buses	0.10	0.20
c) Airport Shuttle	0.02	0.03
d) Trolley	0.02	0.01
e) Bayfront Shuttle, Ferry, Water Taxi, Bayshore Bikeway	0.01	0.01
Total Reduction Factor	0.35	0.35
PAP Rate	1.00	1.60
Revised Rate	**0.65**	**1.04**

Parking Provided

A) Garage	1600	spaces
B) Public Plaza	19	spaces
C) Service Yard	14	spaces
D) Group Drop-Off	45	spaces (19 buses)
Total	**1678**	

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Table 2

San Diego Comparison of Convention Resort Hotels
Gaylord Resort and Convention Center
6/13/2019

Facility	Number of Rooms	Meeting / Exhibit			Parking			
		Size (SF)	Number of People	SF/Person	Number of Spaces	Spaces / KSF	Spaces / Person	Spaces / Room
Manchester Grand Hyatt San Diego	1,628	316,000	8,300	38.07	1,160	3.67	0.14	**0.71**
Marriot Marquis San Diego	1,360	280,000	3,560	78.65	1,329	4.75	0.37	**0.98**
Town & Country Resort and Convention Center	990	200,000	5,000	40.00	1,215	6.08	0.24	**1.23**
Hilton San Diego Bayfront	1,190	165,000	6,112	27.00	894	5.42	0.15	**0.75**
Average of four convention hotels	1,292	240,250	5,743	45.93	1,150	4.98	0.23	**0.92**
Gaylord Resort and Convention Center	1,600	277,000	N/A	N/A	1,600	5.78	N/A	**1.00**

Transportation Demand Management Plan

Gaylord Chula Vista Resort & Convention Center

May 20, 2019

LINSCOTT LAW & GREENSPAN engineers

REPORT INFORMATION

Project:	Transportation Demand Management Plan for the Gaylord Chula Vista Resort & Convention Center
Date:	May 20, 2019
LLG Reference:	3-18-2963
Prepared by:	Linscott, Law & Greenspan, Engineers 4542 Ruffner Street, Suite 100 San Diego, CA 92111 K.C. Yellapu, P.E., *Associate Principal* Erika Carino, P.E., *Transportation Engineer II* Under the Supervision of: John P. Keating, P.E., *Principal* K.C. Yellapu, *P.E., Principal*

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TRANSPORTATION DEMAND MANAGEMENT PLAN

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

City of Chula Vista, California
May 20, 2019

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Transportation Demand Management (TDM) Plan for the proposed Gaylord Chula Vista Resort & Convention Center project (herein referred to as the Project).

This TDM Plan includes the following sections:

- Project Description
- Transportation Demand Management Definition and Benefits
- Existing Off-Site Conditions that Affect Travel Demand
- Recommended TDM Program
- Curbside Management Policies
- Conclusion

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project is to be located west of the Interstate 5 bounded to the north by G Street in the City of Chula Vista. ***Figure 2–1*** shows the Vicinity Map and the aerial photo below depicts the project site and the surrounding area.

2.2 Project Description

The Project proposes the development of approximately 2,000,000 square feet (SF) of gross building area and will be composed of three main components:

- 1,600-room hotel
- Approximately 800,000 SF of convention center (indoor and outdoor space)
- 1,600 car parking spaces within a parking structure

Public access to the project is proposed from the planned extension of H Street. New streets will be constructed on the north and east sides of the site. The primary entry for both the hotel and convention center components of the project is planned off H Street, with the hotel having a grand entry court and a convention center with a separately designated drop off zone. A motor lobby inside the parking structure would serve as another public entrance, connecting the parking to both the hotel and convention center. Service and loading to the facility are planned to occur on a dedicated dock and would have access from both the north and south, via an internal private road on the east side of the project site. ***Figure 2–2*** shows the Site Plan.

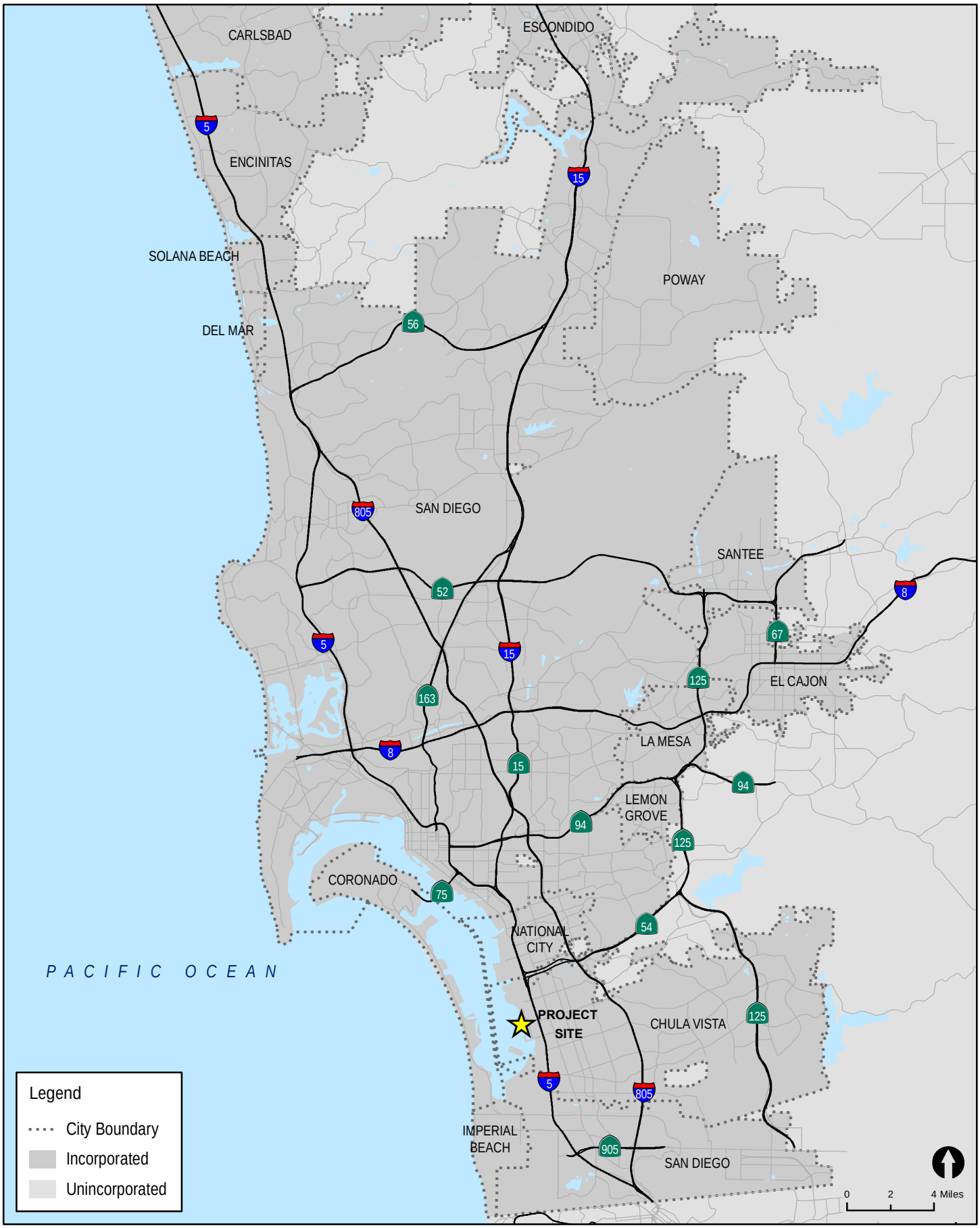

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Figure 2-1

Vicinity Map

GAYLORD RESORT AND CONVENTION CENTER

Source: HKS, Inc., May 7, 2019

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Figure 2–2

Site Plan

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

3.0 TRANSPORTATION DEMAND MANAGEMENT DEFINITION & BENEFITS

3.1 Definition

Transportation Demand Management (TDM) is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable transportation facilities. TDM is aimed at decreasing Single Occupant Vehicles (SOV) by providing users with options to alternative forms of transportation and effectively providing information to users on how to access and use them as well as their benefits.

3.2 Benefits and Importance

TDM can be beneficial to all users, including guests, employees, property owners, managers and the community as a whole. More importantly, it can be cost-effective and is environmentally sustainable and responsible.

TDM Benefits for Guests & Employees – TDM services and measures provide guests & employees with options for alternative forms of transportation and gives them the proper tools and information to choose what is best for them and utilize them efficiently. By utilizing TDM measures and strategies, guests and employees are provided with mobility that may otherwise be unavailable or not feasible via SOV travel. For example, for those who do not or cannot drive, non-SOV travel options provide the mobility to maintain employment, go shopping, etc. For those who do drive, different travel options that are available can provide them with convenience and save them time and money by choosing the most efficient mode for their specific travel use and purpose. Having alternative forms of transportation and being informed of them and their benefits can also benefit guests and employees through financial savings in fuel, vehicle maintenance, or not owning a vehicle at all.

Additionally, active forms of transportation such as walking and biking can provide guests and employees with substantial health benefits. According to the American Heart Association, the recommended activity time to improve cardiovascular health is 30 minutes a day and incorporating walking and bicycling as a form of transportation provides an outlet for individuals to attain this recommendation.

TDM Benefits for Property Owners / Managers **-** Implementing TDM measures and strategies can also be beneficial to the Property Owners and Managers. The benefits that TDM measures and strategies offer can be a selling point for potential buyers and tenants. For example, alternative forms of transportation such as cycling and utilizing transit are increasingly becoming more popular, and benefits such as secure bike parking and easy/convenient connection to transit can be a huge draw for some. This gives the property an advantage over other similar properties.

In addition, implementation of a TDM plan leads to a decrease in SOV travel demand and consequently a decrease in the demand for parking, thus reducing the cost and burden of having to provide more parking spaces. Additionally, parking is one of the key issues that potential buyers, tenants, and users consider. If a property has parking issues or lack of parking, this may be a deterrent for some. By implementing a TDM plan, property owners and managers can have a way of managing to park and the potential issues it can bring. The implementation of TDM measures and strategies can also decrease the Vehicle Miles Traveled (VMT) of a project.

TDM Benefits for the Community **–** TDM measures and strategies are aimed at reducing congestion and increasing mobility and access. By doing so, the general quality of life of the community as a whole will be enhanced. Less vehicular traffic equates to less air pollution. Having this goal of reducing SOVs and providing alternative forms of transportation is environmentally sustainable and responsible and is for the general betterment of the community.

4.0 EXISTING OFF-SITE CONDITIONS THAT AFFECT TRAVEL DEMAND

4.1 Freeway and Street Access

Interstate 5 (I-5) provides regional access to the Project with the I-5 / H Street interchange to the east being the closest freeway access point. The following is a brief description of I-5.

Interstate 5 is generally an eight-lane freeway that runs north to south. The I-5 corridor is one of the most important in the San Diego region beginning from the San Ysidro Port of Entry to Orange County. The I-5 provides access to employment centers like Downtown San Diego, Kearney Mesa, and La Jolla and connects with other freeways and state routes (SR) such as the I-15, I-805, I-8, SR-54, SR-94 SR-52.

I-5 Southbound

I-5 Northbound

F Street, H Street, and J Street provide local access to the Project. The following is a brief description of the local roadways.

F Street is a 2 to 4 lane roadway that runs in the east-west direction. Curbside parking is generally permitted, and sidewalks are complete and continuous with the exception of the segment to the west of the I-5 in which the sidewalk terminates. The land use along H Street, east of I-5, is primarily residential with some commercial retail. Points of interest along F Street, east of I-5, include the Civic Center, Public Library, Police Department and Third Avenue Village.

F Street

H Street is a 4 lane roadway that runs in the east-west direction. Curbside parking is permitted along some segments of the roadway. Sidewalks are complete and continuous. The land use along H Street, east of I-5, is primarily residential with some commercial retail. Points of interest along H Street, east of I-5, include the Chula Vista Mall, Scripps Mercy Hospital, Superior Court, Hilltop High School, and Third Avenue Village.

J Street is a 2 to 4 lane roadway that runs in the east-west direction. Curbside parking is generally permitted. Sidewalks are complete and continuous with the exception of the segment to the west of the I-5 in which a sidewalk is provided only on one side of the roadway. The land use along H Street, east of I-5, is primarily residential with very few commercial retail. Points of interest along H Street, east of I-5, include the Hilltop Middle School and Hilltop Elementary School.

4.2 Transit Services

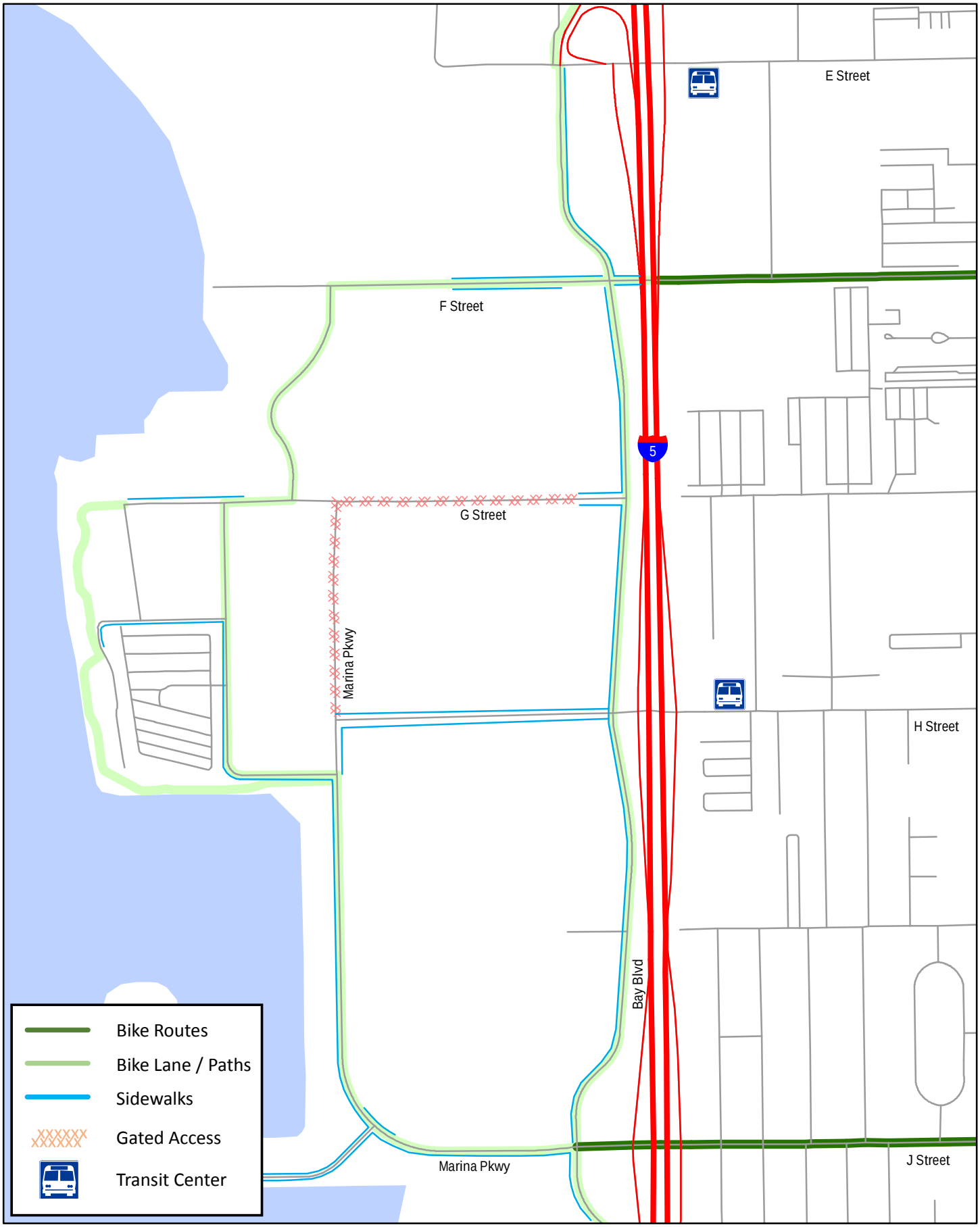
The Metropolitan Transit System (MTS) operates in the Project's vicinity. The H Street Transit Center is located at 745 H Street, which is approximately 0.50 miles from the southeast corner of the Project. The trolley Blue Line and Bus Route 701 and 709 services this transit center. The Blue Line runs from San Ysidro to America Plaza in downtown San Diego and provides connections to the Green, Silver and Orange Lines. Parking is provided for commuters. Bus Route 701 runs from the H Street Transit Center to the Palomar Street Transit Station and Bus Route 703 run from the H Street Transit Center to the Otay Ranch Town Center. In addition, the E Street Transit Center is

located at 750 E Street, which is approximately 1 mile from the northeast corner of the Project. The trolley Blue Line and Bus Route 704, 705 and 932 services this transit center. ***Figure 4–1*** shows the location of the transit centers.

4.3 Bicycle & Pedestrian Facilities

A combination of bike lanes, bike paths, and bike routes are provided in the Project's vicinity. The sidewalk network is currently incomplete in the Project's vicinity. *Figure 4–1* shows the existing bicycle facilities and sidewalks.

Bike Path along H Street (Left) and Bike Lanes along Bay Boulevard (Right)



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Date: 3/5/2019

Figure 4–1

Transportation Facilities and Services

Gaylord Resort and Convention Center

5.0 RECOMMENDED TDM PROGRAM

This TDM Program facilitates a balanced approach to promote overall mobility with the ultimate goal of reducing to the extent possible the number of single-rider vehicles trips generated by the project and encouraging the use of alternative forms of transportation. The measures and strategies further described in this section and can be categorized as follows:

- Location
- Neighborhood / Site Enhancements
- Parking Policy / Pricing
- Commute Trip Reduction Programs
- Transit System Improvements
- Road Pricing/Management
- Vehicles
- Others Measures & Strategies

Each measure or strategy is identified as either a Project Feature, Project Requirement or a Recommendation. A TDM measure that is identified as a Project Feature indicates that it is inherent to the project. A TDM measure that is identified as a Project Requirement indicates that it is required by the project through development policies, mitigation measures or coastal development permit. A TDM measure that is identified as a Recommendation indicates that it should be considered for implementation. When considering any TDM measure for implementation, the feasibility of such measure, including the cost compared with the ultimate benefit of such recommendation, should be taken into account.

After project occupancy, the implemented measures and strategies must be monitored periodically for their usage and effectiveness. The TDM plan can be adjusted such that additional measures may be added and/or removed depending on the results.

5.1 Location

Location related TDM strategies and measures are designed to maximize the accessibility and efficiency of the Project site. The following strategies and measures are inherent to the Project site.

A. ***Destination Accessibility (Project Feature)*** **–** The Project site is located in an area with high accessibility to destinations such that major points of interests like Downtown San Diego, Coronado, and Imperial Beach are within 10 miles. This makes the use of other alternative modes of transportation viable.

B. ***Transit Accessibility (Project Feature)*** **–** The Project site is located near the H Street Transit station, facilitating the use of the light rail and/or bus. See *Section 4.2* for more information on transit services.

C. ***Project Location Near a Bike Path/Lane (Project Feature)*** **–** The Project is located in close proximity to existing bike path located along the south side of H Street between Marina Parkway and Bay Boulevard and bike lanes along Bay Boulevard. In addition, the Chula Vista Bayfront Master Plan (CVBMP) proposes expanding the Bayshore Bikeway to various activity centers and elements of the CVBMP. This encourages alternative mode use and is most effective since the Project is located in an area with high accessibility to destinations.

D. ***Development Design (Project Feature)*** **–** The project is providing design elements to enhance the walkability in terms of sidewalk coverage, building setbacks, pedestrian crossings, and landscaping. The proposed pedestrian pathways, pedestrian crosswalks and on-site esplanade are elements that encourage walking to nearby points of interests such as Harbor Park, H Street Transit Station and other nearby sites.

5.2 Neighborhood / Site Enhancements

Neighborhood / Site Enhancements related to TDM strategies and measures are physical improvements that are aimed to promote and encourage alternative modes of travel. These measures and strategies encourage an environment that supports bikeability, walkability, and mobility for all. The following describes the specific strategies and measures that are already proposed by the Project or should be considered by the Project.

A. ***Provide Bicycle Connections (Project Requirement)*** **–** The Project is required to provide end-point connections as applicable to interface with the Chula Vista Bayfront Master Plan (CVBMP) bicycle network for a seamless connection to existing and planned bicycle network in the vicinity of the Project. Since the Project does not have any dedicated bike trails, bicyclists are expected to use the on-site roadways or esplanade to and from the bicycle parking. The Project shall ensure proper signage and wayfinding is provided.

B. ***Provide Pedestrian Network Improvements (Project Feature)*** **–** The Project proposes to provide a pedestrian access network that internally links areas within site to existing external streets and nearby sites by means of extensive on-site pedestrian walkways (esplanades) along with multiple pedestrian crossings along the project frontage. The Project will ensure proper signage and wayfinding is provided.

C. ***Traffic Calming Measures (Project Feature)*** **–** The Project proposes to provide providing traffic calming measures that reduce motor vehicle speeds and encourage pedestrian and bicycle trips. Traffic calming features proposed include two roundabouts, raised curb-high pedestrian crosswalks and on-street parking along the public roadways fronting the property.

D. Bike Parking (Project Requirement) **–** The Project is required to provide bicycle parking on-site. Without a safe and reliable means to store bicycles, employees may opt to utilize SOV travel instead. By providing bicycle parking, the employee will be more likely to utilize bicycling as a form of transportation and decrease SOV trips. Bicycle parking shall be provided. The two primary bike parking locations are indicated on *Figure 2–2*.The Project shall ensure proper signage and wayfinding is provided.

E. Electric Vehicle (EV) Parking and Charging Stations (Project Requirement) – The Project is required to provide EV parking and charging stations to encourage and promote EV usage. The Project should ensure proper signage at parking stations to prohibit non-electric vehicle parking. EV vehicles can range from low-range, low-speed vehicles to plug-in electric vehicles. Although EVs can still be SOV travel, it is generally more environmentally friendly and can reduce greenhouse gas emissions as it is a more renewable source of energy and emits less (if at all) greenhouse gases. The Project shall provide proper regulatory signage (i.e. towing signs).

5.3 Parking Policy / Pricing

Another effective method of TDM measures and strategies is parking policy and pricing. A significant aspect of SOV travel is parking. By implementing measures and strategies that are aimed at managing parking better, SOV travel is in turn managed and controlled better. The following parking policy/pricing strategies that are already proposed by the Project or should be considered by the Project

A. Limit Parking Supply (Project Feature) – The Project proposes to provide 1600 parking spaces which is in line with demand calculations for typical operations. Surplus parking is not being proposed for special events. Limiting parking encourages smart growth principles encouraging a mix of land uses and transportation options.

B. Unbundle Parking Costs (Recommendation) **–** the Project shall unbundle parking costs, requiring guests, employees and the general public who wish to purchase parking spaces to do so at an additional cost. This will discourage driving a vehicle to the site and will serve as a financial incentive for patrons to consider alternative forms of transportation. Additionally, this measure ensures that the burden of parking cost is on those who will utilize the space.

C. Utilize Parking Permits (Project Feature) **–** The Project proposes to require secured card key access for the parking structure. The implementation of secured card key access reduces the impact of spillover parking from nearby areas where parking may be limited and/or priced.

D. ***Implement a Parking Management Plan (Project Requirement)*** **–** The Project is required to provide a Parking Management Plan (PMP). The provisions and management of parking is a key component of the promotion of smart growth principals and the establishment of an active, vitalized, and attracted mixed use environment. It also provides a guide for parking programs & policies, enforcement and other parking management issues. Similar to a TDM plan, the PMP must be monitored periodically.

5.4 Commute Trip Reductions Programs

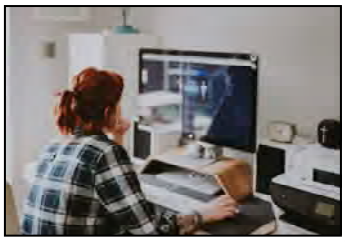
Commute Trip Reduction TDM strategies and measures are those aimed at reducing trips, and consequently VMT, by consolidating commute travel. This is done by establishing programs that make transit an easier and more convenient option. The following describes the specific strategies and measures that should be considered by the Project.

A. ***Implement a Commute Trip Reduction Program (Recommendation)*** **–** The Project should consider implementing a multi-strategy program that encompasses a combination of individual measures. This could be implemented as a voluntary program or a mandatory program for employees to discourage single-occupancy vehicle trips and encourage alternative modes of transportation. Implementing a voluntary program is highly recommended while the mandatory program would require monitoring, reporting and establishing performance standards. The commute trip program would provide staff with assistance in using alternative modes of travel and should include the following:

- Carpooling Encouragement
- Ride-Matching Assistance
- Preferential Carpool/Vanpool Parking
- Flexible Work Schedules for Carpools
- Carpool/Vanpool Assistance

B. ***Implement Subsidized, or Discounted Transit Program (Project Requirement)*** **–** The Project is required to provide subsidized/discounted daily passes to encourage public transit utilization by employees. This provides employees with an incentive to try public transit and help them determine if it is a viable option. The project shall provide a minimum of 5,000 transit rebates each year to employees on a first come, first serve basis. The amount of transit rebate to each employee shall be equivalent to the cost of a day pass on the Metropolitan Transit System trolley.

C. ***Encourage Telecommuting, and Alternative Work Schedule (Recommendation)*** **–** The Project should encourage telecommuting and alternative work schedules to reduce the number of peak hour trips by employees. Alternative work



schedule could take the form of staggered starting times, flexible schedule or compressed workweeks. Moreover, assisting employees in getting high-bandwidth internet connections in their homes to enable them to work from home encourages telecommuting.

D. Provide End of Trip Facilities for Bicyclists (Project Requirement) **–** The Project is required to provide "end of trip" facilities for bicyclists such as showers, bicycle lockers and changing rooms. The added amenities, convenience and security encourages bicycle commuting.

E. Implement Preferential Parking (Project Requirement) **–** The Project is required to provide preferential parking spaces to users who utilize vanpool, carpool, ride-share or alternatively fueled vehicles. "Preferential" can be in the form of location (such as reserved spaces near building access) or in the form of reduced fees or free parking. Additionally, provide wide parking spaces to accommodate for large vanpool vehicles. This will further incentivize these alternative forms of transportation and make them more appealing to users. These users shall need to register their vehicle with the transportation demand management coordinator (see *Section 5.6* for more information).

F. Implement Bike-Sharing or Electric Scooter Program (Recommendation) **–** The Project should consider implementing a bike-sharing or electric scooter program. The Project can coordinate with various companies to provide station or station-free (dockless) bike/electric scooter sharing services. Such companies include as DecoBike, Lime Bike, OFO and Bird. A bike/scooter-sharing program makes bicycles/scooters available for shared-use to individuals on a short-term basis at a certain price which allows for easy and convenient utilization of bicycling as a mode of travel and alleviates users of the responsibility of ownership.

G. Price Workplace Parking (Recommendation) **–** The Project should implement market rate and above market rate pricing to provide a price signal for staff to consider alternative modes for their work commute. This may include charging parking for staff, validating parking for guests, not providing employee parking and transportation allowances, and educating staff about available alternatives.

5.5 Transit System Improvements

The following strategies related to the transit system that is already proposed by the Project or should be considered by the Project. It should be noted that since Measures C through F would require coordination with the local transit authority, they should only be considered if the Project experiences a need or increased demand in the future.

A. *Local Shuttles (Project Requirement)* – The Project is required to provide information to guest and employees regarding the Bayfront Shuttle that would be implemented and operated by the City. The shuttle will connect the Chula Vista Bayfront with the City of Chula Vista and provide multiple connections to public bus routes and transit stations. The Project shall promote the use of the shuttle by the transportation demand management coordinator or disseminating information via in-room material, online, and an informational kiosk (see *Section 5.6* for more information).

B. *Transit Network (Project Feature)* – The Project proposes to provide an additional bus stop along the project frontage in the vicinity of Bayside Parkway. Expanding the transit network and providing a bus stop in close proximity to the site will encourage the use of transit.

C. *Bus Rapid Transit System (Recommendation)* – The Project should support the local transit authority in providing a Bus Rapid Transit (BRT) system. BRT system provides frequent, high-capacity and high-quality bus services with integrated fare systems to encourage people to use public transit.

D. *Transit Access Improvement (Recommendation)* – The Project should support the local transit authority and the City to improve access to transit facilities through sidewalk/crosswalk safety enhancements and bus shelter improvements.

E. *Transit Service Frequency & Speed (Recommendation*) – The Project should support the local transit authority to improve transit service frequency and speed. This reduces waiting time and travel time for transit passengers which would make transit service more attractive.

F. *Bicycle Parking Near a Transit (Recommendation)* – The Project should support the local transit authority to provide short-term and long-term bicycle parking at or near transit stations.

G. *Water-Based Transportation Services (Recommendation)* – The Project should coordinate with water transportation partners when service is extended from San Diego Bay to the Chula Vista Bayfront. The project should understand the services provided and promote this alternative mode of transportation via in-room informational material, online or through the TDM coordinator (see *Section 5.6* for more information).

5.6 Other Measures & Strategies

The following describes the other strategies and measures that should be considered by the Project.

A. ***On-Site Amenities & Services (Recommendation)*** **–** The Project should consider providing on-site amenities and services such as banking/ATM, postal services and other amenities to reduce the need for employees to travel off-site.

B. ***In-Room Informational Material (Project Requirement)*** – The Project shall make hotel guests aware through in-room informational material of alternate modes of transportation and services if they wish to avail themselves of these services.

C. ***Online Informational Material (Project Requirement)*** **–** The Project shall post informational material and links on public transportation options/schedules, shuttles and alternate modes of transportation and strategies on the website for employees and guests.

D. ***Informational Kiosk (Project Requirement)*** – The Project is required to provide an informational kiosk with information on available public transportation options in the area, commuting information, and other benefits that they can utilize that would reduce transportation related emissions and encourage the use of alternative transportation. The kiosk shall be visible and centrally located, and available to guests and employees. The following information, but not limited to, should be provided:

- Chula Vista Bayfront Shuttle System
- Car-Sharing/Ride-Sharing/Ride-Hailing Services
- City of San Diego/Chula Vista Bicycle Network
- SD MTS transit timetable and map
- Amtrak and/or NCTD transit timetable and map
- www.icommutesd.com

E. ***On-Site TDM Coordinator (Project Requirement)*** **–** The Project shall provide an on-site TDM Coordinator. The TDM coordinator shall assist employees and guests in finding alternate travel modes and strategies. This may be an employee for the Project (e.g.

concierge) or may be contracted through a third-party provider. The TDM coordinator could also be responsible but not limited to the following:

- Liaison to Port of San Diego, City of Chula Vista and/or MTS
- Commute Planning
- Convention Event Transportation Planning
- Chula Vista Bayfront Shuttle Program
- Carpool/Vanpool Program
- Information/Marketing
- Evaluation & Monitoring
- Water-Based Transportation System

F. ***Off-Site Parking Designations (Project Requirement)*** **–** The project shall install signage associated with on-street parking constructed that indicates the parking spaces are for public use and intended for Harbor Park.

6.0 CURBSIDE MANAGEMENT POLICIES

As shown in ***Figure 6–1***, the Project proposes the following access design elements:

1. The primary public and guest entry is proposed via H Street
2. Access to the parking garage is proposed via G Street and the south leg of the proposed roundabout
3. Service and loading dock is proposed via the Private Street on the east side of the project that runs from G Street to H Street
4. Two (2) group drop-off/pick-up areas are proposed, one via E Street and the other via the Private Street
5. One-way lane designed to accommodate vehicle and pedestrian traffic

Due to the evolving nature of curbside demand in terms of the types of users, pick-up/drop-off operations, dwell times and other factors, the goal of these policies is to provide clear and consistent guidance for property owners/management to maximize and efficiently manage curbside space and operations. Based on the proposed access elements listed above, the following lists general curbside management policies.

Curbside Management Policy A
Provide a safe, efficient and accessible internal network for all users.

Curbside Management Policy B
Provide proper and adequate wayfinding signage to direct drop-off/pick-up services (i.e. busses, shuttles, ride-sharing and ride-hailing), deliveries, vendors and other users.

Curbside Management Policy C
Segregate the primary curbside users to different areas on site (i.e. group, ride-sharing, ride-hailing, valet and deliveries/vendors).

C.1. Designate all deliveries and vendors to utilize the back of house service yard.
C.2. Identify a designated ride-hailing service area (i.e. Uber, Lyft and taxis) and provide sufficient parking stalls or curbside space for idle ride-hailing services waiting for customers. This can be achieved with signs or establishing a geo-fence.
C.3. Differentiate the two (2) proposed group drop-off/pick-up zone for different vehicle types, size, uses or other key factors.

Curbside Management Policy D
Maintain flexibility in designation for the five (5) lane motor lobby in terms of how many lanes are utilized for valet, guests, thru traffic etc. This can be achieved through portable signs or Integrated Technology Solutions (ITS).

Curbside Management Policy E
Conduct continuous monitoring of curbside demand and operations.

Source: HKS, Inc., May 7, 2019

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Figure 6–1

On-Site Access Design Elements

GAYLORD CHULA VISTA RESORT & CONVENTION CENTER

Figure 6–1 On-Site Access Design Elements

7.0 CONCLUSION

This TDM Plan facilitates a balanced approach to promote overall mobility with the ultimate goal of reducing to the extent possible the number of single-rider vehicles trips generated by the project. ***Table 7–1*** summarizes Project TDM features, ***Table 7–2*** summarizes the Required TDM strategies and measures, and ***Table 7–2*** summarizes the recommended TDM strategies & measures.

After the project occupancy, the implemented measures and strategies must be monitored for their usage and effectiveness. The TDM plan can be adjusted such that additional measures may be added and/or removed depending on the results.

TABLE 7–1
PROJECT TRANSPORTATION DEMAND MANAGEMENT FEATURES

Section	Project TDM Features
5.1	**Land Use / Location**
A	Destination Accessibility
B	Transit Accessibility
C	Project Location near Bike Path/Bike Lane
D	Development Design
5.2	**Neighborhood / Site Enhancement**
B	Provide Pedestrian Network Improvements
C	Provide Traffic Calming Measures
5.3	**Parking Policy / Pricing**
A	Limit Parking Supply
C	Utilize Parking Permit
5.5	**Transit System Improvement**
B	Expand Transit Network

TABLE 7–2
PROJECT TRANSPORTATION DEMAND MANAGEMENT REQUIREMENTS

Section	Project TDM Requirements
5.2	**Project Neighborhood / Site Enhancement**
A	Provide Bicycle Connections
D	Provide Bicycle Parking
E	Provide Electric Vehicle Parking and Charging Stations
5.3	**Parking Policy / Pricing**
D	Implement a Parking Management Plan
5.4	**Commute Trip Reduction Programs**
B	Implement Subsidized or Discounted Transit Program
D	Provide End of Trip Facilities for Bicyclists
E	Implement Preferential Parking
5.5	**Transit System Improvement**
A	Local Shuttles
5.6	**Other TDM Measures and Strategies**
B	In-Room Informational Material
C	Online Informational Material
D	Informational Kiosk
E	On-Site TDM Coordinator
F	Off-Site Parking Designations

TABLE 7–3
RECOMMENDED TRANSPORTATION DEMAND MANAGEMENT STRATEGIES & MEASURES

Section	Recommended TDM Strategy & Measure
5.3	**Parking Policy / Pricing**
B	Unbundle Parking Costs
5.4	**Commute Trip Reduction Programs**
A	Implement Commute Trip Reduction Program - Voluntary or Required
C	Encourage Telecommuting and Alternative Work Schedules
F	Implement Bike-Sharing or Electric Scooter Program
G	Price Workplace Parking
5.5	**Transit System Improvement**
C	Bus Rapid Transit System
D	Transit Access Improvements
E	Transit Service Frequency/Speed
F	Bike Parking Near Transit
G	Water-Based Transportation Services
5.6	**Other TDM Measures and Strategies**
A	Provide On-Site Amenities & Services

[END OF REPORT]

3.0 MITIGATION MONITORING PROGRAM TABLE

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.1-1	Prior to the issuance of the first grading permit for activities that could impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall consult with the CCC to determine whether the proposed impact is allowed under the California Coastal Act. If the impact is not allowed, then a design shall be developed that avoids impacts to CCC jurisdictional wetlands. In the event that the CCC concurs that the impact to CCC jurisdictional wetlands is allowed, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands to provide 2:1 mitigation for the impact to CCC wetlands on Parcels HP-13B and HP-7. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, shall detail the target functions and values, and shall address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process and propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation, to ensure each area is successful. The restoration plan shall address monitoring requirements and shall specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report, and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impact 4.1-1.	Port or Port Tenants – Prior to First Grading Permit	Port		
MM 4.1-2	The Port or Port tenants, as appropriate, will need to mitigate impacts to the areas identified as seasonal pond, mapped as a CCC wetland at a 2:1 ratio. The Port or Port tenants, as appropriate, shall confer with the CCC in order to determine whether drainages mapped as a potential CCC wetland fall under CCC jurisdiction. If this area is not subject to CCC jurisdiction, no additional mitigation would be required. If CCC does assert jurisdiction over these areas, the final development design must mitigate	Port or Port Tenants – Prior to First Clearing or Grubbing Permit	Port in Consultation with the California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	impacts at a 2:1 ratio. Prior to the issuance of the first grading permit for projects that could impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall consult with the CCC to determine whether the proposed impact is allowed under the California Coastal Act. If the impact is not allowed, then a design shall be developed that avoids impacts to CCC jurisdictional wetlands. In the event that the CCC concurs that the impact to CCC jurisdictional wetlands is allowed, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, shall detail the target functions and values, and shall address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process and propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation, to ensure each area is successful. The restoration plan shall address monitoring requirements and shall specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impacts 4.1-2 and 4.1-3.				
MM 4.1-4	Prior to issuance of any permit for clearing, grubbing, or grading, the project applicant shall be required to obtain an HLIT Permit pursuant to Section 17.35 of the Chula Vista Municipal Code for impacts to Covered Species and Vegetation Communities protection under the City's MSCP Subarea Plan. *Applies to Significant Impact 4.1-6.	Project Applicant - Prior to First Clearing or Grubbing Permit	City of Chula Vista, USFWS, and CDFG		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.2-1	Prior to the issuance of any certificates of occupancy for any development on H-3 in Phase I, the Port or Port tenant, as appropriate, shall: • Construct H Street west of Marina Parkway as a 2-lane Class III Collector • Construct E Street as a 2-lane Class III Collector along Parcel H-3. This would provide a connection to Lagoon Drive via Marina Parkway. • Construct a traffic signal at H Street and RCC Truck Driveway. Prior to the issuance of building permits for any development on H-13 or H-14 in Phase I, the applicant shall: • Rebuild that portion of Marina Parkway fronting H-13 and H-14 between Sandpiper Way and J Street as a 3-lane Class II Collector with excess ROW used for pedestrian facilities, or secure such construction to the satisfaction to the City engineer. Frontage improvements for the remaining segments of Marina Parkway J Street and Sandpiper Way will be constructed in conjunction with the development of the adjacent parcels to these frontages in subsequent phases. • Construct Street A north of J Street would be constructed as a 2-lane Class III Collector, or secure such construction to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-1 to below a level of significance. *Applies to Significant Impact 4.2-1.	Port or Port Tenants - Prior to First Certificate of Occupancy Applicant -Prior to First Building Permit	City Engineer City Engineer		
MM 4.2-2	Prior to the issuance of any certificates of occupancy for any development on H-3 in Phase I, Port or Port tenants, as appropriate, shall construct H Street from I-5 to Marina Parkway as a four-lane Major Street. This mitigation is provided in lieu of widening of F Street due to environmental constraints associated with the widening of F Street in the vicinity of G&G Street Marsh. At the completion of the H Street Extension, the Port or Port tenants, as appropriate, shall also restrict access along the segment of Lagoon Drive/F Street (between Parcel H-3 and the BF Goodrich access on F Street) to emergency vehicle access only. This mitigation would reduce Significant Impact 4.2-2, 4.2-4, 4.2-6, 4.2-7, and 4.2-11 to below a level of significance. *Applies to Significant Impacts 4.2-2, 4.2-4, 4.2-6, 4.2-7, and 4.2-11.	Port or Port Tenants -Prior to First Certificate of Occupancy	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.2-3	Prior to the issuance of any certificates of occupancy for any development on H-3 in Phase I, Port or Port tenants, as appropriate, shall widen H Street west of Marina Parkway from a two-lane Class III Collector to a three-lane Class II Collector. This mitigation would reduce Significant Impact 4.2-3 to below a level of significance. *Applies to Significant Impact 4.2-3.	Port or Port Tenants -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-4	Prior to the issuance of certificates of occupancy for development on H-3 and building permits for any development on H-13 or H-14 in Phase I, the Port, Port tenant, or applicant, as appropriate, shall widen Bay Boulevard between E Street and F Street from a two-lane Class III Collector to a two-lane Class II Collector, or secure such widening to the satisfaction of the City Engineer. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 4.2-5 to below a level of significance. *Applies to Significant Impact 4.2-5.	Port, Port Tenants, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-5	Prior to the issuance of building permits for any development on H-13 or H-14 in Phase I, the applicant shall construct a traffic signal at the intersection of J Street and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The traffic signal shall be constructed and operate to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-8 and 4.2-14 to below a level of significance. *Applies to Significant Impacts 4.2-8 and 4.2-14.	Applicant -Prior to First Building Permit	City Engineer		
MM 4.2-6	Prior to the issuance of certificates of occupancy for development on H-3 or building permits on H-13 or H-14 for any development in Phase I, the Port, Port tenants, or applicants, as appropriate, shall construct a traffic signal at the intersection of L Street and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The traffic signal shall be constructed and operate to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-9 and 4.2-15 to below a level of significance. *Applies to Significant Impacts 4.2-9 and 4.2-15.	Port, Port Tenants, or Applicant -Prior to First Certificate of Occupancy	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.2-7	Prior to the issuance of certificates of occupancy for development on H-3 or building permits on H-13 or H-14 for any development in Phase I, the Port, Port tenants, or applicants, as appropriate, shall construct a traffic signal at the intersection of I-5 southbound ramps and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The traffic signal shall be constructed and operate to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-10 and 4.2-16 to below a level of significance *Applies to Significant Impacts 4.2-10 and 4.2-16.	Port, Port Tenants, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-9	Prior to the issuance of certificates of occupancy for any development on H-3 in Phase I, the Port or Port tenant, as appropriate, shall construct a westbound lane along H Street/RCC Driveway, which would result in widening H Street west of Marina Parkway to a three-lane Class II Collector. This mitigation would reduce Significant Impact 4.2-13 to below a level of significance. *Applies to Significant Impact 4.2-13.	Port or Port Tenant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-11	Prior to the issuance of certificates of occupancy for development on H-23 in Phase I, the Port or Port tenant, as appropriate, shall construct Street A between H Street to Street C as a two-lane Class III Collector, and shall construct Street C between Marina Parkway and Street A as a two-lane Class II Collector. Implementation of this mitigation measure would reduce Significant Impact 4.2-20 to below a level of significance. *Applies to Significant Impact 4.2-20.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-12	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall widen H Street between Street A and I-5 Ramps to a five-lane Major Street, or secure such construction to the satisfaction of the City Engineer. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 4.2-21 to below a level of significance. *Applies to Significant Impact 4.2-21.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-13	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall widen J Street between Street A to I-	Port, Port Tenant, or Applicant	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	5 Ramps to a six-lane Major Street, or secure such construction to the satisfaction of the City Engineer The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 4.2-22 to below a level of significance. *Applies to Significant Impact 4.2-22.	-Prior to First Certificate of Occupancy			
MM 4..2-14	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall widen Street A between Street C and J Street to a four-lane Class I Collector or secure such construction to the satisfaction of the City Engineer. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 4.2-23 to below a level of significance. *Applies to Significant Impact 4.2-23.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-15	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall construct a traffic signal and add an exclusive left-turn lane at each approach at the intersection of H Street and RCC Driveway, or secure such construction to the satisfaction of the City Engineer. The traffic signal and left-turn lanes shall be built to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-24 to below a level of significance. *Applies to Significant Impact 4.2-24.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-16	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall construct a westbound and eastbound through lane along J Street at the intersection of J Street and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The lanes shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-25 to below a level of significance. *Applies to Significant Impact 4.2-25.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-17	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall construct a traffic signal at the intersection of H Street and Street A, or secure such construction to the satisfaction of the City Engineer. The traffic signal shall be constructed and operate to the satisfaction of	Port, Port Tenant, or Applicant -Prior to First Certificate of	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	the City Engineer. This mitigation would reduce Significant Impact 4.2-26 to below a level of significance. *Applies to Significant Impact 4.2-26.	Occupancy			
MM 4.2-18	Prior to the issuance of certificates of occupancy for any development in Phase II of the development, the developer shall construct a traffic signal at the intersection of J Street and Marina Parkway. The traffic signal shall be constructed and operate to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-27 to below a level of significance. *Applies to Significant Impact 4.2-27.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-19	Prior to the issuance of certificates of occupancy for any development in Phase II, the Port, Port tenant, or applicant, as appropriate, shall construct a traffic signal at the intersection of J Street and Street A and add an exclusive westbound right-turn lane along J Street and an exclusive southbound right-turn lane along Street A, or secure such construction to the satisfaction of the City Engineer. The traffic signal and turning lanes shall operate and be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-28 to below a level of significance. *Applies to Significant Impact 4.2-28.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-20	Prior to the issuance of certificates of occupancy for any development in Phase III, the Port, Port tenants, or applicant, as appropriate shall construct the segment of Street A that would continue south from J Street, connecting to the proposed Street B in the Otay District, as a two-lane Class III Collector. In addition, prior to the issuance of certificates of occupancy for any development in Phase III, the Port, Port tenants, as appropriate shall construct the segment of Street B that would connect to the proposed Street A, bridge over the Telegraph Canyon Creek Channel, and continue south to Bay Boulevard, as a 2-lane Class III Collector. This mitigation would reduce Significant Impact 4.2-31 to below a level of significance. *Applies to Significant Impact 4.2-31.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.2-21	Prior to the issuance of certificates of occupancy for any development in Phase III, the Port, Port tenants, or applicant, as appropriate, shall widen Street A between H Street and Street C to a four-lane Class I Collector, or secure such construction to the satisfaction of the City Engineer. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 4.2-32 to below a level of significance. *Applies to Significant Impact 4.2-32.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-22	Prior to the issuance of certificates of occupancy for any development in Phase III, the Port, Port tenants, or applicant, as appropriate, shall construct an exclusive eastbound right-turn lane along J Street at the intersection of J Street and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The turning lane shall be built to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-33 to below a level of significance. *Applies to Significant Impact 4.2-33.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-23	Prior to the issuance of certificates of occupancy for any development in Phase III of the development, the Port, Port tenants, or applicant, as appropriate, shall construct an exclusive westbound right-turn lane along J Street at the intersection of J Street and I-5 NB Ramps, or secure such construction to the satisfaction of the City Engineer. The turning lane shall be built to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-34 to below a level of significance *Applies to Significant Impact 4.2-34.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-24	Prior to the issuance of certificates of occupancy for any development in Phase III, the Port, Port tenants, or applicant, as appropriate, shall construct E Street from the RCC Driveway to Bay Boulevard as a two-lane Class III Collector. This mitigation would reduce Significant Impact 4.2-38 to below a level of significance *Applies to Significant Impact 4.2-38.	Port, Port Tenants, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-25	Prior to the issuance of certificates of occupancy for any development in Phase IV, the Port, Port tenant, or applicant, as appropriate, shall construct a new F Street segment between the proposed terminus of the existing F Street and the proposed E Street	Port, Port Tenant, or Applicant -Prior to First	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	extension, ending at the SP-3 Chula Vista Nature Center parking lot, as a two-lane Class III collector street, which shall also contain a Class II bike lane on both sides of the street. This mitigation would reduce Significant Impact 4.2-39 to below a level of significance. *Applies to Significant Impact 4.2-39.	Certificate of Occupancy			
MM 4.2-26	Prior to the issuance of certificates of occupancy for any development in Phase IV, the Port, Port tenant, or applicant, as appropriate, shall widen E Street between F Street and Bay Boulevard to a four-lane Class I Collector, or secure such construction to the satisfaction of the City Engineer. The additional roadway capacity would facilitate the flow of project traffic. Also, the widening of this segment of E Street would facilitate the flow of project traffic on Bay Boulevard between E Street to F Street. This mitigation would reduce Significant Impacts 4.2-40 and 4.2-41 to below a level of significance. *Applies to Significant Impacts 4.2-40 and 4.2-41.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-27	Prior to the issuance of certificates of occupancy for any development in Phase IV, the Port, Port tenant, or applicant, as appropriate, shall widen H Street between I-5 Ramps and Broadway to a 6-lane Gateway Street. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 4.2-42 to below a level of significance. The off-site traffic improvements described in this mitigation measure for direct traffic impacts would create secondary traffic impacts. Improvements associated with these secondary impacts would be required as a result of cumulative and growth-related traffic overall, of which the Proposed Project would be a component. The Western Chula Vista TDIF identifies these improvements in a cumulative context and attributes fair share contributions according to the impact. Therefore, the Proposed Project would be responsible for a fair share contribution and would not be solely responsible for implementation of necessary secondary impact improvements. *Applies to Significant Impact 4.2-42.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.2-28	Prior to the issuance of certificates of occupancy for any development in Phase IV, the Port, Port tenant, or applicant, as appropriate, shall construct an eastbound through lane and an exclusive eastbound right-turn lane along E Street at the intersection of E Street and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The lanes shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-43 to below a level of significance. *Applies to Significant Impact 4.2-43.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-29	Prior to the issuance of certificates of occupancy for any development in Phase IV, the Port, Port tenant, or applicant, as appropriate, shall construct an exclusive southbound right-turn lane along Bay Boulevard at the intersection of J Street and Bay Boulevard, or secure such construction to the satisfaction of the City Engineer. The lane shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-44 to below a level of significance. *Applies to Significant Impact 4.2-44.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.2-30	Prior to the issuance of certificates of occupancy for any development in Phase IV, the Port, Port tenant, or applicant, as appropriate, shall construct a dual southbound left-turn lane along Street A, or secure such construction to the satisfaction of the City Engineer. The lane shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 4.2-45 to below a level of significance. *Applies to Significant Impact 4.2-45.	Port, Port Tenant, or Applicant -Prior to First Certificate of Occupancy	City Engineer		
MM 4.4-1	A. View Protection: As a condition for issuance of Coastal Development Permits, buildings fronting on H Street shall be designed to step away from the street. More specifically, design plans shall protect open views down the H Street Corridor by ensuring that an approximate 100-foot ROW width (curb–curb, building setbacks, and pedestrian plaza/walkway zone) remains clear of buildings, structures, or major landscaping. Visual elements above 6 feet in height shall be prohibited in this zone if the feature would reduce visibility by more than 10 percent. Placement of trees should take into account potential view blockage. This mitigation should not be interpreted to not allow tree masses; however, trees should be spaced in order to ensure "windows" through the landscaping. Trees should also be considered to help frame the views and they should	Project Developer -Prior to First Coastal Development Permit	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	be pruned to increase the views from pedestrians and vehicles, underneath the tree canopy. In order to reduce the potential for buildings to encroach upon view corridors, and to address the scale and massing impact, buildings shall step back at appropriate intervals or be angled to open up a broader view corridor at the ground plane to the extent feasible. All plans shall be subject to review and approval by the Port. All future development proposals shall conform to Port design guidelines and standards to the satisfaction of the Port.				
	B. Height and Bulk: Prior to issuance of Coastal Development Permits for projects within the Port's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades, and straight-edge building rooflines and profiles. This shall be done to the satisfaction of the Port.	Project Developer -Prior to First Coastal Development Permit	Port		
	C. Height and Bulk: Prior to design review approval for properties within the City's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for the large project components to diminish imposing building edges, monotonous facades, and straight-edge building rooflines and profiles. This shall be done to the satisfaction of the City of Chula Vista Planning Director.	Project Developer -Prior to Design Review Approval	City		
	D. Landscaping: Prior to final approval of Phase I infrastructure design plans, the Port and City shall collectively develop a master landscaping plan for the project's public components and improvements. The plan shall provide sufficient detail to ensure conformance to streetscape design guidelines and that future developers/tenants, as applicable, provide screening of parking areas.	Port and City -Prior to Final Approval of Phase I Design	Port in Coordination with qualified Biologist or Landscape Architect		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Streetscape landscaping shall be designed to enhance the visitor experience for both pedestrians and those in vehicles. Specifically, detailed landscaping plans shall be developed to enhance Marina Parkway, a designated scenic roadway and shall provide, where appropriate, screening of existing industrial uses and parking areas until such time as these facilities are redeveloped. Street landscaping design shall be coordinated with a qualified biologist or landscape architect to ensure that proposed trees and other landscaping are appropriate for the given location. For instance, vegetation planted adjacent to open water/shoreline areas must not provide raptor perches. Landscaping shall be drought tolerant or low-water use, and invasive plant species shall be prohibited.				
	E. *Landscaping*: Prior to approval of a tentative map or site development plan for future residential development, the project developer shall submit a landscaping design plan for on-site landscaping improvements that is in conformance to design guidelines and standards established by the City of Chula Vista. The plan shall be implemented as a condition of project approval.	Project Developer -Prior to TM/SDP Approval	City		
	F. *Gateway Plan*: Concurrent with the preparation of Phase I infrastructure design plans for E and H Streets, a Gateway plan shall be prepared for E and H Streets. Prior to issuance of occupancy for any projects within the Port's jurisdiction in Phase I, the E and H Street Gateway plan shall be approved by the Port and City's Directors of Planning and Building. The E and H Street Gateway plan shall be coordinated with the Gateway plan for J Street.	Applicant -Prior to Occupancy	Port and City		
	G. *Gateway Plan*: Concurrent with development of Parcels H-13 and H-14, the applicant shall submit a Gateway plan for J Street for City Design Review consideration. Prior to issuance of any building permits, the J Street Gateway plan shall be approved by the Director of Planning and Building in coordination with the Port's Director of Planning. The J Street Gateway plan shall be coordinated with the Gateway plan for E and H Streets. *Applies to Significant Impacts 4.4-3, 4.4-4, 4.4-5, 4.4-7, and 4.4-8.	Applicant -Prior to First Building Permit	Port and City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.4-2	Prior to design review approval, lighting design plans with specifications for outdoor lighting locations and other intensely lighted areas shall be submitted to the Port and City for review and approval. The specifications shall identify the lighting intensity needs and design light fixtures to direct light toward intended uses. Outdoor and parking lot lighting shall be shielded and directed away from adjacent properties, wherever feasible and consistent with public safety. Consideration shall be given to the use of low-pressure sodium lighting or the equivalent. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. The lighting plan shall incorporate specific design features including, but not limited to, the following: • Where lighting must be used for safety reasons (FAA 2000 Advisory Circular), minimum intensity, maximum off-phased (3 second between flashes) white strobes shall be used. • All event lighting shall be directed downward and shielded, unless directed downward or shielded to minimize light spill beyond the area for which illumination is required. • Exterior lighting shall be limited to that which is necessary and appropriate to ensure general public safety and navigation, including signage for building identification and orientation. • Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required. • Office space, residential units, and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space in unoccupied. • Office space, residential unit and hotel rooms shall be equipped with blinds, drapes or other window coverings that may be closed to minimize the effects of interior night lighting. • Reflective glass or the application of reflective coatings shall not be used on any glass surface.	Applicant -Prior to Design Review Approval	Port and City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.5-1	As a condition of approval of a Tenant Design Plan for projects within the Port's jurisdiction and a condition of the approval of a Final Map for projects within the City's jurisdiction, the project applicant shall include trash control measures that include animal-proof, covered, and self-closing trash containers and trash control enclosures, with frequent servicing, to prevent litter from being wind blown off-site to the satisfaction of the Port/City as appropriate pursuant to their water quality technical reports. *Applies to Significant Impact 4.5-1.	Applicant -Condition of Approval for Tentative Design Plan/Condition of Approval of Final Map	Port/City		
MM 4.5-2	A. Prior to the issuance of a grading permit, the applicant shall notify the RWQCB of dewatering of contaminated groundwater during construction. If contaminated groundwater is encountered, the project developer shall treat and/or dispose of the contaminated groundwater (at the developer's expense) in accordance with NPDES permitting requirements, which includes obtaining a permit from the Industrial Wastewater Control Program to the satisfaction of the RWQCB. B. Prior to the discharge of contaminated groundwater for all construction activities, should flammables, corrosives, hazardous wastes, poisonous substances, greases and oils, and other pollutants exist on site, a pretreatment system shall be installed to pre-treat the water to the satisfaction of the RWQCB before it can be discharged into the sewer system. *Applies to Significant Impact 4.5-2.	Project Applicant/ Developer -Prior to First Grading Permit Project Developer -Prior to Construction groundwater discharge	RWQCB RWQCB		
MM 4.5-3	Prior to the issuance of a grading, excavation, dredge/fill, or building permit for any Parcel, the applicant shall submit a Spill Prevention/Contingency Plan for approval by the Port or City as appropriate. The plan shall: • Ensure that hazardous or potentially hazardous materials (e.g., cement, lubricants, solvents, fuels, other refined petroleum hydrocarbon products, wash water, raw sewage) that are used or generated during the construction and operation of any project as part of the Proposed Project shall be handled, stored, used, and disposed of in accordance with NPDES permitting requirements and applicable federal, state, and local policies • Include material safety data sheets • Require 40 hours of worker training and education as required by the Occupational Safety and Health Administration	Applicant -Prior to First Grading Permit	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	• Minimize the volume of hazardous or potentially hazardous materials stored at the site at any one time • Provide secured storage areas for compatible materials, with adequate spill contaminant • Maintain all required records, manifest and other tracking information in an up-to-date and accessible form or location for review by the Port or City • Demonstrate that all local, state, and federal regulations regarding hazardous materials and emergency response have been or will be complied with. *Applies to Significant Impact 4.5-3.				
MM 4.5-4	A. Prior to issuance of a permit by USACE for dredge and/or fill operations in the Bay or Chula Vista Harbor, the applicant shall conduct a focused sediment investigation and submit it to USACE and RWQCB for review and approval. The applicant shall then determine the amount of bay sediment that requires remediation and develop a specific work plan to remediate bay sediments in accordance with permitting requirements of the RWQCB. The work plan shall include but not be limited to dredging the sediment, allowing it to drain, and analyzing the nature and extent of any contamination. Pending the outcome of the analytical results, a decision by RWQCB shall prescribe the requirements for disposition of any contaminated sediment. B. Prior to issuance of a grading permit for marina redevelopment on HW-1 and HW-4, the developer shall submit a work plan for approval by the RWQCB and Port/City that requires the implementation of BMPs, including the use of silt curtains during in-water construction to minimize sediment disturbances and confine potentially contaminated sediment if contaminated sediment exists. If a silt curtain should be necessary, the silt curtain shall be anchored along the ocean floor with weights (i.e., a chain) and anchored to the top with a floating chain of buoys. The curtain shall wrap around the area of disturbance to prevent turbidity for traveling outside the immediate project area. Once the impacted region resettles the curtains shall be removed. If the sediment would be suitable for ocean disposal, no silt curtain shall be required. However, if contaminants are actually present, the applicant would be required to provide to the RWQCB and Port/City an evaluation showing that the sediment would be suitable for ocean disposal. *Applies to Significant Impact 4.5-4	Applicant -Prior to First USACE Permit for dredge/fill Developer -Prior to First Grading Permit	USACE and RWQCB RWQCB and Port/City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.5-5	Prior to the commencement of in-water construction for all phases of development, the Port or Port tenants shall adhere to regulatory requirements including the use of BMPs, which shall include use of silt curtains during all sediment suspension activities. *Applies to Significant Impact 4.5-5	Port or Port Tenants -Prior to In-Water Construction	RWQCB		
MM 4.6-6	Development of Program-level components of the Chula Vista Bayfront Master Plan (Phases I through IV) shall implement measures to reduce GHG emissions. Specific measures may include, but are not limited to the following: Energy Efficiency • Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping, and sun screens to reduce energy use. • Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings. • Install light colored "cool" roofs, cool pavements, and strategically placed shade trees. • Provide information on energy management services for large energy users. • Install energy-efficient heating and cooling systems, appliances and equipment, and control systems. • Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting. • Limit the hours of operation for outdoor lighting. • Use solar heating, automatic covers, and efficient pumps and motors for pools and spas. • Provide education on energy efficiency. Renewable Energy • Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives. • Install solar panels on carports and over parking areas. • Use combined heat and power in appropriate applications.	Project Developer -Conditions of Approval for Program Master Plan Developments	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Water Conservation and Efficiency • Create water-efficient landscapes. • Install water-efficient irrigation systems and devices, such as soil moisture–based irrigation controls. • Use reclaimed water for landscape irrigation in new developments and on public property where appropriate. Install the infrastructure to deliver and use reclaimed water. • Design buildings to be water efficient. Install water-efficient fixtures and appliances. • Use gray water. (Gray water is untreated household wastewater from bathtubs, showers, bathroom wash basins, and water from clothes washing machines.) For example, install dual plumbing in all new development allowing gray water to be used for landscape irrigation. • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. • Restrict the use of water for cleaning outdoor surfaces and vehicles. • Implement low-impact development practices that maintain the existing hydrologic character of the site to manage stormwater and protect the environment. (Retaining stormwater runoff on site can drastically reduce the need for energy-intensive imported water at the site.) • Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project. • Provide education about water conservation and available programs and incentives. Solid Waste Measures • Reuse and recycle construction and demolition waste (including but not limited to soil, vegetation, concrete, lumber, metal, and cardboard). • Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. • Recover byproduct methane to generate electricity. • Provide education and publicity about reducing waste and available recycling services.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Transportation and Motor Vehicles • Limit idling time for commercial, non-refrigerated vehicles, including delivery and construction vehicles. Refrigerated delivery trucks may remain idling while at loading docks. • Use low or zero-emission vehicles, including construction vehicles. • Promote ride sharing programs; e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). • Provide public transit incentives, such as free or low-cost monthly transit passes. • For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking. • Institute a telecommuter work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences. • Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation. The increased efficiency demands associated with completion years beyond 2020 are not specified in terms of business as usual reductions, but would demand substantially greater reductions than 20 percent below business as usual. While the measures listed above would substantially reduce projects GHG emissions, the level to which they would achieve these reductions cannot be ascertained as they may be modified by any applicable standards that are adopted in the future. Furthermore, because of the increased demand for greater reductions for developments beyond the 2020 horizon year and the rapid development of better technology, the mechanism and technological applications that may be available and necessary to avoid conflict with the goals or				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	strategies of AB 32 or related Executive Orders identification of adequate and effective measures is not feasible at this time. *Applies to Significant Impact 4.6-7.				
MM 4.7-1	Construction-related noise shall be limited adjacent to the J Street Marsh during the typical breeding season of January 15 to August 31. Construction activity adjacent to these sensitive areas must not exceed 60 dB(A) Leq. at any active nest within the marsh. Prior to issuance of a building permit, the project developer shall prepare and submit to the City for review and approval an acoustical analysis and nesting bird survey to demonstrate that the 60 dB(A) Leq. noise level is maintained at the location of any active nest within the marsh. If the noise threshold is anticipated to be exceeded at the nest location, the project developer shall construct noise barriers or implement other noise control measures to ensure that construction noise levels do not exceed the threshold. *Applies to Significant Impact 4.7-1.	Project Developer -Prior to First Building Permit	City		
MM 4.7-2	Prior to the approval of Design Review for the Pacifica project, the applicant shall submit a site plan for the project demonstrating to the satisfaction of the Director of Planning and Building of the City that outdoor use areas are not exposed to noise levels in excess of 65 dB(A) CNEL. Applicants shall submit project plans demonstrating that outdoor usable residential areas conform to the standards set by the City of Chula Vista General Plan. Prior to issuance of building permits, the developer shall install noise barriers that would reduce sound levels to 65 dB(A) CNEL or below at outdoor usable areas on the Pacifica site. To preserve a view, glass or Plexiglas with a minimum density of 3.5 pounds per square foot may be substituted for other construction materials. The barrier locations, heights, and lengths for the Pacifica development, as summarized in *Table 4.7-15* and illustrated on *Figure 4.7-10,* would achieve these reductions.	Applicant -Prior to Design Review Approval Developer -Prior to First Building Permit	City City		

TABLE 4.7-15
Barrier Locations, Heights, and Lengths For Rooftop Parapet

Barrier Location	Height (ft)	Length (ft)
Rooftop Parapet		
HD-1B: North Façade	5	224

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	HD-1B: East Façade 6 243 HD-2A: East/South Façades 5 313 HD-2B: North Façade 5 128 HD-2B: East Façade 6 188 HD-3A: East Façade 5 215 HD-3A: South Façade 5 350 HD-4A: East Façade 5 264 HD-4A: South Façade 5 336 *Applies to Significant Impact 4.7-2.				
MM 4.7-3	Prior to the issuance of building permits for residential units adjacent to circulation element roadways in the Harbor District, the applicant shall perform and submit an acoustical analysis to the City, demonstrating that the proposed building plans provide interior noise levels due to exterior sources are 45 dB(A) CNEL or less in any habitable room. The analysis must also identify Sound Transmission Loss (STL) rates of each window. *Applies to Significant Impacts 4.7-3 and 4.7-7.	Applicant -Prior to First Building Permit	City		
MM 4.7-4	Prior to the approval of Design Review for the Pacifica project, the applicant shall submit a design plan for the project demonstrating to the satisfaction of the City's Director of Planning and Building that the noise level from operation of mechanical equipment will not exceed 50 dB(A) Leq. at any property line. Noise control measures may include, but are not limited to, the selection of quiet equipment, equipment setbacks, silencers, and/or acoustical louvers. Such measures must be designed and installed so as to achieve a cumulative sound level from mechanical equipment that does not exceed 40 dB(A) at 50 feet from the building façades adjacent to Marina Parkway, Street C, and J Street or 54 dB(A) at 50 feet from the building façades facing Street A. Prior to the approval of Design Review for the Pacific project, the applicant shall prepare and submit to the City for review and approval an acoustical analysis and nesting bird survey to demonstrate that operation of mechanical equipment will not exceed the 60 dB(A) Leq. noise level at the location of any active nest within the J Street Marsh. If the	Applicant -Prior to Design Review Approval Applicant -Prior to Design Review Approval	City City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	noise threshold is anticipated to be exceeded at the nest location, the project developer shall construct noise barriers and/or implement noise control measures to maintain operational noise levels below the threshold. *Applies to Significant Impact 4.7-4.				
MM 4.7-5	To avoid significant impacts to the F&G Street Marsh and reduce the construction noise level to 60 dB(A) or below, the developer of Parcel H-3 shall install and place a 20-foot-high temporary noise barrier or wall along the northeast project property line and returns along the east and west property lines. This mitigation would be necessary for construction activity occurring within 800 feet of the habitat during the extended breeding season. As demonstrated on *Figure 4.7-11*, the barrier must be of solid construction, with no gaps or cracks through or below the wall, and must have a minimum density of 3.5 pounds per square foot. The barrier must block line-of-sight between the source and receiver and be long enough to prevent flanking around the ends. Prior to the start of construction, upon selection of a contractor and once specific equipment models and locations, phasing, and operational duration, etc. are known, a detailed analysis shall be conducted by the project developer and approved by the Port and/or City to determine proper placement of the temporary noise barrier. *Applies to Significant Impact 4.7-5.	Developer -Prior to start of construction Developer -Prior to start of construction	Port and/or City Port and/or City		
MM 4.7-6	Prior to the approval of Design Review, the applicant shall submit a site plan for the project demonstrating to the satisfaction of the Director of Planning and Building of the City and the Port, that outdoor use areas are not exposed to noise levels in excess of 65 dB(A) CNEL. As part of CEQA review for subsequent execution of actions associated with project construction phases, applicants shall submit project plans demonstrating that outdoor usable residential areas conform to the standards set by the City of Chula Vista General Plan. Prior to the issuance of building permits or certificates of occupancy, the developer shall install noise barriers that would reduce sound levels to 65 dB(A) CNEL or below at ground-level noise sensitive receptors on the project site. To preserve a view, glass or Plexiglas with a minimum density of 3.5 pounds per square foot may be substituted for	Applicant -Prior to Design Review Approval Developer -Prior to First Building Permit or Certificate of Occupancy			

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	other construction materials. *Applies to Significant Impact 4.7-6.				
MM 4.7-7	To avoid significant impacts to the F & G Street Marsh and reduce the noise level at habitat to 60 dB(A) or below, the developer shall install a 3-foot-high noise barrier along the east right-of-way of E Street for the extent of the habitat, as shown on *Figure 4.7-12*. The barrier must be of solid construction, with no gaps or cracks through or below the wall, and have a minimum density of 3.5 pounds per square foot. The barrier must block line-of-sight between the source and receiver and be long enough to prevent flanking around the ends. *Applies to Significant Impact 4.7-8.	Developer - Prior to start of construction	City		
MM 4.7-8	To avoid significant construction-related noise impacts, the following measures shall be followed: • Construction activity shall be prohibited Monday through Friday from 10:00 P.M. to 7:00 A.M., and Saturday and Sunday from 10:00 P.M. to 8:00 A.M., pursuant to the Chula Vista Municipal Code Section 17.24.050 (Paragraph J). • All stationary noise generating equipment, such as pumps and generators, shall be located as far as possible from noise sensitive receptors, as practicable. Where practicable, noise-generating equipment shall be shielded from noise sensitive receptors by attenuating barriers or structures. Stationary noise sources located less than 200 feet from sensitive receptors shall be equipped with noise reducing engine housings. Water tanks, equipment storage, staging, and warm-up areas shall be located as far from noise sensitive receptors as possible. • All construction equipment powered by gasoline or diesel engines shall have sound control devices at least as effective as those originally provided by the manufacturer; no equipment shall be permitted to have an unmuffled exhaust. • Any impact tools used during demolition of existing infrastructure shall be shrouded or shielded, and mobile noise generating equipment and machinery shall be shut off when not in use. • Construction vehicles accessing the site shall be required to use the shortest possible route to and from I-5, provided the route does not expose additional receptors to noise.	Developer -During construction	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	• Construction equipment shall be selected as those capable of performing the necessary tasks with the lowest sound level and the lowest acoustic height possible to perform the required construction operation. • Construction equipment shall be operated and maintained to minimize noise generation. Equipment shall be kept in good repair and fitted with "manufacturer-recommended" mufflers. *Applies to Significant Impacts 4.7-9 and 4.7-10.				
MM 4.7-9	Construction-related noise shall be limited during the typical breeding season of January 15 to August 31 adjacent to the Sweetwater Marsh NWR and F&G Street Marsh. The current accepted noise threshold is 60 dB(A) Leq.; thus construction activity shall not exceed this level, or ambient noise levels if higher than 60 dB(A) during the breeding season. If construction does occur within the breeding season or adjacent to the marshes, the project developer shall prepare and submit an acoustical analysis to the Port and/or City that shall determine whether noise barriers would be required to reduce the expected noise levels below the threshold. If noise barriers, construction activities, or other methods are unable to result in a level of noise below the threshold, construction in these areas shall be delayed until the end of the breeding season. *Applies to Significant Impact 4.7-11.	Developer -Prior to start of construction	Port and/or City		
MM 4.8-1	Prior to construction in any areas with suitable nesting locations for raptors (such as trees, utility poles, or other suitable structures) and, if grading or construction occurs during the breeding season for nesting raptors (January 15 through July 31), the project developer(s) within the Port's or City's jurisdiction shall retain a qualified, Port- or City-approved biologist, as appropriate, who shall conduct a pre-construction survey for active raptor nests. The pre-construction survey must be conducted no more than 10 calendar days prior to the start of construction, the results of which must be submitted to the Port or City, as appropriate, for review and approval. If an active nest is found, an appropriate setback distance will be determined in consultation with the applicant, Port or City, USFWS, and CDFG. The construction setback shall be implemented until the young are completely independent of the nest or the nest is relocated with the approval of the USFWS and CDFG. A bio-monitor shall be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. A bio-monitor shall also perform periodic inspections of the construction site during all	Developer(s) -Prior to start of construction	Port or City in Consultation with USFWS and CDFG		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the City and/or Port shall define the frequency of field inspections. The bio-monitor shall send a monthly monitoring letter report to the City and/or Port detailing observations made during field inspections. The bio-monitor shall also notify the City and/or Port immediately if clearing is done outside of the permitted project footprint. *Applies to Significant Impact 4.8-1.				
MM 4.8-2	Prior to construction in any areas with suitable nesting habitat for burrowing owl and, if grading or construction occurs during the breeding season for the burrowing owl (January 15 through July 31), the project developer(s) within the Port's or City's jurisdiction, as appropriate, shall retain a qualified biologist, who shall be approved by the Port or City, respectively, to conduct a pre-construction survey within all suitable habitat prior to any grading activities. The pre-construction survey must be conducted no more than 10 calendar days prior to the start of construction, the results of which must be submitted to the Port or City, as appropriate, for review and approval. If an active burrow is detected during the breeding season of January 15 to July 31, construction setbacks of 300 feet from occupied burrows shall be implemented until the young are completely independent of the nest. If an active burrow is found outside of the breeding season, or after an active nest is determined to no longer be active by a qualified biologist, the burrowing owl would be passively relocated according to the guidelines provided by CDFG (1995) and in coordination with CDFG. A bio-monitor shall be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the City and/or Port shall define the frequency of field inspections. The bio-monitor shall send a monthly monitoring letter report to the City and/or Port detailing observations made during field inspections. The bio-monitor shall also notify the City and/or Port immediately if clearing is done outside of the permitted project footprint. *Applies to Significant Impact 4.8-2.	Developer(s) -Prior to start of construction	Port or City in Consultation with CDFG		
MM 4.8-3	If grading or construction occurs during the breeding season for migratory birds (January 15 through August 31), the project developer(s) shall retain a qualified biologist, approved	Developer -Prior to start of	Port or City in		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	by the Port/City (depending on the jurisdiction), to conduct a pre-construction survey for nesting migratory birds. The pre-construction survey must be conducted no more than 10 calendar days prior to the start of construction, the results of which must be submitted to the Port or City, as appropriate, for review and approval. If active nests are present, the Port will consult with USFWS and CDFG to determine the appropriate construction setback distance. Construction setbacks shall be implemented until the young are completely independent of the nest or relocated with the approval of the USFWS and CDFG. A bio-monitor shall be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the City and/or Port shall define the frequency of field inspections. The bio-monitor shall send a monthly monitoring letter report to the City and/or Port detailing observations made during field inspections. The bio-monitor shall also notify the City and/or Port immediately if clearing is done outside of the permitted project footprint. *Applies to Significant Impact 4.8-3.	construction	Consultation with USFWS and CDFG		
MM 4.8-4	Prior to construction or grading in any areas of suitable nesting or foraging habitat for light-footed clapper rail, and, regardless of the time of year, the project developer(s) shall retain a qualified biologist who shall be approved by the Port or City, as appropriate, and shall be present during removal of southern coastal salt marsh vegetation within the inlet to the F & G Street Marsh to ensure that there are no direct impacts to foraging light-footed clapper rails. If a light-footed clapper rail is encountered, construction will be temporarily halted until the bird leaves the area of construction. A bio-monitor shall be present on site during initial grubbing and clearing of vegetation to ensure that perimeter construction fencing is being maintained. A bio-monitor shall also perform periodic inspections of the construction site during all major grading to ensure that impacts to sensitive plants and wildlife are minimized. Depending on the sensitivity of the resources, the City and/or Port shall define the frequency of field inspections. The bio-monitor shall send a monthly monitoring letter report to the City and/or Port detailing observations made during field inspections. The bio-monitor shall also notify the City and/or Port immediately if clearing is done outside of the permitted project footprint. The project developer(s) shall consult with the U.S. Fish and Wildlife Service prior to impacting any	Developer -Prior to start of construction	Port or City in coordination with qualified biological monitor		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	areas of suitable nesting or foraging habitat for light-footed clapper rail so as not to prevent any unauthorized take of the light-footed clapper rail. Any take must be authorized by U.S. Fish and Wildlife Service. *Applies to Significant Impact 4.8-4.				
MM 4.8-5	Prior to issuance of any clearing and grubbing or grading permits within the jurisdiction of the City, the project applicant within the City's jurisdiction shall be required to obtain a HLIT permit pursuant to Section 17.35 of the Chula Vista Municipal Code for impacts to Covered Species and Vegetation Communities protected under the City's MSCP Subarea Plan. In addition, the MSCP requires additional protective measures for the western burrowing owl, as identified in Mitigation Measure 4.8-2 above. *Applies to Significant Impact 4.8-5.	Applicant - Prior to First Clearing, Grubbing, or Grading Permit	City		
MM 4.8-6	A. Construction-related noise. Construction-related noise shall be limited adjacent to the Sweetwater Marsh and South San Diego Bay Units of the San Diego Bay National Wildlife Refuge, F & G Street Marsh, the mudflats west of the Sweetwater District, and the J Street Marsh during the general avian breeding season of January 15 to August 31. During the avian breeding season, noise levels from construction activities must not exceed 60 dB(A) Leq., or ambient noise levels if higher than 60 dB(A). The project developer(s) shall prepare and submit to the Port/City for review and approval an acoustical analysis and nesting bird survey to demonstrate that the 60 dB(A) Leq. noise level is maintained at the location of any active nest within the marsh. If noise attenuation measures or modifications to construction activities are unable to reduce the noise level below 60 dB(A), either the developer(s) must immediately consult with the Service to develop a noise attenuation plan or construction in the affected areas must cease until the end of the breeding season. Because potential construction noise levels above 60 dB(A) L_{eq} have been identified at the F & G Street Marsh, specific noise attenuation measures have been identified and are addressed in *Section 4.7* of the EIR. B. Perching of raptors. To reduce the potential for raptors to perch within the landscaping and hunt sensitive bird species from those perches, the following design criteria shall be identified in the CVBMP master landscape plan and incorporated into all building and landscape plans with a line of site to the City's MSCP Preserve buffer zones, and on-site open space:	Developer -Prior to start of construction Developer -Prior to Design Review Approval	Port or City Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	• Light posts shall have anti-perching spike strips along any portions that would be accessible to raptors. • The top edge of buildings shall be rounded with sufficient radius to reduce the amount of suitable perching building edges. • If building tops are hard corners, spike strips shall be used to discourage raptors from perching and building nests. • Decorative eaves, ledges, or other protrusions shall be designed to discourage perching by raptors. • To the extent practicable, buildings on Parcels S-1 and S-4 will be oriented to reduce raptor perches within the line of sight to adjacent sensitive habitats.				
	C. Raptor management and monitoring. Prior to the issuance of a Coastal Development Permit, the project developer shall prepare a raptor nest management plan to be implemented once the project is built. A biologist retained by the project developer and approved by the Port and/or City shall be responsible for monitoring the buildings and associated landscaping to determine whether raptor nests have been established on Port or City lands within 500 feet of the Preserves. If a nest is discovered, the nest would be removed in consultation with USFWS, CDFG, and the Port/City, outside of the raptor breeding season of January 15 to July 31.	Developer -Prior to First Coastal Development Permit	Port or City in Consultation with biological monitor, USFWS, and CDFG		
	D. Lighting. The following mitigation measure is required during all phases of development to ensure that outdoor lighting throughout the project area is minimized upon any of the habitat buffers, Preserve areas, habitats, or open water. Prior to issuance of a building permit, each applicant within the Port's or City's jurisdiction shall prepare a lighting design plan, including a photometric analysis, to be reviewed by the Port or City, as appropriate. Each plan shall include the following features, as appropriate to the specific locations: • All exterior lighting shall be directed away from the habitat buffers, Preserve Areas, habitats, or open water, wherever feasible and consistent with public safety. Where necessary, lighting of all developed areas adjacent to the habitat buffers, Preserve	Developer -Prior to First Building Permit	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Areas, habitats, or open water shall provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the habitat buffers, Preserve Areas, habitats, or open water and sensitive species from night lighting. The light structure themselves shall have shielding (and incorporate anti-raptor perching criteria); but the placement of the light structures shall also provide shielding from wildlife habitats and shall be placed in such a way as to minimize the amount of light reaching adjacent habitat buffers, Preserve Areas, habitats, or open water. This includes street lights, pedestrian and bicycle path lighting, and any recreational lighting. • All exterior lighting immediately adjacent to habitat buffers, Preserve Areas, habitats, or open water shall be low-pressure sodium lighting or other approved equivalent. • No sports field lights shall be planned on the recreation fields near the J Street Marsh or the Sweetwater Marsh. • All roadways will be designed, and where necessary edges bermed, to ensure automobile light penetration in the Wildlife Habitat Areas, as defined in Mitigation Measure 4.8-7, will be minimized, subject to applicable City and Port roadway design standards. • Explicit lighting requirements to minimize impacts to Wildlife Habitat Areas will be devised and implemented for all Bayfront uses including commercial, residential, municipal, streets, recreational, and parking lots. Beacon and exterior flood lights are prohibited where they would impact a Wildlife Habitat Area and use of this lighting should be minimized throughout the project. All street and walkway lighting should be shielded to minimize sky glow. • To the maximum extent feasible, all external lighting will be designed to minimize any impact to Wildlife Habitat Areas, and operations and maintenance conditions and procedures will be devised to ensure appropriate long-term education and control. To the maximum extent feasible, ambient light impacts to the Sweetwater or J Street Marshes will be minimized. • In Sweetwater and Otay District parks, lighting will be limited to that which is necessary for security purposes. Security lighting will be strictly limited to that required by applicable law enforcement requirements. All lighting proposed for the Sweetwater and Otay District parks and the shoreline promenade will be placed only where needed for human safety. Lights will be placed on low-standing bollards, shielded, and flat bottomed, so the illumination is directed downward onto the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	walkway and does not scatter. Lighting that emits only a low-range yellow light will be used since yellow monochromatic light is not perceived as natural light by wildlife and minimized eco-disruptions. No night lighting for active sports facilities will be allowed. • Sweetwater and Otay District parks will open and close in accordance with Port park regulations. • Laser light shows will be prohibited. • Construction lighting will be controlled to minimize Wildlife Habitat Area impacts. E. Noise. *Construction Noise.* Mitigation Measure 4.8-6, and the measures outlined in *Section 4.7, Noise,* shall be implemented in order to reduce potential indirect construction-noise impacts to sensitive species within the F & G Street Marsh and J Street Marsh. In order to further reduce construction noise, equipment staging areas shall be centered away from the edges of the project, and construction equipment shall be maintained regularly and muffled appropriately. In addition, construction noise must be controlled to minimize impacts to Wildlife Habitat Areas. *Operational Noise.* Noise levels from loading and unloading areas; rooftop heating, ventilation, and air conditioning facilities; and other noise-generating operational equipment shall not exceed 60 dBA Leq. at the boundaries of the F & G Street Marsh and the J Street Marsh during the typical breeding season of January 15 to August 31. *Fireworks.* A maximum of three (3) fireworks events can be held per year, all outside of Least Tern nesting season except 4th of July, which may be allowed if in full regulatory compliance and if the nesting colonies are monitored during the event and any impacts reported to the Wildlife Advisory Committee so they can be addressed. All shows must comply with all applicable water quality and species protection regulations. All shows must be consistent with policies, goals, and objectives in the Natural Resource Management Plan (NRMP), described in Mitigation Measure 4.8-7. F. Invasives. All exterior landscaping plans shall be submitted to the Port or City, as appropriate, for review and approval to ensure that no plants listed on the California	Applicant -Prior to Design Review Approval See MM 4.5-2 through 4.5-4	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Invasive Plan Council (Cal-IPC) List of Exotic Pest Plants of Greatest Ecological Concern in California (*Appendix 4.8*-7 of this Final EIR), the California Invasive Plant Inventory Database, Appendix N of the City's MSCP Subarea Plan, or any related updates shall be used in the Proposed Project area. Any such invasive plant species that establishes itself within the Proposed Project area will be removed immediately to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas. The following landscape guidelines will apply to the Proposed Project area: • Only designated native plants will be used in No Touch Buffer Areas, habitat restoration areas, or in the limited and transitional zones of Parcel SP-1 adjacent to Wildlife Habitat Areas. • Non-native plants will be prohibited adjacent to Wildlife Habitat Areas and will be strongly discouraged and minimized elsewhere where they will provide breeding of undesired scavengers. • Landscaping plans for development projects adjacent to ecological buffers and/or the MSCP Preserve shall include native plants that are compatible with native vegetation located within the ecological buffers and/or MSCP Preserve. • No trees will be planted in the No Touch Buffer Areas or directly adjacent to a National Wildlife Refuge, J Street Marsh, or SP-2 areas where there is no Buffer Area.	Port/City			
	G. Toxic Substances and Drainage. Implementation of general water quality measures outlined in Mitigation Measures 4.5-2 through 4.5-4, identified *in Section 4.5, Hydrology/Water Quality,* would reduce impacts associated with the release of toxins, chemicals, petroleum products, and other elements that might degrade or harm the natural environment to below a level that is significant, and would provide benefits to wetland habitats. As a reference, these mitigation measures are repeated below and apply to the Port and City: • If contaminated groundwater is encountered, the project developer shall treat and/or dispose of the contaminated groundwater (at the developer's expense) in accordance		Port/City in Consultation with USFWS and CDFG		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	with NPDES permitting requirements, which includes obtaining a permit from the Industrial Wastewater Control Program to the satisfaction of the RWQCB. The project developer(s) shall demonstrate satisfaction of all permit requirements prior to issuance of a grading permit. • Prior to the discharge of contaminated groundwater for all construction activities, should flammables, corrosives, hazardous wastes, poisonous substances, greases and oils, and other pollutants exist on site, a pre-treatment system shall be installed to pre-treat the water to the satisfaction of the RWQCB before it can be discharged into the sewer system. • Prior to the issuance of a grading, excavation, dredge/fill, or building permit for any parcel, the applicant shall submit a Spill Prevention/Contingency Plan for approval by the Port or City as appropriate. The plan shall: o Ensure that hazardous or potentially hazardous materials (e.g., cement, lubricants, solvents, fuels, other refined petroleum hydrocarbon products, wash water, raw sewage) that are used or generated during the construction and operation of any project as part of the Proposed Project shall be handled, stored, used, and disposed of in accordance with NPDES permitting requirements and applicable federal, state, and local policies o Include material safety data sheets o Require 40 hours of worker training and education as required by the Occupational Safety and Health Administration o Minimize the volume of hazardous or potentially hazardous materials stored at the site at any one time o Provide secured storage areas for compatible materials, with adequate spill contaminant o Maintain all required records, manifest and other tracking information in an up-to-date and accessible form or location for review by the Port or City o Demonstrate compliance with all local, state, and federal regulations regarding hazardous materials and emergency response. • Prior to issuance of a permit by USACE for dredge and/or fill operations in the Bay or Chula Vista Harbor, the applicant shall conduct a focused sediment investigation and submit it to USACE, EPA, and RWQCB for review and approval. The applicant shall then determine the amount of bay sediment that requires remediation and develop a specific work plan to remediate bay sediments in accordance with permitting				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	requirements of the RWQCB. The work plan shall include but not be limited to: dredging the sediment, analyzing the nature and extent of any contamination, and allowing it to drain. Pending the outcome of the analytical results, the RWQCB and the Port shall prescribe the appropriate method for disposition of any contaminated sediment. • Prior to issuance of a grading permit for marina redevelopment on Parcels HW-1 and HW-4, the developer shall submit a work plan for approval by the RWQCB and Port/City that requires the implementation of BMPs, including the use of silt curtains during in-water construction to minimize sediment disturbances and confine potentially contaminated sediment if contaminated sediment exists. If a silt curtain should be necessary, the silt curtain shall be anchored along the ocean floor with weights (i.e., a chain) and anchored to the top with a floating chain of buoys. The curtain shall wrap around the area of disturbance to prevent turbidity from traveling outside the immediate project area. Once the impacted region resettles, the curtains shall be removed. If the sediment would be suitable for ocean disposal, no silt curtain shall be required. However, if contaminants are actually present, the applicant would be required to provide to the RWQCB and Port/City an evaluation showing that the sediment would be suitable for ocean disposal. • In addition, the following measures will apply: o Vegetation-based storm water treatment facilities, such as natural berms, swales, and detention areas are appropriate uses for Buffer Areas so long as they are designed using native plant species and serve dual functions as habitat areas. Provisions for access for non-destructive maintenance and removal of litter and excess sediment will be integrated into these facilities. In areas that provide for the natural treatment of runoff, cattails, bulrush, mulefat, willow, and the like are permissible. o Storm water and non-point source urban runoff into Wildlife Habitat Areas must be monitored and managed so as to prevent unwanted ecotype conversion or weed invasion. A plan to address the occurrence of any erosion or type conversion will be developed and implemented, if necessary. Monitoring will include an assessment of stream bed scouring and habitat degradation, sediment accumulation, shoreline erosion and stream bed widening, loss of aquatic species, and decreased base flow. o The use of persistent pesticides or fertilizers in landscaping that drains into				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Wildlife Habitat Areas is prohibited. Integrated Pest Management must be used in all outdoor, public, buffer, habitat, and park areas. o Fine trash filters (as approved by the agency having jurisdiction over the storm drain) are required for all storm drain pipes that discharge toward Wildlife Habitat Areas. H. Public Access. In addition to site-specific measures designed to prevent or minimize the impact to adjacent open space preserve areas from humans and domestic animals, the following would prevent or minimize the impact to adjacent open space preserve areas from humans and domestic animals. *Buffers:* All buffers shall be established and maintained by the Port/City. Appropriate signage will be provided at the boundary and within the buffer area to restrict public access. Within the western 200-foot width of Parcel SP-1, a portion of the buffer areas would be re-contoured and restored to provide habitat consistent with the native vegetation communities in the adjacent open space preserve areas and to provide mitigation opportunities for project impacts. *Appendix 4.8-8* provides more specific detail of the mitigation opportunities available within the buffer area included within the Proposed Project. *Table 4.8-5* provides a breakdown of the available maximum mitigation acreage that is available within the buffer. *Figure 4.8-23* depicts the conceptual mitigation opportunities within the Sweetwater District. *Figures 4.8-24* and *4.8-25* display the cross section of the buffer zones in the Sweetwater District indicated on the conceptual illustration. *Figure 4.8-26* depicts the conceptual mitigation opportunities within the Otay District. The proposed restoration includes creating and restoring coastal salt marsh and creating riparian scrub vegetation communities. In addition, the coastal brackish marsh, disturbed riparian habitat, and wetland would be enhanced. The first 200 feet of buffer areas adjacent to sensitive habitats, or full width in the case of reduced buffer areas, will be maintained as a "no touch" buffer and will not contain any trails or overlooks. Fencing, consisting of a 6-foot-high vinyl-coated chain link fence will be installed within the buffer area to prevent unauthorized access. Fencing in Parcel SP-1 will be installed prior to occupancy of the first buildings constructed in Phase I. District enforcement personnel will patrol these areas and be trained in the importance of preventing human and domestic animal encroachment in these areas. In addition, signs will be installed adjacent to these sensitive areas that provide contact information for the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Harbor Police to report trespassing within the sensitive areas.				

TABLE 4.8-5

Potential Mitigation Acreage Available for Proposed Impacts to Vegetation Communities and Land Cover Types for Chula Vista Bayfront (acres)

Habitat	District/Area	Created	Restored	Enhanced	Total Credits
Coastal salt marsh	Sweetwater	4.87			5.97
	Otay	4.54			4.54
Coastal brackish marsh	Sweetwater			3.40	1.70
Riparian	Sweetwater			3.03	1.52
	Otay	1.99			1.99
Coastal salt marsh	F & G Street Marsh		5.02		5.02
Wetland	Sweetwater			2.14	1.07
TOTAL WETLAND ACREAGE		11.40	5.02	8.57	25.00
TOTAL WETLAND CREDITS[1]		11.40	5.02	4.29	20.71
CSS/Native Grassland Restoration	Sweetwater		17.73		17.73
	Otay		1.99		1.99
	F & G Street Marsh		2.49		2.49
TOTAL UPLAND ACREAGE		0	22.21	0	22.21
TOTAL UPLAND CREDITS[1]		0	22.21	0	22.21

[1]Credits are based on an assumption that habitat creation and restoration will receive a 1:1 mitigation credit and enhancement will receive a 0.5:1 mitigation credit.

Impacts to disturbed coastal sage scrub would be mitigated by the restoration of a coastal sage scrub/native grassland habitat also within this buffer. There is the potential to provide a maximum of 20.71 acres of mitigation credit for impacts to wetland habitats and 22.21 acres for impacts to upland habitats. This would exceed the required mitigation needed for impacts within the Port's and City's jurisdiction.

A detailed coastal sage scrub (CSS) and maritime succulent scrub (MSS) restoration plan that describes the vegetation to be planted shall be prepared by a Port- or City-approved biologist and approved by the Port or City, as appropriate. The City or Port shall develop guidelines for restoration in consultation with USFWS and CDFG.

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	The restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish success criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions are expected. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months from the date the report is submitted. The project developer(s) shall be responsible for implementing the proposed mitigation measures and ensuring that the success criteria are met and approved by the City or Port, as appropriate, and other regulatory agencies, as may be required. *Strategic Fencing.* *Temporary Fencing.* Prior to issuance of any clearing and grubbing or grading permits, temporary orange fencing shall be installed around sensitive biological resources on the project site that will not be impacted by the Proposed Project. Silt fencing shall also be installed along the edge of the SDBNWR during grading within the western portion of the ecological buffer. In addition, the applicant must retain a qualified biologist to monitor the installation and ongoing maintenance of this temporary fencing adjacent to all sensitive habitat. This fencing shall be shown on both grading and landscape plans, and installation and maintenance of the fencing shall be verified by the Port's or City's Mitigation Monitor, as appropriate. *Permanent Fencing.* Prior to approval of landscape plans, a conceptual site plan or fencing plan shall be submitted to the Port or City, as appropriate, for review and approval to ensure areas designated as sensitive habitat are not impacted. Fencing shall be provided within the buffer area only, and not in sensitive habitat areas.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Domestic Animals. In all areas of the Chula Vista Bayfront, especially on the foot path adjacent to the marsh on the Sweetwater District property, mandatory leash laws shall be enforced. Appropriate signage shall be posted indicating human and domestic animal access is prohibited within the designated Preserve areas. *Trash.* Illegal dumping and littering shall be prohibited within the Preserve areas. Throughout the Proposed Project site, easily accessible trash cans and recycling bins shall be placed along all walking and bike paths, and shop walkways. These trash cans shall be "animal-proof" and have self-closing lids, to discourage scavenger animals from foraging in the cans. The trash cans shall be emptied daily or more often if required during high use periods. Buildings and stores shall have large dumpsters in a courtyard or carport that is bermed and enclosed. This ensures that, if stray trash falls to the ground during collection, it does not blow into the Bay or marshes. *Training.* Pursuant to permitting requirements of the Resource Agencies, pre-construction meetings will take place with all personnel involved with the project, to include training about the sensitive resources in the area. I. Boating Impacts. All boating, human and pet intrusion must be kept away from F & G Street channel mouth and marsh. • Water areas must be managed with enforceable boating restrictions. The Port will exercise diligent and good faith efforts to enter into a cooperative agreement with the Resource Agencies and Coast Guard to ensure monitoring and enforcement of no-boating zones and speed limit restrictions to prevent wildlife disturbances. • No boating will be allowed in vicinity of the J Street Marsh or east of the navigation channel in the Sweetwater District during the fall and spring migration and during the winter season when flocks of bird are present. • All rentals of jet-skis and other motorized personal watercraft (PWCs), as defined in Harbors and Navigations Code Section 651(s) will be prohibited in the Proposed Project area. • Use of PWCs will be prohibited in Wildlife Habitat Areas, subject to applicable law. • A five (5) mile-per-hour speed limit will be enforced in areas other than the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	navigation channels. • Nothing in this mitigation measure shall preclude bona fide research, law enforcement, or emergency activities. *Applies to Significant Impacts 4.8-6 and 4.8-7.				
MM 4.8-7	Mitigation Measure 4.8-7 is intended to provide additional measures to reduce further the indirect impacts to biological resources already addressed in and reduced to below a level of significance by Mitigation Measure 4.8-6. This additional measure provides for the creation, implementation, funding, and enforcement of a Natural Resources Management Plan ("NRMP"), good faith efforts to enter into a cooperative management agreement with the USFWS or other appropriate agency or organization, restoration priorities, the creation of a South Bay Wildlife Advisory Group, and education, as follows: A. Natural Resources Management Plan: In recognition of the sensitivity of the natural resources and the importance of protection, restoration, management and enforcement in protecting those resources, the Port, City and RDA will cause to be prepared an NRMP to be prepared in accordance with the mitigation measure. The NRMP will be designed to achieve the Management Objectives (defined below) for the Wildlife Habitat Areas (defined below). The NRMP will be an adaptive management plan, reviewed and amended as necessary by the Port and City in compliance with the process described in Section 4.8-7D of this measure. a. "Wildlife Habitat Areas" are defined as: i. All National Wildlife refuge lands, currently designated and designated in the future, in the South San Diego Bay and Sweetwater Marsh National Wildlife Refuge Units. National Wildlife Refuge lands are included in the definition of Wildlife Habitat Areas for the sole purpose of addressing adjacency impacts and not for the purpose of imposing affirmative resource management obligations with respect to the areas within the National Wildlife Refuge lands. ii. All Port designated lands and open water areas in the Conservation Land Use Designations of Wetlands, Estuary, and Habitat Replacement as depicted in the Draft Precise Plan for Planning District 7. iii. Parcels 1g and 2a from the City's Bayfront Specific Plan.	Port -Prior to start of construction	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	iv. The Wildlife Habitat Areas are depicted on Exhibit 1 to the MMRP. v. No Touch Buffer areas as depicted on Exhibit 2 to the MMRP. b. NRMP Management Objectives for Wildlife Habitat Areas: Taking into consideration the potential changes in functionality of Wildlife Habitat Areas due to rising sea levels, the NRMP will promote, at a minimum, the following objectives ("Management Objectives") for the Wildlife Habitat Areas: i. Long term protection, conservation, monitoring, and enhancement of: 1. Wetland habitat, with regard to gross acreage as well as ecosystem structure, function and value. 2. Coastal sage and coastal strand vegetation. 3. Upland natural resources for their inherent ecological values, as well as their roles as buffers to more sensitive adjacent wetlands. Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide, taking into account future sea level rise. ii. Preservation of the biological function of all Bayfront habitats serving as avifauna for breeding, wintering, and migratory rest stop uses. iii. Protection of nesting, foraging, and rafting wildlife from disturbance. iv. Avoidance of actions within the Proposed Project area that would adversely impact or degrade water quality in San Diego Bay or watershed areas or impair efforts of other entities for protection of the watershed. v. Maintenance and improvement of water quality where possible and coordination with other entities charged with watershed protection activities. c. Implementation of NRMP Management Objectives: NRMP will include a plan for achieving Management Objectives as they related to the Buffer Areas and Wildlife Habitat Areas ("WHA's") and the Proposed Project area, which will: i. Ensure the Port, City and RDA are not required to expend funds for NRMP implementation until project-related revenues are identified and impacts initiated. ii. Require coordination with the Resource Agencies of the Port's City's and Resource Agencies' respective obligations with respect to the Buffer Areas and Wildlife Habitat Areas. iii. Designate "No Touch" Buffer Areas as that term is defined and described in this				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Final EIR. Such areas will contain contiguous fencing designed specifically to limit the movement of domesticated, feral, and nuisance predators (e.g. dogs, cats, skunks, opossums and other small terrestrial animals [collectively, "Predators"]) and humans between developed park and No Touch Buffer Areas and Wildlife Habitat Areas. The fence will be at a minimum 6-foot high, black vinyl chain link fence or other suitable barrier (built to the specifications described in this Final EIR). Fence design may include appropriate locked access points for maintenance and other necessary functions. Installation of the fence will include land contouring to minimize visual impacts of the fence. The installation of such fencing in the Sweetwater and Harbor Districts must be completed prior to the issuance of Certificates of Occupancy for development projects on either Parcel H-3 or H-23 and in conjunction with the development or road improvements in the Sweetwater District., with the exception of Parcel S-4 which will retain the existing fencing until that parcel is redeveloped and the fencing of the No Touch Buffer installed. iv. Prohibit active recreation, construction of any road (whether paved or not), within No Touch Buffer Areas, Limited Use Buffer Areas, and Transition Buffer Areas as that term is defined and described in this Final EIR, with the exception of existing or necessary access points for required maintenance. v. Result in the fencing of No Touch Buffer Areas including, without limitation, fencing necessary to protect the Sweetwater Marsh and the Sweetwater parcel tidal flats, the J Street Marsh next to the San Diego Bay Refuge and the north side of Parcel H-3. vi. Include additional controls and strategies restricting movement of humans and Predators into sensitive areas beyond the boundaries of the designated Buffer Areas. vii. Require the Recreational Vehicle Park to install fencing or other barriers sufficient to prevent passage of Predators and humans into sensitive adjacent habitat. viii. Require all dogs to be leashed in all areas of the Proposed Project at all times except in any designated and controlled off-leash areas. ix. Impose and enforce restrictions on all residential development to keep cats and dogs indoors or on leashes at all times. Residential developments will be required to provide education to owners and/or renters regarding the rules and restrictions regarding the keeping of pets.				

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	d. Walkway and Path Design: Detail conditions and controls applicable to the walkways, paths, and overlooks near Wildlife Habitat Areas and outside of the No Touch Buffer Areas in accordance with the following: i. Alignment, design, and general construction plans of walkways and overlooks will be developed to minimize potential impacts to Wildlife Habitat Areas. ii. Path routes will be sited with appropriate setbacks from Wildlife Habitat Areas. iii. Paths running parallel to shore or marsh areas that will cause or contribute to bird flushing will be minimized throughout the Proposed Project. iv. Walkways and overlooks will be designed to minimize and eliminate, where possible, perching opportunities for raptors and shelter for skunks, opossums or other Predators. v. Walkways and overlooks that approach sensitive areas must be blinded, raised, or otherwise screened so that birds are not flushed or frightened. In general, walkway and overlook designs will minimize visual impacts on the Wildlife Habitat Areas of people on the walkways. e. Predator Management: The NRMP will include provisions designed to manage Predator impacts on Wildlife Habitat Areas which will include and comply with the following: i. Year-round Predator management will be implemented for the life of the Proposed Project with clearly delineated roles and responsibilities for the Port, City and Resources Agencies. The primary objective of such provisions will be to adequately protect terns, rails, plovers, shorebirds, over-wintering species, and other species of high management priority as determined by the Resource Agencies. ii. Predator management will include regular foot patrols and utilize tracking techniques to find and remove domestic or feral animals. iii. Address Predator attraction and trash management for all areas of the Proposed Project by identifying clear management measures and restrictions. Examples of the foregoing include design of trash containers, including those in park areas and commercial dumpsters, to be covered and self-closing at all times, design of containment systems to prevent access by sea gulls, rats, crows, pigeons, skunks, opossums, raccoons, and similar animals and adequate and frequent servicing of trash receptacles. iv. All buildings, signage, walkways, overlooks, light standards, roofs, balconies,				

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	ledges, and other structures that could provide line of sight views of Wildlife Habitat Areas will be designed in a manner to discourage their use as raptor perches or nests. f. Miscellaneous Additional Requirements of the NRMP: In addition to the standards described above, the NRMP will include: i. All elements which address natural resource protection in the MMRP including but not limited to those which assign responsibility and timing for implementing mitigation measures consistent with the City's MSCP Subarea Plan; ii. Pertinent sections of the MSCP Subarea Plan; iii. References to existing Port policies and practices, such as Predator management programs and daily trash collections with public areas and increase service during special events. iv. Establishment of design guidelines to address adjacency impacts, such as storm water, landscape design, light and noise and objectives ad discussed below; v. Establishment of baseline conditions and management objectives; and vi. Habitat enhancement objectives and priorities. g. Creation, Periodic Review, and Amendment of the NRMP: The NRMP will be a natural resource adaptive management and monitoring plan initially prepared in consultation with the Wildlife Advisory Group, and reviewed and amended in further consultation with the Wildlife Advisory Group one year following adoption of the NRMP and annually thereafter for the first five (5) years after adoption, after which it will be reviewed and amended as necessary every other year for the first 6 years, then once every 5 years thereafter. If the RCC is not pursued in the first five (5) years after certification of the FEIR, this schedule will be amended to ensure that NRMP is evaluated every year for five years after the development of the RCC. The periodic review of the NRMP described in the preceding sentences is hereinafter called "Periodic Review." A material revision of the NRMP is hereinafter called an "NRMP Amendment". However, nothing in this schedule will be interpreted to preclude a speedy response or revision to the NRMP if necessary to abate an emergency condition or to accommodate relevant new information or necessary management practices consistent with the NRMP management objectives. Preparation of the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	NRMP will begin within six months of the filing of the Notice of Determination for the Final EIR by the Port and will be completed prior to the earlier of: (a) Development Commencement; (b) issuance of a Certificate of Occupancy for the residential development; or (c) three years. The adaptive management components of the NRMP Periodic Review will address, among other things, monitoring of impacts of development as it occurs and monitoring the efficacy of water quality improvement projects (if applicable)_and management and restoration actions needed for resource protection, resource threats, management (i.e., sea-level rise, trash, window bird strikes, lighting impacts, bird flushing, water quality, fireworks, human-wildlife interface, education and interpretation programs, public access, involvement, and use plan, management of the human-wildlife interface, wildlife issues related to facilities, trails, roads, overlooks planning, and watershed coordination), and other issues affecting achievement of NRMP Management Objectives. i. The Port and City will cause the preparation, consideration negotiation and approval of the NRMP including, staff and administrative oversight and engagement of such consultants as are reasonable and necessary for their completion, approval and amendment in accordance with this mitigation measure. ii. The Port and City will each provide a written notice of adoption to the Wildlife Advisory Group upon their respective approval of the NRMP. h. DISPUTE RESOLUTION FOR PLAN CREATION AND AMENDMENT. The NRMP and any material amendments to the NRMP will require submission, review, and approval by the CCC after final adoption by the Port and City. Nonetheless, the participants would benefit if the NRMP is developed though a meaningful stakeholder process providing for the resolution of as many disagreements as possible prior to NRMP submission to the CCC. This section provides a process by which the Coalition can participate in the creation and amendment of the NRMP. i. PLAN CREATION AND AMENDMENT. Where this mitigation measure contemplates the creation of the NRMP following the Effective Date or an NRMP Amendment, this section will provide a non-exclusive mechanism for resolution of disputes concerning the content of the NRMP and such NRMP Amendments. The standard of review and burden of proof for any disputes arising hereunder shall be the same as those under the California Environmental Quality Act. 1. PLAN CREATION AND AMENDMENT INFORMAL NEGOTIATIONS. Any dispute that arises with respect to the creation or amendment of the NRMP will in				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	the first instance be the subject of informal negotiations between the parties to the dispute. A dispute will be considered to have arisen when one (1) party (the "Disputing Party") sends the other party a written Notice of Dispute. During the informal negotiations, the Disputing Party will identify in writing and with specificity the issue, standard, or proposed requirement which is the subject of the dispute (the "Notice of Dispute"). The period for informal negotiations will not exceed thirty (30) days from the date the Notice of Dispute is received. 2. PLAN CREATION AND AMENDMENT FORMAL DISPUTE RESOLUTION, PHASE I. In the event the Parties cannot resolve a dispute by informal negotiations, the Disputing Party may invoke formal dispute resolution procedures by providing the other parties a written statement of position on the matter in dispute, including, but not limited to, any facts, data, analysis or opinion supporting that position and any supporting documentation relied upon by the Disputing Party (the "Position Statement"). The Position Statement must be transmitted (via electronic mail or verifiable post) within thirty (30) days of the end of informal negotiations, and will be provided to the other parties and to each member of the Wildlife Advisory Group. If informal negotiations are unsuccessful, and the Disputing Party does not invoke formal dispute resolution within thirty (30) days, the position held by the Port, City or Agency (the respective public agency involved in such dispute is hereinafter called "Managing Agency") will be binding on the Disputing Party, subject to submission, review, and approval by the CCC. a. The other parties will submit their position statements ("Opposition Statements"), including facts, data, analysis or opinion in support thereof, to the Disputing Party and the Wildlife Advisory Group members within thirty (30) days of transmission of the Position Statement. b. Within twenty-one (21) days after transmission of the Opposition Statement(s), the Wildlife Advisory Group will convene, consider and, within a reasonable period of time thereafter, render its proposed resolution of the dispute. The Wildlife Advisory Group's decision will not be binding upon the Disputing Party, but rather, will be considered purely advisory in nature. The proposed resolution of the Wildlife Advisory Group will be that comprehensive recommendation supported by a majority of Wildlife Advisory Group members after vote, with each member entitled to one vote.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	The Wildlife Advisory Group's proposal will be transmitted to all parties by an appointed Wildlife Advisory Group member via electronic mail. 3. PLAN CREATION AND AMENDMENT FORMAL DISPUTE RESOLUTION, PHASE II. If any party does not accept the advisory decision of the Wildlife Advisory Group, it must invoke the second phase of formal dispute resolution by presenting the dispute to the governing board ("Governing Board") of the Managing Agency (i.e., Board of Port Commissioners or City Council). This phase of the dispute resolution process is initiated by such party providing written notice to the other parties within thirty (30) days of receipt of the Wildlife Advisory Group proposal ("MA Notice"). The MA Notice will include the Position Statement, Opposition Statement, the Wildlife Advisory Group proposal, and any other information such party desires to include. Any supplement to the Opposition Statement will be filed with the Managing Agency within fourteen (14) days. The Governing Board of the Managing Agency will review the transmitted information and within sixty (60) days from receipt of the MA Notice will schedule a public hearing to consider the dispute and within ten (10) days of such public hearing, render a decision. The decision of the Governing Board of the Managing Agency will be final and binding on the Managing Agency but will not bind the members of the Coalition. If the members of the Coalition accept the decision of the Governing Board of the Managing Agency, the decision will dictate the manner in which the dispute is resolved in the NRMP or amendment to the NRMP. Nothing herein will preclude such party from publicly opposing or supporting the Governing Board's decision before the CCC. i. DISPUTE RESOLUTION REGARDING NRMP IMPLEMENTATION AND ENFORCEMENT. Once the CCC approves the NRMP or any NRMP Amendment, the Governing Board will issue a Notice of Adoption with respect to the NRMP or NRMP amendment. Once a Notice of Adoption is issued with respect to the NRMP or NRMP Amendment, this section will be the exclusive mechanism for the parties to resolve disputes arising under, or with respect to implementation or enforcement of, the NRMP including when the NRMP is reviewed during an Adaptive Management Review or Periodic Review and such review does not require an NRMP Amendment. This provision will not be used to challenge the adequacy of the NRMP or an NRMP Amendment after the issuance of a Notice of Adoption with respect thereto. The standard of review and burden of proof for any disputes arising hereunder shall be the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	same as those under CEQA. i. PLAN ENFORCEMENT INFORMAL NEGOTIATIONS. Any dispute that arises with respect to implementation or enforcement of the NRMP will in the first instance be the subject of informal negotiations between the parties to the dispute. A dispute will be considered to have arisen when one Disputing Party sends the other party a written Notice of Dispute. During the informal negotiations, the Disputing Party will send a written Notice of Dispute to the other parties specifying the aspect of the NRMP it believes is not being implemented properly and the way in which the Disputing Party believes the NRMP should be implemented according to its terms (the "Notice of Dispute"). The period for informal negotiations will not exceed forty-five (45) days from the date such Notice of Dispute is received. ii. PLAN ENFORCEMENT FORMAL DISPUTE RESOLUTION, PHASE I. In the event the Parties cannot resolve a dispute by informal negotiations under the preceding section, the Disputing Party may invoke a formal dispute resolution procedure by presenting the dispute to the Governing Board of the Managing Agency by providing the other parties a written statement of position on the matter in dispute, including, but not limited to, any facts, data, analysis or opinion supporting that position and any supporting documentation relied upon by the Disputing Party (the "Position Statement"). The Position Statement must be transmitted (via electronic mail or verifiable post) within thirty (30) days of the end of informal negotiations, and will be provided to the other parties, to each member of the Wildlife Advisory Group. If informal negotiations are unsuccessful, and the Disputing Party does not invoke formal dispute resolution within thirty (30) days, the Managing Agency's position will be binding on the Disputing Party subject to any periodic review and/or approval by the CCC, if required by law. 1. The other parties will submit their position statements ("Opposition Statements"), including facts, data, analysis, or opinion in support thereof, to the Disputing Party, the Wildlife Advisory Group members, and the Governing Board within thirty (30) days of transmission of the Position Statement. 2. Within forty-five (45) days after transmission of the Opposition Statement(s), the Disputing Party will provide a written notice ("MA II Notice") to the other parties, the Wildlife Advisory Group and the Governing Board. The MA II Notice will include the Position Statement, Opposition Statement, the Wildlife Advisory Group proposal, and any other information the Disputing Party desires to				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	include. Any supplement to the Opposition Statement will be filed with the Managing Agency within fourteen (14) days following receipt of the MA II Notice. The Governing Board will review the transmitted information and within sixty (60) days from receipt of the MA II Notice will schedule a public hearing to consider the dispute and within ten (10) days of such public hearing, render a decision. The decision of the Governing Board will be final and binding on the Managing Agency but will not bind the members of Coalition. If the members of the Coalition accept the decision of the Governing Board of the Managing Agency, the decision will dictate the manner in which the dispute is resolved in the NRMP. If any member of the Coalition disagrees with the decision of the Governing Board, it shall have the right to seek a petition for writ of mandate from the Superior Court of California, San Diego Division. iii. WAIVER OF DEFENSE. To the extent permitted by law, the Port, City and RDA agree that lack of funds shall not be a defense to any claim of failure to adequately fund implementation and enforcement of the adopted NRMP. B. Additional Habitat Management and Protection: a. The Port will exercise diligent and good faith efforts to enter into the following cooperative agreements with the USFWS or other appropriate agency or organization: i. An agreement providing for the long-term protection and management of the sensitive biological habitat running north from the South Bay Boatyard to the Sweetwater River Channel (known as the Sweetwater Tidal Flats) and addressing educational signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement by Harbor Police, shared jurisdiction and enforcement by District personnel with legal authority to enforce applicable rules and regulations ("District Enforcement Personnel"), shared jurisdiction and enforcement by District Enforcement Personnel and other appropriate Resource Agencies of resource regulations, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement of any projects subject to Port's jurisdiction within the Sweetwater or Harbor Districts. ii. An agreement for the long-term protection and management of the J Street				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Marsh and addressing additional protective measures such as educational signage, long-term maintenance, and monitoring and enforcement by District Enforcement Personnel, shared jurisdiction and enforcement of resource regulations by District Enforcement Personnel and other Resource Agencies, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement within the Otay District. The Port will include an analysis of the appropriate level and method for wetland and marine life habitat restoration of the intake/discharge channels associated with the South Bay Power Plant in the environmental review document for the demolition of the South Bay Power Plant. iii. If either of the cooperative agreements contemplated above are not achievable within three (3) years after Final EIR certification, the Port will develop and pursue another mechanism that provides long-term additional protection and natural resource management for these areas. b. The Port will include an analysis of the appropriate level and method for wetland and marine life habitat restoration of the intake/discharge channels associated with the South Bay Power Plant in the environmental review document for the demolition of the South Bay Power Plant. c. As a future and separate project, the Port will investigate, in consultation with the USFWS, the feasibility of restoring an ecologically meaningful tidal connection between the F & G Street Marsh and the upland marsh on parcel SP-2 consistent with USFWS restoration concepts for the area. At a minimum, the investigation will assess the biological value of tidal influence, the presence of hazardous materials, necessary physical improvements to achieve desired results, permitting requirements, and funding opportunities for establishing the tidal connection. This investigation will be completed prior to the initiation of any physical alteration of SP-2, F Street, and/or the F & G Street Marsh. In addition, once emergency access to the Proposed Project area has been adequately established such that F Street is no longer needed for public right-of-way for vehicular use, but may reserve it for pedestrian and bicycle use if ecologically appropriate.				

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	C. Restoration Priorities: The following will supplement the description of the conceptual mitigation opportunities in the Final EIR (including Appendix 4.8-8 Mitigation Opportunities). The following restoration priorities will not be included in the NRMP but rather will be applicable (i) if and only to the extent that Port or City are required to restore degraded habitat in accordance with the terms of the MMRP or (ii) to establish priorities for Port's pursuit of grant funding. a. Restoration priorities for the Proposed Project are those mitigation opportunities in the Final EIR as depicted in the conceptual mitigation opportunities (Figures 4.8-23 and 4.8-26) and the projects located in the South Bay in the Port's Adopted Restoration and Enhancement Plan. b. With the exception of the restoration described in Section (d) below, shoreline/marsh interface restorations in the Sweetwater and Otay Districts should be natural and gradually sloped and planted with salt marsh and upland transition plants in a manner that will stabilize the bank without the need for additional riprap areas. Upland slopes should be contoured to provide a very gentle grade so as to maximize tidal elevation of mudflats, salt marsh habitat and upland transition areas. This area should be wide enough to encourage or allow wildlife to move between the Sweetwater Marsh and the F & G Marsh and between the J Street and the South San Diego Bay Unit of the NWR. The shoreline should be improved and restored to facilitate a more effective upland refuge area for species during high tides and to accommodate the impacts from global sea rise. c. The Telegraph Creek should be improved to be a more natural channel as part of the redevelopment of the Otay District. Efforts to naturalize and revegetate the creek will be maximized as is consistent with its function as a storm water conveyance. d. The Port will perform an analysis of the appropriate level and method for environmental restoration of the intake/discharge channels associated with the South Bay Power Plan in the environmental review document for the demolition of the power plant. D. South Bay Wildlife Advisory Group: A South Bay Wildlife Advisory Group ("Wildlife Advisory Group") will be formed to advise the Port and City in the creation of the NRMP, cooperative management agreements, Adaptive Management Review				

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	(defined below) and any related wildlife management and restoration plans or prioritizations. The Wildlife Advisory Group will also address management issues and options for resolution. The Wildlife Advisory Group will initiate and support funding requests to the Port and City, identify priorities for use of these funds and engage in partnering, education, and volunteerism to support the development of the Proposed Project in a manner that effectively protects and enhances the fish, wildlife, and habitats of the area and educates and engages the public. a. Port and City will provide such administrative and staff support to the Wildlife Advisory Group as is necessary to perform the functions and achieve the goals described herein. b. The Wildlife Advisory Group will be comprised of the following: one (1) representative from each the Environmental Health Coalition, San Diego Audubon Society, San Diego Coastkeeper, Coastal Environmental Rights Foundation, Southwest Wetlands Interpretative Association, Surfrider Foundation (San Diego Chapter), and Empower San Diego; two (2) representatives from the Chula Vista Natural Center (one from educational programs and one from programs/operations); up to three (3) representatives from major developers or tenants with projects in the CVBMP (including one from Pacifica Companies, which on completion, may be succeeded by a representative of its homeowner association); one (1) representative from the City's Resource Conservation Commission; one (1) from either Harborside or Mueller elementary school or the School District; Western and Eastern Chula Vista residents selected by the City (one from Northwest one from the Southwest and one from east of I-805); one (1) representative from eco-tourism based business; two (2) individuals appointed by Port; and 6 representatives from Resources Agencies (two from the USFWS, one from Refuges and one from Endangered Species and one (1) each from California Department of Fish and Game, National Marine Fisheries Service, Regional Water Quality Control Board and CCC). c. The Wildlife Advisory Group will meet as needed, but at a minimum of every six months for the first ten (10) years and annually thereafter. The Wildlife Advisory Group will be formed within six months of the filing of the Notice of Determination for the FEIR by the Port. d. The Wildlife Advisory Group will meet at the intervals described above to review				

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	the NRMP to: (i) determine the effectiveness of the NRMP in achieving the Management Objectives; (ii) identify any changes or adjustments to the NRMP required to better achieve the Management Objectives; (iii) identify any changes or adjustments to the NRMP required to respond to changes in the man-made and natural environments that are affecting or, with the passage of time may affect, the effectiveness of the NRMP in achieving the Management Objectives; and (iv) review priorities relative to available funding. At its periodic meetings, the Wildlife Advisory Group may also consider and make recommendations regarding (x) implementation of the NRMP as needed, (y) Adaptive Management Review and (z) NRMP Amendments. e. The Wildlife Advisory Group will advise the joint powers authority (JPA) on the expenditure of the Community Benefits Fund, subject to the applicable law. E. Education: An environmental education program will be developed and implemented and will include the following: a. The program will continue for the duration of the Proposed Project and will target both residential and commercial uses as well as park visitors. b. The program's primary objective will be to educate Bayfront residents, visitors, tenants and workers about the natural condition of the Bay, the ecological importance of the Proposed Project area and the public's role in the restoration and protection of wildlife resources of the Bay. c. The program will include educational signage, regular seminars and interpretive walks on the natural history and resources of the area, regular stewardship events for volunteers (shoreline and beach cleanups, exotic plant removal, etc.). d. Adequate annual funding for personnel or contractor/consultant and overhead to ensure implementation of the following functions and activities in collaboration with the Chula Vista Nature Center or USFWS: i. Coordination of Volunteer programs and events; ii. Coordination of Interpretive and educational programs; iii. Coordination of Tenant, resident and visitor educational programs; iv. Docent educational; and v. Enhancements and restoration.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	F. Personnel and Funding: Funding for the implementation of the NRMP will be provided by the Port, City and RDA. To meet these obligations, the Port, City and RDA will commit revenues or otherwise provide funding to a JPA formed pursuant to the California Marks-Roos Act, Articles 1, 2, 3 and 4 of Chapter 5 of Division 7 of Title 1 of the California Government Code. Port, City and RDA will ensure the JPA is specifically charged to treat the financial requirements of this Agreement as priority expenditures that must be assured as project-related revenues are identified and impacts initiated. The Port, City and RDA expressly acknowledge the funding commitments contemplated herein will include, but not be limited to, funding for personnel and overhead or contractor(s)/consultant(s) to implement and ensure the following functions and activities: a. On-site management and enforcement for parks and Wildlife Habitat Areas as necessary to enforce restrictions on human and Predator access regarding Wildlife Habitat Areas; b. Enforcement of mitigation measures including, but not limited to, trash collection, noise restrictions, removal of invasive plants, habitat restoration, and park use restrictions; c. Coordination, development, implementation and evaluation of effectiveness of education and mitigation programs, including implementation of NRMP. d. Evaluation of effectiveness of bird strike mitigation and design measures; e. Water quality protections; and, f. Coordination of injured animal rehabilitation activities. *Applies to Significant Impacts 4.8-6 and 4.8-7.				
MM 4.8-8	Prior to construction of the H Street Pier, the Port shall create 0.96 acre of eelgrass habitat to mitigate for the loss of surface water foraging habitat in accordance with the Southern California Eelgrass Mitigation Policy. The creation of eelgrass habitat shall be conducted in accordance with Mitigation Measures 4.9-1 and 4.9-2 in *Section 4.9, Marine Biological Resources*. *Applies to Significant Impact 4.8-8.	Port -Prior to completion of construction	Port		
MM 4.8-9	A. Prior to completion of in-harbor work in Phase IV, the Port shall create 1.93 acres of	Port or Port	Port in		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	eelgrass habitat. The creation of eelgrass habitat shall be conducted in accordance with Mitigation Measure 4.9-2 in *Section 4.9, Marine Biological Resources*. B. When project-specific designs are proposed for the remaining project components affecting 1.61 acres of surface water foraging habitat and intertidal mudflats, the mitigation of impacts shall be re-evaluated by the Port during subsequent environmental review pursuant to State CEQA Guidelines Section 15168 to determine accurate net loss and mitigation for the loss of foraging habitat. *Applies to Significant Impact 4.8-9.	Tenants -Prior to start of grading Port -Prior to start of grading	Consultation with wildlife agencies Port in Consultation with wildlife agencies		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.8-10	A. Prior to the commencement of grading for development in each phase that impacts riparian habitat or sensitive vegetation communities, the Port or Port tenants, as appropriate, shall prepare and initiate implementation of a restoration plan for impacts to riparian habitat and sensitive vegetation communities in accordance with the mitigation requirements presented in *Table 4.8-6*. Prior to the commencement of Phase I grading that impacts riparian habitat or sensitive vegetation communities, the Port shall coordinate with the wildlife agencies for the preparation and approval of a detailed restoration plan within the Port's jurisdiction. The restoration plan shall be prepared by a qualified biologist, and the plan shall be approved by the Port. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies. B. Prior to initiating any construction activities in each phase that would affect riparian habitat or sensitive vegetation communities, including clearing and grubbing associated with program-level phases, an updated project-level assessment of potential impacts shall be made based on a specific project design. The Port or project developer(s), as appropriate, shall retain a qualified, Port-approved biologist to update appropriate surveys, identify the existing conditions, quantify impacts, and provide adequate	Developer -Prior to First Clearing, Grubbing, or Grading Permit	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	mitigation measures to reduce impacts to below a level of significance. This updated assessment shall be submitted to the Port for review and approval. *Applies to Significant Impacts 4.8-10 and 4.8-12.				
MM 4.8-11	A. Prior to issuance of any clearing and grubbing or grading permits within the City's jurisdiction that would affect riparian habitat or sensitive vegetation communities, the project developer(s) shall acquire mitigation credits or prepare and initiate implementation of a restoration plan for impacts to riparian habitats and sensitive vegetation communities in accordance with the acreages identified in *Table 4.8-7.* Mitigation credits shall be secured in a City-approved mitigation bank or land acquisition shall be provided at an approved location. Verification of mitigation credits or a restoration plan shall be provided to the City for review and approval prior to issuance of any clearing and grubbing or grading permits. The project developer(s) shall prepare and implement a detailed restoration plan to the satisfaction of the City and the regulatory agencies. As previously addressed above in *Section 4.8.6*, *Mitigation Measures,* the guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season.	Port or Port Tenants -Upon Approval of Final Design Port or Port Tenants -Prior to start of grading	Port in Consultation with USACE Port in Consultation with USACE		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	B. Prior to issuance of any clearing and grubbing or grading permits within the City's jurisdiction that affect riparian habitat or sensitive vegetation communities associated with the program-level development phases, an updated assessment of potential impacts shall be made based on a specific project design. The project developer(s) shall retain a City-approved biologist to update appropriate surveys, identify the existing conditions, quantify impacts, and provide adequate mitigation consistent with the City's MSCP Subarea Plan. This updated assessment shall be submitted to the City for review and approval. C. Prior to issuance of any clearing and grubbing or grading permits within the City's jurisdiction that affect riparian habitat or sensitive vegetation communities, the project applicant shall be required to obtain an HLIT permit pursuant to Section 17.35 of the Chula Vista Municipal Code for impacts to Covered Species and Vegetation Communities protected under the City's MSCP Subarea Plan. *Applies to Significant Impacts 4.8-13 and 4.8-15.	Developer -Prior to First Clearing, Grubbing and Grading Permit Developer -Prior to First Clearing, Grubbing, and Grading Permit	City in Consultation with USACE City in Consultation with USACE		
MM 4.8-12	A. The Port or Port tenants, as appropriate, shall mitigate for permanent and temporary impacts to USACE jurisdictional waters at the following ratios: 1:1 for permanent impacts to non-wetland waters of the U.S.; 4:1 for impacts to wetlands; and 1:1 for all temporary impacts. A minimum of 1:1 mitigation must be created in order to achieve the no-net-loss requirement of the CWA. *Table 4.8-8* provides a breakdown of the required mitigation acreages for all USACE impacts within the Port's jurisdiction. Mitigation for impacts from the Bay and Marina components of the Proposed Project will be established through USACE regulations once final designs for this work in Phases II through IV are finalized. Prior to the commencement of grading activities for any projects that impact USACE jurisdictional waters, the Port or Port tenants, as appropriate, shall prepare and initiate implementation of a restoration plan detailing the measures needed to achieve the necessary mitigation. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria	Port or Port Tenants -Prior to First Grading Permit	Port in Consultation with CDFG		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies.				
	B. Prior to the issuance of the first clearing and grubbing or grading permit for activities that impact USACE jurisdictional waters, the project developer(s) within the City's jurisdiction shall prepare a restoration plan detailing the measures needed to create/restore impacts to USACE jurisdictional waters within the City's jurisdiction in accordance with the acreage identified in *Table 4.8-9*. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The project developer(s) shall be required to implement the restoration plan subject to the oversight and approval of the City.	Port or Port Tenants -Prior to First Grading Permit	CDFG		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	C. Prior to issuance of the first clearing and grubbing or grading permit, for activities that impact USACE jurisdictional waters, the Port or Port tenants, as appropriate, and project developer(s) within the City's jurisdiction shall obtain a Section 404 permit from USACE. The permit application process would also entail approval of the restoration plan from the USACE as described above, with regard to areas that fall under the jurisdiction of USACE. *Applies to Significant Impacts 4.8-16 through 4.8-19.	Port or Port Tenants -Prior to First Grading Permit	CDFG		
MM 4.8-13	The Port or Port tenants, as appropriate, shall mitigate for permanent and temporary impacts to CDFG jurisdictional areas at a 2:1 ratio. *Table 4.8-8* provides a breakdown of the required mitigation acreages for all CDFG impacts within the Port's jurisdiction. Prior to the issuance of the first grading permit that may impact CDFG jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare and initiate implementation of a restoration plan detailing the measures needed to achieve the necessary mitigation. The plan shall outline the timeline and procedures for restoring/enhancing the potential enhancement/mitigation sites, which include the native buffer areas and the F & G Street Marsh. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including CDFG.	Port or Port Tenants -Prior to start of grading	Port in Consultation with California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Prior to issuance of the first grading permit that may impact CDFG jurisdictional areas, the Port or Port tenants, as appropriate, shall obtain permits from CDFG. The permit application process would also entail approval of the restoration plan as described above, with regard to areas that fall under the jurisdiction of CDFG. Pursuant to Fish and Game Code 1602, the Port and other applicants are required to obtain a Streambed Alteration Agreement for impacts to streambeds and associated riparian habitat that fall within CDFG's jurisdiction. *Applies to Significant Impact 4.8-21.				
MM 4.8-14	A. Mitigation for permanent direct and indirect (from bridge shading) impacts would be at a 2:1 ratio as detailed in *Table 4.8-8*. Prior to the commencement of grading activities for projects that impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC.	Port or Port Tenants -Prior to start of grading	Port in Consultation with California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	B. Mitigation for permanent direct and indirect (from bridge shading) impacts would be at a 2:1 ratio as detailed in *Table 4.8-9*. Prior to the issuance of the first grading permit for projects that impact CCC jurisdictional areas, the project applicants within the City's jurisdiction shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The City shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the City in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impacts 4.8-22, 4.8-23, 4.8-32.	Port or Port Tenants -Prior to Approval of Grading Permits	California Coastal Commission		
MM 4.8-15	Mitigation for permanent direct and indirect (from bridge shading) impacts from circulation road construction/improvements and the riprap removal and bulkhead replacement totaling 0.51 acre would be at a 2:1 ratio as detailed in *Table 4.8-8*. This would require a total mitigation of 1.02 acres. Mitigation for temporary impacts within Parcel OP-2B from the re-channelization of the Telegraph Canyon Channel would require mitigation at a ratio of 1:1 as detailed on *Table 4.8-8* for a total of 0.16 acre. Prior to the commencement of grading activities, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC	Port or Port Tenants -Prior to First Grading Permit	Port in Consultation with California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. Prior to approval of grading permits for projects impacting CCC wetlands, the Port or Port tenants, as appropriate, shall obtain permits and/or approvals from CCC. *Applies to Significant Impacts 4.8-24 through 4.8-26.				
MM 4.8-16	Mitigation for temporary impacts from the restoration of the ecological buffer would require mitigation at a ratio of 1:1 as detailed on *Table 4.8-8*. The ecological buffer area supports 0.05 acre that has been mapped as a CCC wetland and will require 0.05 acre of mitigation. There is an additional 0.04 acre that is mapped as a potential CCC wetland and 1.50 acres that are former industrial areas in the process of remediation. The Port or Port tenants, as appropriate, will need to confer with CCC in order to determine whether the areas of potential jurisdiction, totaling 1.54 acres, actually fall under CCC jurisdiction. If these areas are not subject to CCC jurisdiction, no additional mitigation would be required. If CCC does assert jurisdiction over these areas, the restoration will need to include the creation/enhancement of an additional 1.54 acres of CCC wetlands.	Port or Port Tenants -Prior to First Grading Permit	Port in Consultation with California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Prior to the issuance of the first grading permit for activities that impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impact 4.8-27.				
MM 4.8-17	The Port or Port tenants, as appropriate, shall confer with CCC in order to determine whether the 0.58 acre of areas fall under CCC jurisdiction. If these areas are not subject to CCC jurisdiction, no additional mitigation would be required. If CCC does assert jurisdiction over these areas, the Port will need to mitigate the impacts at a ratio of 2:1 as detailed in *Table 4.8-8* for a total mitigation of 1.16 acres. Prior to the issuance of the first grading permit for projects that impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection	Port or Port Tenants -Prior to First Grading Permit	Port in Consultation with California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impact 4.8-28.				
MM 4.8-18	Prior to the issuance of the first grading permit for activities that impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands to provide 0.32 acre of mitigation for the 0.16 acre impact to CCC wetlands on Parcels HP-13B and HP-7. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success	Port or Port Tenants -Prior to First Grading Permit	Port in Consultation with California Coastal Commission		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impact 4.8-29.				
MM 4.8-19	The Port or Port tenants, as appropriate, shall confer with CCC in order to determine whether the 0.16 acre of areas identified as potentially CCC jurisdictional actually fall under CCC jurisdiction. If these areas are not subject to CCC jurisdiction, no additional mitigation would be required. If CCC does assert jurisdiction over these areas, the Port will need to mitigate the impacts at a ratio of 2:1 as detailed in *Table 4.8-8* for a total mitigation of 0.32 acre. Prior to the issuance of the first grading permit for projects that impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impact 4.8-30.	Port or Port Tenants -Prior to First Grading Permit	Port in Consultation with California Coastal Commission		
MM 4.8-20	The Port or Port tenants, as appropriate, will need to mitigate impacts to the 0.10-acre seasonal pond, mapped as a CCC wetland, at a 2:1 ratio.	Port or Port Tenants	Port in Consultation		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	The Port or Port tenants, as appropriate, shall confer with CCC in order to determine whether the 2.37-acre depressed area that exists where the LNG plant was formerly located, mapped as a potential CCC wetland, falls under CCC jurisdiction. If this area is not subject to CCC jurisdiction, no additional mitigation would be required. If CCC does assert jurisdiction over these areas, the final Phase II design of this parcel must mitigate impacts the 2.37-acre depressed area at a 2:1 ratio. Prior to the issuance of the first grading permit for projects that impact CCC jurisdictional areas, the Port or Port tenants, as appropriate, shall prepare a restoration plan detailing the measures needed to create/restore CCC wetlands. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies, including the CCC. *Applies to Significant Impact 4.8-31.	-Prior to First Grading Permit	with California Coastal Commission		
MM 4.8-21	A. Prior to the commencement of grading activities for project components impacting RWQCB jurisdictional waters, the Port or Port tenants, as appropriate, shall prepare and implement a restoration plan detailing the measures needed to create/restore RWQCB jurisdictional waters in accordance with the acreage identified in *Table 4.8-8*.	Port or Port Tenants -Prior to start of grading	RWQCB		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	B. Prior to the issuance of the first grading permit for project components impacting RWQCB jurisdictional waters, the project developer(s) within the City's jurisdiction shall prepare and implement a restoration plan detailing the measures needed to create/restore RWQCB jurisdictional waters in accordance with the acreage identified in *Table 4.8-8* to the satisfaction of the City. The guidelines for this plan will be developed in consultation with the regulatory agencies.	Developer -Prior to First Grading Permit	City in Consultation with RWQCB		
	C. Prior to the commencement of grading activities for project components impacting RWQCB jurisdictional waters, the Port or Port tenants, as appropriate, and applicants within the City's jurisdiction shall obtain permits from RWQCB. The permit application process would also entail approval of the restoration plan as described above. Pursuant to the CWA, the Port and other applicants are required to obtain a Section 401 Water Quality Certification permit from RWQCB.	Port or Port Tenants -Prior to start of grading	City in Consultation with RWQCB		
	D. Prior to the commencement of grading activities for project components impacting RWQCB jurisdictional waters, including clearing and grubbing, the Port or Port tenants, as appropriate, and the project developer(s) within the City's jurisdiction shall consult with the RWQCB to determine whether Waste Discharge Requirements from the RWQCB shall be required for impacts to isolated waters of the State of California. *Applies to Significant Impact 4.8-34.	Port or Port Tenants -Prior to start of grading	City in Consultation with RWQCB		
MM 4.8-22	A. Prior to issuance of any clearing and grubbing or grading permits for projects that impact City of Chula Vista designated wetlands, the project developer(s) shall acquire mitigation credits or prepare and initiate implementation of a restoration plan for Phase I impacts to mulefat scrub/riparian scrub at a ratio of 2:1 and southern coastal salt marsh at a ratio of 4:1. Mitigation credits shall be secured in a City-approved mitigation bank or other approved location. Verification of mitigation credits or an approved restoration plan shall be provided to the City prior to issuance of any clearing and grubbing or grading permits. Alternatively, completion of Mitigation Measure 4.8-11 will satisfy this mitigation measure as well.	Developer -Prior to First Clearing, Grubbing, or Grading Permit	City in Consultation with CDFG		
	The project developer(s) shall prepare and implement a detailed restoration and enhancement plan to the satisfaction of the City for impacts to wetland resources protected under the City's MSCP Subarea Plan. The guidelines for this plan will be	Developer -Prior to First	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or the start of the growing season. The City shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the City in consultation with the regulatory agencies.	Clearing, Grubbing, or Grading Permit			
	B. Prior to issuance of clearing and grubbing or grading permits for areas that impact jurisdictional waters, the project developer(s) shall provide evidence to the City that all required regulatory permits, such as those required under Section 1602 of the California Fish and Game Code and Section 13260 of the California Water Code, have been obtained. *Applies to Significant Impact 4.8-35.	Developer -Prior to First Clearing, Grubbing, or Grading Permit	City		
MM 4.8-23	Prior to issuance of any building permits, building plans shall be reviewed by a qualified biologist retained by the developer and approved by the Port or the City, to verify that the proposed building has incorporated specific design features to avoid or to reduce the potential for bird strikes, including but not limited to the following: Lighting • No solid red or pulsating red lights shall be installed on or near the building unless required by the Federal Aviation Administration (FAA). • Where lighting must be used for safety reasons (FAA 2000 Advisory Circular), minimum intensity, maximum off-phased (3 seconds between flashes) white strobes	Developer -Prior to First Building Permit	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	shall be used. • No solid spot lights or intense bright lights shall be used during bird migration periods in the spring (from March to May) and Fall (from August to October). All event lighting shall be directed downward and shielded, unless such directed and shielded minimized light spills beyond the area for which illumination is required. • Exterior lighting shall be limited to that which is necessary and appropriate to ensure general public safety and way finding, including signage for building identification and way finding. • Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required. • Office space, residential units, and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space is unoccupied. • Office space, residential units, and hotel rooms shall be equipped with blinds, drapes, or other window coverings that may be closed to minimize the effects of interior night lighting. Glass and Reflection • Use of reflective coatings on any glass surface is prohibited. • Buildings shall incorporate measures to the satisfaction of the Port or the City to indicate to birds that the glass surface is solid by creating visual markers and muting reflection. • Project design standards will encourage window stenciling and angling. These measures may include but are not limited to the following: • Glass surfaces which are non-reflective • Glass surfaces which are tilted at a downward angle • Glass surfaces which use fritted or patterned glass • Glass surfaces which use vertical or horizontal mullions or other fenestration patterns • Glass surfaces which are fitted with screening, decorative grills, or louvers • Glass surfaces which use awnings, overhangs, bris sole, or other exterior sun-shading devices				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	• Glass surfaces which use external films or coatings perceivable by birds • Artwork, drapery, banners, and wall coverings that counter the reflection of glass surfaces or block "see through" pathways. Building Articulation • Structure design features that reduce or avoid the potential for bird strikes, such as secondary and tertiary setbacks, stepped back building design, protruding balconies, recessed windows, and mullioned glazing systems, shall be incorporated to the extent feasible. Balconies and other elements will step back from the water's edge. • Design features that increase the potential for bird strikes, such as walkways constructed of clear glass and "see through" pathways through lobbies, rooms and corridors, shall be avoided to the extent feasible. • Buildings will be sited and designed to minimize glass and windows facing Wildlife Habitat Areas to the maximum extent possible. Design for towers on Parcel H-3 should avoid east-west monolith massing and should include architectural articulation. • The tallest buildings on Parcel H-3 will be located generally on the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets. • Parcels containing surface parking, such as those depicted for the Sweetwater District, will be designed with parking lots nearer Wildlife Habitat Areas. Site plans on parcels adjacent to Wildlife Habitat Areas will maximum distance between structures and such areas. Landscaping • Exterior trees and landscaping shall be located and glass surfaces shall incorporate measures so that exterior trees and landscaping are not reflected on building surfaces. • In small exterior courtyards and recessed areas, the building's edge shall be clearly defined with opaque materials and non-reflective glass. • Interior plants shall be located a minimum of 10 feet away from glass surfaces to avoid or reduce the potential for attracting birds.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Public Education • The owner or operator of each building shall implement an ongoing procedure to the satisfaction of the Port or the City to encourage tenants, residents, and guests to close their blinds, drapes, or other window coverings to reduce or avoid the potential for bird strikes. • The owner or operator of each building shall enroll in the Fatal Light Awareness Program's "Bird-Friendly Building Program" and shall implement ongoing tenant, resident, and guest education strategies, to the satisfaction of the Port or the City, to reduce or avoid the potential for bird strikes, such as elevator and lobby signage and educational displays, e-mail alerts and other bulletins during spring and fall migratory seasons, and other activities designed to enlist cooperation in reducing bird collisions with the building. Monitoring • For Phase I projects, the project applicant shall retain a qualified biologist to design a protocol and schedule, in consultation with the U.S. Department of Fish and Wildlife and subject to the approval of the Port or City, as appropriate depending on jurisdiction, to monitor bird strikes which may occur during the first 12 months after the completion of construction. Within 60 days after completion of the monitoring period, the qualified biologist shall submit a written report to the Port or the City, which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the Port or the City, as appropriate depending on jurisdiction, in coordination with the U.S. Department of Fish and Wildlife, will evaluate whether further action is required, which may include further monitoring. • Bird strikes must be monitored in accordance with the NRMP and measures developed to address persistent problem areas. Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs. *Applies to Significant Impacts 4.8-36 and 4.8-37.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.9-1	A. Prior to construction of the H Street Pier during Phases II and IV or work within Parcel HW-4, a pre-construction eelgrass survey shall be conducted by a qualified marine biologist to confirm the exact amount of eelgrass to be affected at the time of pile driving operations. The pre-construction survey must be conducted during the period of March through October and would be valid for a period of no more than 60 days, with the exception that surveys conducted in August through October would be valid until the following March 1.	Developer -Prior to construction	Port in coordination with qualified biologist		
	B. Prior to construction of the H Street Pier during Phases II and IV or work within Parcel HW-4, the Port shall establish and implement a plan to create new eelgrass habitat. The loss of eelgrass habitat must be mitigated at a 1.2:1 ratio as described in the SCEMP (NMFS 1991, Revision 11). Impacts to approximately 0.4 acre of eelgrass shall require the creation of approximately 0.48 acre of eelgrass to mitigate losses caused by construction of the H Street Pier.	Port - Prior to construction	Port in coordination with qualified biologist		
	C. Prior to or concurrent with the completion of the H Street Pier or work within Parcel HW-4, the Port shall create new eelgrass habitat at a ratio of 1.2:1 for the actual amount of impacts. This shall be done by removing the existing eelgrass currently located at the proposed H Street Pier site and transplanting it at an appropriate location within the filled area of the existing navigation channel, to the satisfaction of a qualified marine biologist.	Developer -Prior to or concurrent with completion of construction	Port in coordination with qualified biologist		
	D. Subsequent to construction of the H Street Pier during Phases II and IV or work within Parcel HW-4, a post-construction eelgrass survey shall be conducted by a qualified biologist. The post-construction survey shall be conducted within 30 days of the cessation of construction activities to confirm the exact amount of eelgrass affected. The difference between the pre-construction and post-construction eelgrass surveys shall determine the amount of required mitigation. In addition, the Port shall: • Conduct transplant reports following construction (Initial Report). • Conduct monitoring reports at 6, 12, 24, 36, 48, and 60 months post-transplant. Specific milestones and criteria for success are directed in the SCEMP along with guidelines for remedial actions if the success criteria are not met (including presence of green sea turtles based on soundings from the existing tagging program), which would require (based on the absence of other mitigating environmental considerations) a Supplementary Transplant Area to be constructed and monitored	Port in coordination with qualified biologist	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	for an additional 5 years. • Initiate mitigation within 135 days of project inception; projects requiring more than 135 days to complete would result in additional mitigation. • Coordinate with Sweetwater Authority to share monitoring reports, as necessary. *Applies to Significant Impacts 4.9-1, 4.9-2, and 4.9-4.				
MM 4.9-2	A. An estimated 83 acres of the existing navigation channel shall be filled to −3 to −5.5 feet MLLW. The fill would modify deep and moderately deep open-water habitat to create approximately 83 acres of shallow-water habitat. This area would provide enough transplantable habitat at a depth ideal for eelgrass in this section of the Bay to mitigate for the loss of eelgrass from the channel realignment and completion of the H Street Pier.	Developer	Port		
	B. A mitigation plan with an implementation schedule shall be prepared 30 days prior to any construction or dredge activities. The loss of eelgrass habitat shall be mitigated at a 1.2:1 ratio as described in the SCEMP (NMFS 1991, Revision 11). Based on this formula, impacts to 45.9 acres of eelgrass would require approximately 55.1 acres of eelgrass restoration.	Developer in coordination with a qualified biologist	Port		
	C. Prior to the commencement of in-water work on the channel realignment, a pre-construction eelgrass survey shall be conducted to confirm the exact area of impact at the time of dredging and fill operations. The pre-construction survey shall be conducted during the period of March through October and would be valid for a period of no more than 60 days, with the exception that surveys conducted in August through October would be valid until the following March 1.	Developer in coordination with a qualified biologist	Port		
	D. Subsequent to dredge and fill operations, a post-construction eelgrass survey shall be conduced by a qualified biologist. The post-construction survey shall be conducted within 30 days of the cessation of construction activities to confirm the exact area of eelgrass affected. The difference between the pre-construction and post-construction eelgrass surveys shall determine the amount of required mitigation. In addition, the Port shall: • Conduct transplant reports following construction (Initial Report). • Conduct monitoring reports at 6, 12, 24, 36, 48, and 60 months post-transplant. Specific milestones and criteria for success are directed in the SCEMP along with	Developer in coordination with a qualified biologist	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	guidelines for remedial actions if the success criteria are not met (including presence of green sea turtles based on soundings from the existing tagging program), which would require (based on the absence of other mitigating environmental considerations) a Supplementary Transplant Area to be constructed and monitored for an additional 5 years. • Initiate mitigation within 135 days of project inception; projects requiring more than 135 days to complete would result in additional mitigation. • Coordinate with Sweetwater Authority to share monitoring reports, as necessary. *Applies to Significant Impact 4.9-3.				
MM 4.9-3	A. Prior to the commencement of harbor improvements on Parcel HW-3, which includes the placement of bulkheads, the Port or Port tenants, as appropriate, shall prepare and initiate implementation of a plan to create new habitat at a ratio of 2:1 for intertidal mudflat and 4:1 for pickleweed. Impacts to approximately 0.03 acre of intertidal mudflat shall require the in-kind creation of approximately 0.06 acre, and less than 0.001 acre of pickleweed shall require creation of approximately 0.004 acre of comparable habitat.	Port or Port Tenants -Prior to start of harbor improvements	Port		
	B. Restoration shall occur in accordance with *Appendix 4.8-12*. At the time project specific designs are proposed for the Phase IV harbor reconfiguration, the mitigation for impacts to intertidal mudflat and pickleweed shall be re-evaluated by the Port during subsequent environmental review pursuant to State CEQA Guidelines Section 15168 to identify the total impact area and required mitigation for the loss of intertidal mudflat and pickleweed.	Port or Port Tenants -Prior to start of harbor improvements	Port		
	C. Restoration shall occur in accordance with Mitigation Opportunities, *Appendix 4.8-12* to this report, which includes the creation of additional mudflat through the removal of riprap on the Bay shore in the Sweetwater District. As detailed in Mitigation Opportunities, this created habitat would be dominated by pickleweed (*Salicornia virginica*) with subdominants including saltwort (*Batis maritime*), fleshy Jaumea (*Jaumea carnosa*), alkali heath (*Frankenia salina*), and others as listed in Table 4 of *Appendix 4.8-12*. Currently, the mitigation opportunities detailed in *Appendix 4.8-12* are anticipated to be implemented during Phase I. The Port shall verify that the creation of intertidal mudflat satisfies the required mitigation once the final impacts are verified.	Port or Port Tenants -Prior to start of harbor improvements	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	*Applies to Significant Impact 4.9-5.				
MM 4.9-4	A. Prior to issuance of a permit by USACE for dredge and/or fill operations in the Bay or Chula Vista Harbor, the applicant shall conduct a focused sediment investigation and submit it to USACE and RWQCB for review and approval. The applicant shall then determine the amount of bay sediment that requires remediation and develop a specific work plan to remediate bay sediments in accordance with permitting requirements of the RWQCB. The work plan shall include but not be limited to: dredging the sediment, allowing it to drain, and analyzing the nature and extent of any contamination. Pending the outcome of the analytical results, a decision by RWQCB shall prescribe the requirements for disposition of any contaminated sediment. B. Prior to issuance of a grading permit for marina redevelopment on HW-1 and HW-4, the developer shall submit a work plan for approval by the RWQCB and Port/City that requires the implementation of BMPs, including the use of silt curtains during in-water construction to minimize sediment disturbances, and the confinement of potentially contaminated sediment if contaminated sediment exists. If a silt curtain should be necessary, the silt curtain shall be anchored along the ocean floor with weights (i.e., a chain) and anchored to the top with a floating chain of buoys. The curtain shall wrap around the area of disturbance to prevent turbidity from traveling outside the immediate project area. Once the impacted region resettles, the curtains shall be removed. If the sediment would be suitable for ocean disposal, no silt curtain shall be required. However, if contaminants are actually present, the applicant would be required to provide to the RWQCB and the Port/City an evaluation showing that the sediment would be suitable for ocean disposal. *Applies to Significant Impact 4.9-6.	Applicant -Prior to First USACE Permit Developer -Prior to First Grading Permit	RWQCB in coordination with USACE Port/City and RWQCB		
MM 4.9-5	For the in-water construction components to be completed in Phase IV, the amount of dredging shall be determined during final design of the marinas and harbor reconfiguration. Prior to any dredging, the Port shall develop and implement a plan for the dredging and storage of material to the satisfaction of responsible resource agencies, including USACE. The storage and/or landside disposal of dredge material shall be performed in accordance with the provisions of Mitigation Measure 4.6-6 in *Section 4.6, Air Quality* and all applicable federal, state, and local regulations.	Port -Prior to dredging activities	USACE and other responsible resource agencies		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	*Applies to Significant Impact 4.9-7.				
MM 4.9-6	Prior to issuance of Coastal Development Permits, applicants shall submit a lighting plan and photometric analysis to the Port for review and approval. Lighting of all developed areas adjacent to open water shall be directed away from the water, wherever feasible and consistent with public safety. Lighting fixtures shall provide adequate shielding to protect the aquatic habitat and marine life from night lighting. The lighting plan shall illustrate the location of the proposed lighting standards and type of shielding measures. Low-pressure sodium lighting or the equivalent shall be used if feasible and shall be subject to the approval of the Port. *Applies to Significant Impact 4.9-8.	Applicants -Prior to First Coastal Development Permit	Port		
4.10	The Port shall implement a grading, monitoring, and data recovery program to reduce potential impacts to undiscovered buried archaeological resources on the Proposed Project to the satisfaction of the Director of Land Use Planning. Elements of the program will include that only certified archaeologists and Native American monitors are accepted. The project archaeologist shall monitor all areas identified for excavation, including off-site improvements. The monitors shall be present during the original cutting of previously undisturbed deposits. In the event that a previously unidentified potentially significant cultural resource is discovered, the archaeological monitor shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant resource. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared and approved by the County, then carried out using professional archaeological methods. In the event that human bones are discovered, the County coroner shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD) as identified by the Native American Heritage Commission shall be contacted by the project archaeologist to determine proper treatment and disposition of the remains. In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the context shall be completed and submitted to the satisfaction of the Director of Land Use Planning.				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	* This measure is not associated with a significant impact related to cultural resources; however, it has been incorporated to ensure appropriate implementation and enforcement.				
MM 4.11-1	Prior to the issuance of any grading permit in the Sweetwater District, the applicant shall retain a qualified paleontologist (defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques) who shall carry out the following mitigation program. Fieldwork may be conducted by a qualified paleontological monitor (defined as an individual who has experience in the collection and salvage of fossil materials) who at all times shall work under the direction of the qualified paleontologist. • The paleontologist shall attend all pre-grading meetings to inform the grading and excavation contractors of this paleontological resource mitigation program and shall consult with them with respect to its implementation. • The paleontological monitor shall be on site at all times during the original cutting of previously undisturbed sediments of highly sensitive geologic formations to inspect cuts for contained fossils in the low coastal mesa adjacent to Bay Boulevard in the northeastern portion of the Sweetwater District. The paleontological monitor shall be on site during the original cuts in deposits with a moderate resource sensitivity. • If fossils are discovered, the paleontologist or monitor shall recover them. In instances where recovery requires an extended salvage time, the paleontologist or monitor shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Where deemed appropriate by the paleontologist or monitor, a screen-washing operation for small fossil remains shall be set up. • Recovered fossils, along with copies of all pertinent field notes, photographs, and maps, shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections. A final summary report that outlines the results of the mitigation program shall be completed. This report shall include discussion of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils. All work shall be completed to the satisfaction of the Port or the City of Chula Vista, as appropriate.	Applicant on coordination with qualified paleontologist -Prior to issuance of any grading permit	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	*Applies to Significant Impact 4.11-1				
MM 4.12-1	Prior to the issuance of any permit for excavation, demolition, grading, or construction activities in the area described in the relevant permit based on the planned future use, the following shall occur: A. The applicant shall contact the lead regulatory agency (RWQCB/DEH/DTSC) to discuss the appropriate course of action for the area of concern described in the permit based on the planned future site use. Remediation of contaminated soil and/or groundwater in these areas shall meet cleanup requirements established by the local regulatory agency based on the planned future use of the area and shall be protective of human health with regard to future occupants of these areas. The applicant shall submit documentation showing that contaminated soil and/or groundwater in the area covered by the permit shall have been avoided or remediated to meet cleanup requirements established by the local regulatory agencies (RWQCB/DEH/DTSC).	Applicant -Prior to First Permit for Excavation, Demolition. Grading, or Construction	RWQCB /DEH/ DTSC		
	B. The applicant shall obtain written authorization from the regulatory agency (RWQCB/DEH/DTSC) confirming the completion of any remediation required for development of the site, exclusive of any on-going monitoring obligations. A copy of the authorization shall be submitted to the Port and City to confirm meeting all requirements acceptable to the governing agency and that the proposed development parcel has been cleaned up or is in process to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.	Applicant -Prior to First Permit for Excavation, Demolition. Grading, or Construction	RWQCB /DEH/ DTSC		
	C. A Soil and Water Management Plan (SWMP) for Phase I activities shall be developed to provide procedures for addressing unknown contamination and subsurface equipment (i.e., pipes, tanks) or debris encountered during construction and excavation. A SWMP for subsequent phases shall be prepared prior to construction and excavation or such development. The plan shall be developed by a qualified environmental consultant and shall identify notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater) measures to avoid or reduce impacts associated with hazardous materials contamination to a less than significant impact. The SWMP shall be approved by the Port and/or City prior to commencement of	Applicant in coordination with a qualified environmental consultant -Prior to Construction and Excavation	Port and/or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	excavation, grading, demolition or construction. A qualified environmental consultant shall monitor excavations, grading, and construction activities in accordance with the plan. Any excess soil generated by construction shall be characterized to determine disposal options.				
	If indications of contamination are encountered during construction, a qualified environmental consultant shall be retained to observe the contamination, consult with the regulatory oversight agency, perform environmental media (soil, soil gas, and groundwater) sampling and analysis as necessary, report the result, and provide recommendations or further action.		RWQCB /DEH/ DTSC		
	In areas that have been identified as being contaminated, appropriate observation by a qualified environmental professional and sampling is required to characterize soil prior to off-site disposal. Contaminated soil shall be properly disposed of at an off-site facility. Fill soils shall be sampled to ensure that imported soil is free of contamination.		RWQCB /DEH/ DTSC		
	Within one month of completion of cleanup activities, a report summarizing the results of monitoring shall be submitted by the applicant to the satisfaction of the Port and City.				
	D. In the event that grading or construction activities result in the discovery of hazardous waste, the Port and/or City shall ensure compliance with State of California CCR Title 23 Health and Safety Regulation. Excavated soils impacted by hazardous materials or waste shall be characterized and disposed of in accordance with CCR Title 14 and 22. The San Diego RWQCB shall be contacted regarding provisions for possible reuse as backfill of soils impacted by hydrocarbons. Excavated soils shall be lined and covered with an impermeable material to prevent spread of contaminated material.	Port and/or City	RWQCB		
	The applicant must have an Industrial Hygienist registered in the State of California on site while working in areas where contamination is encountered. The responsibility of this professional would be to monitor the work site for contamination and to implement mitigation measures as needed to prevent exposure to the workers or public. These measures may include signage and dust control.	Applicant	Port and/or City		
	Dewatering activities during construction shall be limited to the extent practicable and				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	water generated by dewatering shall be tested to determine treatment and disposal options in accordance with all applicable laws and regulations. *Applies to Significant Impacts 4.12-1, 4.12-3, 4.12-7, 4.12-12, 4.12-13, 4.12-17, and 4.12-18.	Developer	RWQCB		
MM 4.12-2	Prior to construction, all contractor and subcontractor project personnel shall receive training regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including, without limitation, hazardous materials spill prevention and response measures. Hazardous materials shall not be disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials. The Port of San Diego shall require that a Business Emergency Plan (BEPP) is prepared for the construction of the Proposed Project, if not covered under their approved SWPPP. The plan shall identify all hazardous materials (e.g., fuels, solvents) that would be present on any portion of the construction area and project site. Contingency analysis and planning shall be presented to identify potential spill or accident situations, how to minimize their occurrence, and how to respond should they occur. The plan shall also identify spill response materials (e.g., absorbent pads, shovels) to be kept at the construction site and their locations. Hazardous materials spill kits shall be maintained on site for small spills. *Applies to Significant Impact 4.12-2.	Developer -Prior to start of construction Applicant in coordination with a qualified consultant -Prior to Construction and Excavation Developer	Port Port Port		
MM 4.12-3	In-water construction activities shall be conducted in accordance with Mitigation Measure 4.5-4 in *Section 4.5, Hydrology/Water Quality.* *Applies to Significant Impact 4.12-4				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.12-4	In event of removal of USTs, the soil and groundwater within the vicinity of the USTs shall be adequately characterized and remediated, if necessary, to a standard that would be protective of water quality and human health, based on future site use. In areas to be redeveloped, a geophysical survey shall be conducted by the applicant to evaluate if there are any previously unidentified USTs or piping still existing in areas to be redeveloped. In the event that USTs are not identified in the HMTS or undocumented areas of contamination are encountered during grading activities (as indicated by odors, discolored soil, etc.), all work shall cease until appropriate health and safety procedures are implemented pursuant to the applicant's contingency plan. The applicant shall prepare a contingency plan to address contractor procedures for such an event, to minimize the potential for construction delays. In addition, the lead regulatory agency (DEH or RWQCB, depending on the nature of the contamination) shall be notified regarding the contamination. Each agency and program within the respective agency has its own mechanism for initiating an investigation. The applicant shall conduct contamination remediation and removal activities in accordance with pertinent local, state, and federal regulatory guidelines, under the oversight of the appropriate regulatory agency. Parcels contaminated with hazardous materials will be remediated to levels adequate to protect human health and the environment. *Applies to Significant Impact 4.12-5.	Applicant -During grading activities Applicant -During grading activities	Lead Regulatory Agency (DEH or RWQCB) Lead Regulatory Agency (DEH or RWQCB)		
MM 4.12-5	Prior to the issuance of a demolition permit for buildings scheduled for demolition that have not been surveyed to date for ACMs and LBPs, the applicant shall conduct a survey to determine the locations and amounts of ACMs and LBPs present, as well as other miscellaneous hazardous materials, such as potential mercury-containing thermostats and switches, light ballasts and switches that might contain PCBs, fluorescent light tubes that might contain mercury vapor, exit signs that might contain a radioactive source, air conditioning systems, lead-acid batteries and batteries associated with emergency lighting systems, and Freon™-containing refrigeration systems. Should ACMs, LBPs, or other miscellaneous hazardous building materials be encountered in the site structures, the applicant shall obtain a licensed abatement contractor to remove the hazardous materials in accordance with all applicable federal, state, and local laws, regulations, and permitting requirements prior to initiation of demolition activities.	Applicant -Prior to First Demolition Permit	Port in coordination with lead regulatory agency		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Prior to any proposed demolition activities, the applicant shall conduct a thorough inspection of the facilities that have permits to store hazardous materials to confirm whether a release of hazardous materials at these facilities has impacted the underlying soil and/or groundwater. The facilities that currently store hazardous materials are located at 596 Sandpiper Way, 997 G Street, and 979 G Street. If indications of contamination are encountered during demolition, a qualified environmental consultant shall be retained to observe the contamination, consult with the regulatory oversight agency, perform environmental media (soil, soil gas, and groundwater) sampling and analysis as necessary, report the result and provide recommendations for further action. *Applies to Significant Impact 4.12-6.	Applicant in coordination with qualified environmental consultant -Prior to First Demolition Permit	Lead Regulatory Agency (DEH or RWQCB)		
MM 4.12-6	Prior to construction, remediation activities for known contamination shall be performed to be protective of construction workers on the project site, as required by Mitigation Measure 4.12-1. *Applies to Significant Impact 4.12-7.	Port and City - Prior to construction	Port and City		
MM 4.12-7	Management of the parks throughout the project site must be required to comply with the Port and City's Integrated Pest Management Policies (IPM). IPM shall be used on all landscaped areas. In addition, fertilizers must be minimized and only non-toxic products used. Runoff from irrigation sprinklers into surface waters must be minimized and use of mulching and drip irrigation, where needed, maximized. Measures shall be employed to ensure that landscape chemicals and wastes do not get into surface waters or habitat areas. *Applies to Significant Impact 4.12-8.	Port and City -Ongoing management of parks	Port and City		
MM 4.12-8	For development in the Sweetwater District that would result in exposure of any soil containing pesticides/herbicides, excavation and disposal of the contaminated soils at an appropriately licensed facility shall be conducted as required by applicable law, to reduce potential for future site occupants' exposure. Otherwise, soil capping shall be implemented. Capping could be performed by placement of a clean soil fill layer over the impacted soil, which in turn could be overlain by other surface covers (i.e., turf and other vegetative cover and pavement). *Applies to Significant Impact 4.12-9.	Developer -When grading activities result in exposure of any soil containing pesticides/herbicides	DEH and/or RWQCB		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.12-9	At the time project specific designs are proposed for any development in Phases II through IV, a site assessment must be conducted by a qualified expert satisfactory to the City and/or Port to determine concentrations of contaminants in soil, soil gas, and groundwater on the parcel proposed for development. Further site assessment may be required as part of subsequent environmental review pursuant to State CEQA Guidelines. A HHRA, or other means of evaluation, must be prepared for any new development in Phases II through IV, analyzing each parcel proposed for development within the Proposed Project area. If the calculated risk from the HHRA (or other means of evaluation) is considered to be significant for a receptor in a parcel, mitigation measures shall be implemented to reduce the risk to below a level of significance. These measures may include one or both of the following: • Remediating the contaminant sources and impacts in the respective media (i.e., soil, soil gas, groundwater) to levels below the health-based remediation criteria. Parcels contaminated with hazardous materials will be remediated to levels adequate to protect human health and the environment. • Implementing institutional and/or engineering controls to eliminate the pathway of concern or attenuate the contaminant exposure to levels below the health-based remediation criteria. *Applies to Significant Impact 4.12-10	Applicant in coordination with qualified expert -When Project specific designs are proposed Applicant in coordination with qualified expert	City and/or Port City and/or Port		
MM 4.12-10	Prior to the approval of Design Review for development on Parcels H-3, H-13, H-14, H-15, and HP-5, the applicant shall submit a design plan for the project demonstrating to the satisfaction of the City and/or Port that proposed buildings shall be designed so as to prevent a risk to human health associated with intrusion of CVOC vapors into future buildings on these parcels. Such design measures may include vapor barriers or passive vent systems. *Applies to Significant Impacts 4.12-11, 4.12-16, 4.12-19, and 4.12-20.	Applicant -Prior to Design Review Approval	Port and/or City		
MM 4.12-11	A. Remediation in soil locations identified as exceeding health-based remediation criteria shall be performed prior to redevelopment as targeted "hotspot" removal with confirmation sampling to demonstrate that the COPCs have been removed and concentrations in remaining soil are less than the remediation criteria.	Developer -Prior to redevelopment /construction	Port and/or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	B. Remediation of the areas of HP-5 that contain COPCs at concentrations exceeding remediation criteria shall be completed prior to construction activities depending on the design of proposed development and the potential for workers to be exposed to contamination in these areas. C. Remediation of the areas of HP-5 that contain concentrations of CVOCs may be performed by various methods, including soil vapor extraction and treatment. Any required remediation shall be performed prior to construction activities in order to protect construction workers in these areas. This parcel shall be remediated to levels adequate to protect human health and the environment. *Applies to Significant Impacts 4.12-14 and 4.12-15.	Developer -Prior to redevelopment /construction Developer -Prior to redevelopment /construction	Port and/or City Port and/or City		
MM 4.13.3-1	Prior to reconstruction and/or reconfiguration of existing parks within the Project, the Port shall post a public notice at each affected park site at least 30 days prior to commencement of construction activity and maintain the posting throughout reconstruction of each affected park. Said public notice shall identify the duration of park closure and information related to optional locations for public park and recreational facilities. *Applies to Significant Impact 4.13.3-1.	Port -Prior to reconstruction/reconfiguration of parks	Port		
MM 4.13.3-2	Prior to approval of a building permit for any project within the City's jurisdiction, the applicant shall pay all applicable recreation and park fees, including those set forth in Chapters 3.50 and 17.10 in the City's Municipal Code. *Applies to Significant Impact 4.13.3-2.	Applicant -Prior to Building Permit Approval	City		
MM 4.13.4-1	Prior to the issuance of building permits for any residential project, the applicant shall pay required school mitigation fees. As indicated above, the fees set forth in Government Code Section 65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects (Government Code Section 65996(a)). They are "deemed to provide full and complete school facilities mitigation" (Government Code Section 65996(b)). Once the statutory school mitigation fee (sometimes referred to as a "developer fee") is paid, the impact would be deemed mitigated as a matter of law.	Applicant -Prior to First Building Permit	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	*Applies to Significant Impacts 4.13.4-1 and 4.13.4-2				
MM 4.14.1-1	To avoid significant construction-related noise impacts, the following measures shall be followed: • Construction activity shall be prohibited Monday through Friday from 10:00 p.m. to 7:00 a.m., and Saturday and Sunday from 10:00 p.m. to 8:00 a.m., pursuant to the Chula Vista Municipal Code Section 17.24.050 (Paragraph J). It should be noted, however, that construction may require connections to existing water facilities, both on- and off-site, and may need to occur between the hours of 10:00 p.m. and 6:00 a.m. in order to minimize impacts to existing customers who cannot experience flow restrictions during daytime hours. • All stationary noise generating equipment, such as pumps and generators, shall be located as far as possible from noise sensitive receptors. Where practicable, noise-generating equipment shall be shielded from noise sensitive receptors by attenuating barriers or structures. Stationary noise sources located less than 200 feet from sensitive receptors shall be equipped with noise reducing engine housings. Water tanks, equipment storage, staging, and warm-up areas shall be located as far from noise sensitive receptors as possible. • All construction equipment powered by gasoline or diesel engines shall have sound control devices at least as effective as those originally provided by the manufacturer; no equipment shall be permitted to have an unmuffled exhaust. • Any impact tools used during demolition of existing infrastructure shall be shrouded or shielded, and mobile noise generating equipment and machinery shall be shut off when not in use. • Construction vehicles accessing the site shall be required to use the shortest possible route to and from I-5, provided the route does not expose additional receptors to noise. • Construction equipment shall be selected as those capable of performing the necessary tasks with the lowest sound level and the lowest acoustic height possible to perform the required construction operation. *Applies to Significant Impacts 4.14.1-1 and 4.14.1-2.	Developer -During construction	City		
MM 4.14.1-2	Construction-related noise from off-site water improvements shall be limited during the typical breeding season of January 15 to August 31 adjacent to the Sweetwater Marsh	Developer -During	Port and/or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	NWR, F & G Street Marsh, and the J Street Marsh. The current accepted noise threshold is 60 dB(A) Leq; thus construction activity shall not exceed this level, or ambient noise levels if higher than 60 dB(A) during the breeding season. If construction does occur within the breeding season or adjacent to the marshes, the project developer shall prepare and submit an acoustical analysis to the Port and/or City, which shall determine whether noise barriers would be required to reduce the expected noise levels below the threshold. If noise barriers or construction activities are unable to result in a level of noise below the threshold, construction in these areas shall be delayed until the end of the breeding season. *Applies to Significant Impact 4.14.1-3.	construction or if during breeding season prior to construction			
MM 4.14.1-3	A. Prior to commencement of grading activities for all Phase I projects, the applicant(s) shall submit a traffic control plan for review and approval by the Port (for development on Port properties) and City Engineer and the Director of Public Works (for development on property and ROWs within the City's jurisdiction). B. Prior to commencement of grading activities for all subsequent phases, the applicant(s) shall submit a traffic control plan for review and approval by the Port (for development on Port properties) and City Engineer and the Director of Public Works (for development on property and ROWs within the City's jurisdiction). *Applies to Significant Impact 4.14.1-4.	Applicant(s) -Prior to start of grading	Port or City		
MM 4.14.2-1	Prior to the approval of a building permit for any development in Phases III and IV, the City shall verify that it has adequate sewer capacity to serve the proposed development. In the event the City does not have adequate sewer capacity to serve the proposed development, no building permit shall be approved for the proposed development until the City has acquired adequate sewer capacity to serve the proposed development. *Applies to Significant Impact 4.14.2-1.	City -Prior to Building Permit Approval	City		
MM 4.14.2-2	To avoid significant construction-related noise impacts, the following measures shall be followed: • Construction activity shall be prohibited Monday through Friday from 10:00 p.m. to 7:00 a.m., and Saturday and Sunday from 10:00 p.m. to 8:00 a.m., pursuant to the Chula Vista Municipal Code Section 17.24.050 (Paragraph J).	Developer -During construction	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	• All stationary noise-generating equipment, such as pumps and generators, shall be located as far as possible from noise sensitive receptors. Where practicable, noise-generating equipment shall be shielded from noise sensitive receptors by attenuating barriers or structures. Stationary noise sources located less than 200 feet from sensitive receptors shall be equipped with noise reducing engine housings. Water tanks, and equipment storage, staging, and warm-up areas shall be located as far from noise sensitive receptors as possible. • All construction equipment powered by gasoline or diesel engines shall have sound control devices at least as effective as those originally provided by the manufacturer; no equipment shall be permitted to have an unmuffled exhaust. • Any impact tools used during demolition of existing infrastructure shall be shrouded or shielded, and mobile noise generating equipment and machinery shall be shut off when not in use. • Construction vehicles accessing the site shall be required to use the shortest possible route to and from I-5, provided the route does not expose additional receptors to noise. • Construction equipment shall be selected as those capable of performing the necessary tasks with the lowest sound level and the lowest acoustic height possible to perform the required construction operation. *Applies to Significant Impact 4.14.2-2.				
MM 4.14.2-3	Construction-related noise shall be limited during the typical breeding season of January 15 to August 31 adjacent to the Sweetwater Marsh NWR, F & G Street Marsh, and the J Street Marsh. The current accepted noise threshold is 60 dB(A) Leq; thus construction activity shall not exceed this level, or ambient noise levels if higher than 60 dB(A) during the breeding season. If construction does occur within the breeding season or adjacent to the marshes, the project developer shall prepare and submit an acoustical analysis to the Port and the City, which shall determine whether noise barriers would be required to reduce the expected noise levels below the threshold. If noise barriers or construction activities are unable to result in a level of noise below the threshold, construction in these areas shall be delayed until the end of the breeding season. *Applies to Significant Impact 4.14.2-3.	Developer - During construction or if during breeding season prior to construction	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.14.2-4	A. Prior to commencement of grading activities for all Phase I projects, the applicant(s) shall submit a traffic control plan for review and approval by the Port (for development on Port properties) and City Engineer and the Director of Public Works (for development on property and ROWs within the City's jurisdiction). B. Prior to commencement of grading activities for all Phase II–IV projects, the applicant(s) shall submit a traffic control plan for review and approval by the Port (for development on Port properties) and City Engineer and the Director of Public Works (for development on property and ROWs within the City's jurisdiction). *Applies to Significant Impact 4.14.2-4	Applicant -Prior to start of grading Applicant -Prior to start of grading	Port and City Engineer and Director of Public Works Port and City Engineer and Director of Public Works		
MM 4.14.2-5	A. Prior to the issuance of a Coastal Development Permit for Properties within the Port's jurisdiction and prior to the issuance of a grading permit for properties within the City's jurisdiction, the applicant shall notify the RWQCB of dewatering of contaminated groundwater during construction. If contaminated groundwater is encountered, the project developer shall treat and/or dispose of the contaminated groundwater (at the developer's expense) in accordance with NPDES permitting requirements, which includes obtaining a permit from the Industrial Wastewater Control Program to the satisfaction of the RWQCB. B. Prior to the discharge of contaminated groundwater for all construction activities, should flammables, corrosives, hazardous wastes, poisonous substances, greases and oils and other pollutants exist on site, a pretreatment system shall be installed to pre-treat the water to the satisfaction of the RWQCB before it can be discharged into the sewer system. *Applies to Significant Impact 4.14.2-5.	Applicant -Prior to First Coastal Development Permit (Port)/First Grading Permit (City) Applicant -During construction	Port, City and RWQCB RWQCB		
MM 4.15-1	Prior to the grading of parcels for specific developments, the applicant shall provide a comprehensive site-specific geotechnical evaluation, including subsurface exploration and laboratory testing showing that individual parcels are suitable for proposed development work and that on-site fill materials and soils can support proposed structures. The applicant shall submit a geotechnical design report to the Port or City, depending on jurisdiction, for approval showing site-specific measures to be employed. As applicable, these measures shall include:	Applicant -Prior to start of grading	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	• Conformance to the California Building Code Seismic Zone 4 Design Parameters, as detailed in Table 1 of the geotechnical study (see Appendix 4.15-1) • Design capable of withstanding strong seismic accelerations • Earthwork procedures, including removal, moisture conditioning, and recompaction of existing fills on the site • Selective grading, densification of the subsurface soils, and/or deep foundations • Removal, moisture conditioning, and compaction of bay deposits/alluvial soils. Deep foundations shall be used for structural support in areas of relatively thick bay deposits/alluvium • Removal or deep burial of expansive soils during grading, moisture conditioning, or specially designed foundations and slabs • Removal, moisture conditioning, and compaction of the topsoil on site. *Applies to Significant Impact 4.15-1 through 4.15-5.				
MM 4.15-2	For all phases, the project applicant shall prepare a site specific geotechnical study. Mitigation of potential hazards due to liquefaction may include the densification or removal of the potentially liquefiable soil and placement of surcharge fills within building areas, or the use of deep foundation systems and mat slabs which still provide acceptable structural support should liquefaction occur. Soil densification can be accomplished by surcharging, compaction grouting, vibrocompaction, soil mixing, and deep dynamic compaction. Deep foundation systems may be used to transmit structural loads to bearing depths below the liquefiable zones and may consist of driven piles or drilled piles. *Applies to Significant Impact 4.15-2.	Applicant -Prior to First Building Permit	Port or City		
MM 4.15-3	Prior to the grading of parcels for the Pacifica development, the applicant shall adhere to the site-specific geotechnical evaluation prepared for the project or any amendment as approved by the Port/City (*Appendix 4.15-5*, Geocon Preliminary Geotechnical Investigation prepared for Pacifica Companies (February 2008), Sections 7 and 8 Conclusions and Preliminary Recommendations) which outlines general requirements and specific recommendations regarding soil and excavation, seismic design criteria, grading, consolidation settlement, ground improvement methods, slope stability, temporary slopes and shoring, groundwater and dewatering, shallow and deep	Applicant -Prior to start of grading	Port or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	foundations, subterranean structures, concrete slabs-on-grade, concrete flatwork, retaining walls and lateral loads, pavement, and drainage and maintenance. *Applies to Significant Impacts 4.15-3 and 4.15-4.				
MM 4.15-4	Prior to the grading of parcels for the RCC development, the applicant shall adhere to the site-specific geotechnical evaluation prepared for the project or any amendment as approved by the Port/City (*Appendix 4.15-4*, Geocon Geotechnical Investigation prepared for Gaylord Hotels (January 2008), Section 6. Conclusions and Recommendations), which outlines general requirements and specific recommendations regarding soil and excavation, seismic design criteria, grading, temporary slopes and shoring, groundwater and dewatering, hotel/convention center/parking structure/flex space foundation, ancillary structure foundation, concrete slabs-on-grade, retaining walls and lateral loads, preliminary pavements, and drainage and maintenance. *Applies to Significant Impact 4.15-5.	Applicant -Prior to start of grading	Port or City		
MM 4.16-1	Prior to the issuance of certificates of occupancy or building permits, the project applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential Buildings. These requirements, along with the following measures, shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City: • Use of low NO_x emission water heaters • Installation of energy-efficient and automated air conditioners when air conditioners are provided • Energy-efficient parking area lights • Exterior windows shall be double paned. Implementation of these measures along with the SDG&E efforts for long-term energy supply as outlined in their filing with the CPUC that proposes a mix of conservation, demand response, generation, and transmission (http://www.sdenergy.org/uploads/7-9-04SDG&E_LTRP.pdf) would reduce the potential significant impact to below a level of significance. *Applies to Significant Impact 4.16-1.	Applicant -Prior to First Certificate of Occupancy	Port and City Director of Planning or Building		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 4.16-2	The following standards are intended to be interpreted broadly and with the flexibility to adapt to new energy technology and evolving building construction and design practices. They will apply to and govern development of all individual parcels within the Proposed Project area, except Parcels HP-5, H-13, H-14, and H-15. The term "Development" will mean the development of an individual parcel within the Proposed Project area. A. To help reduce the need for fossil-fueled power generation, reduce greenhouse gas emissions, and support the California Energy Commission's Loading Order for Electricity Resources, all developments will achieve a minimum of a fifty (50) percent reduction in annual energy use as described below: 1. Each building in each Development will perform at least fifteen (15) percent better than Title 24, Part 6 of the California Building Energy Efficiency Standards ("Title 24") in effect as of the date of this FEIR. The minimum energy efficiency performance standard adopted by the City is hereinafter described as its "Energy Efficiency Requirement" or "EER." Should revised Title 24 standards be adopted by the State of California, the City's EER that is in effect at the time a building permit application is submitted for such Development shall apply. 2. The balance of the reduction in annual energy use required will be achieved through the use of any combination of the energy reduction measures described below. To achieve compliance, sponsors of Developments may select one of two paths. The first path is based on Title 24 ("Title 24 Path") and the second is described in Energy and Atmosphere, Credit 1 "Optimized Energy Performance" (Credit EA-/c1) in the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Version 3 system ("LEED Path"). The definition of the term "Baseline" against which energy reduction will be measured will vary depending on the path selected and is further described in Exhibit 3 of the MMRP to this Agreement. Choosing the LEED Path does not require a Development to achieve LEED Certification, but simply uses the methodology of EA-/c1. a. Renewable Energy generated within the boundaries of the Development will be credited toward the energy reduction requirement of Section A 25.2. The term "Renewable Energy" will mean energy derived from the sources described in California Public Resources Code section 25741 (b)1. b. Renewable Energy generated on one or more sites ("Renewable Energy Sites")	Applicant -Prior to Building Permit Approval	Port and City in Coordination with the District.		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	within the boundaries of the Proposed Project by the Port, City or other third party and fed to the electrical grid or to the Development will be credited toward the energy reduction requirement described above. Aggregate energy generated on Renewable Energy Sites may be allocated to an individual Development up to the amount necessary to achieve such Development's compliance with the energy reduction requirement described above. Once allocated to a Development, the amount of energy generated by Renewable Energy Sites so allocated may not be further allocated to another development. c. Participation in a City of Chula Vista sponsored energy efficiency program provided that the resulting energy reduction may be calculated and verified. The methodology for calculating the amount of the credit toward the energy reduction requirement described above under the Title 24 Path and the LEED Path as described in Exhibit 3 of the MMRP. d. Each Development will develop, implement, and for the life of each Development, maintain a measurement and verification plan ("M&V Plan"). Such participation has been shown to increase the persistence of energy efficiency ("EE") and also to provide a way of recognizing and encouraging the ongoing conservation efforts of occupants and facility managers and will be awarded a waiver for five (5) percent credit against the Baseline to determine compliance with the energy reduction requirement described above. The Port will include in all leases the requirement to perform an energy audit every three (3) years for the convention centers and hotel Developments over 300 rooms and five (5) years for all other Developments to ensure that all energy systems are performing as planned or corrective action will be taken if failing to meet EE commitments. e. Participation in one of SDG&E's Voluntary Demand Reduction (DR) utility rates will be awarded a waiver for three (3) percent credit against the Baseline to determine compliance with the energy reduction requirement described above. f. Participation in one of SDG&E's Mandatory Demand Reduction (DR) utility rates will be awarded a waiver for five (5) percent credit against the Baseline to determine compliance with the energy reduction requirement described above. g. Incorporation of natural ventilation into design such that at least 75% of the conditioned area is naturally ventilated according to the guidelines set forth in Exhibit 3 of the MMRP, and if this benefit was not included in the energy efficiency calculations, the project will be awarded either: a waiver for five (5) percent credit against the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Baseline to determine compliance with the energy reduction requirement described above; or, a waiver for ten (10) percent credit will be awarded if the natural ventilation system is coupled with an energy or cooling system that does not draw from the grid if and when natural ventilation is not used. This may be prorated if less than 75% of the conditioned area is naturally ventilated. 3. The parties understand and acknowledge that the energy reduction measures described above for a Development or component of a Development may be phased in over time to achieve compliance with the energy reduction provided such energy reduction measures are completed no later than thirty-six (36) months following issuance of a certificate of occupancy for such Development or such component thereof. 4. To further incent responsible and sustainable development practices within the boundaries of the Proposed Project, the Port, the City and the Redevelopment Agency will consider voluntary commitments to levels of energy reduction in excess of the energy requirements described above commitment to achievement of a LEED Certification, and/or a "Living Building Challenge" in connection with the selection of respondents in RFP/RFQ processes for developments within the Proposed Project area. 5. Within one year following the CCC's approval of a PMP amendment substantially consistent with the Proposed Project, the Port will in good faith consider adoption of an ordinance, in a public hearing process, that if approved by the Board of Port Commissioners, will require the following: a. Within six (6) months following adoption of the ordinance and every three (3) years thereafter, the Port will conduct an energy efficiency and renewable energy analysis that will: i. Assess the feasibility and cost-effectiveness of programs and options to reduce demand on the electric grid from all lands under Port's jurisdiction; and ii. Include, but not be limited to, an assessment of the potential for reduction in energy use on all land under Port's jurisdiction through increases in energy efficiency, demand response, clean renewable and distributed energy generation and other methods and technologies. b. Upon the completion of each analysis, the Port will consider good faith implementation of cost-effective programs and options as part of its commitment				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	to greenhouse gas reductions and global climate change prevention activities consistent with Assembly Bill 32. c. The results of each analysis will be published on the Port's website and received by the Port's Board of Port Commissioners in a public forum. *Applies to Significant Impact 4.16-1.				
MM 4.17-1	The Redevelopment Agency will use all Low and Moderate Income Housing funds generated from within the Bayfront Redevelopment Project Area on the production of affordable housing units, inside and/or outside of redevelopment areas, for very low, low and moderate income individuals/families only in areas located west of I-805 in the City of Chula Vista. * This measure is not associated with a significant impact related to population; however, it has been incorporated to ensure appropriate implementation and enforcement.	Redevelopment Agency			
Significant and Unavoidable Impacts					
---	No feasible mitigation beyond redesign of the project as identified as a project alternative would reduce this impact to view quality. See *Chapter 5, Alternatives*, for a discussion of design options that would allow for an overall reduction in height and bulk of the proposed development. *Applies to Significant Impact 4.1-4.	—	—		
MM 4.1-3	Prior to the approval of a building permit for any residential project, the applicant shall pay a PFDIF or equivalent fee in an amount calculated according to the City's PFDIF program in effect at the time of permit issuance. *Applies to Significant Impact 4.1-5.	Applicant -Prior to Building Permit Approval	City		
MM 4.2-8	The Port and the City shall participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed I-5 corridor level study that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources and phasing that would reduce congestion with Caltrans standards on the I-5 south corridor from the SR-54 interchange to the Otay River (the "I-5 South Corridor") (hereinafter, the "Plan"). Local funding sources identified in the Plan shall include fair share contributions related to private and/or public development based on the	City, other cities along I-5, the Port, SANDAG, and Caltrans	Port Board of Commissioners and City Council		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	nexus established in this Draft EIR as well as other mechanisms. The Plan required by this mitigation shall include the following: a. The responsible entities (the Entities) included in this effort will include, but may not be limited to, the City, other cities along I-5, the Port, SANDAG, and Caltrans. Other entities will be included upon the concurrence of the foregoing Entities. b. The Plan will identify physical and operational improvements to I-5 adjacent to the project area, relevant arterial roads and transit facilities (the Improvements), that are focused on regional impacts and specific transportation impacts from the project, and will also identify the fair share responsibilities of each Entity for the construction and financing for each Improvement. The Plan will include an implementation element that includes each Entity's responsibilities and commitment to mitigate the impacts created by all phases of the Proposed Project. c. The Plan will set forth a timeline and other agreed upon relevant criteria for implementation of each Improvement. d. The Plan will identify the total estimated design and construction cost for each Improvement and the responsibility of each Entity for both implementation and funding of such costs. e. The Plan will include the parameters for any agreed upon fair-share funding to be implemented, that would require private and/or public developers to contribute to the costs, in a manner that will comply with applicable law. f. In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the implementation of any transportation improvement. g. The Port shall seek adoption of the Plan before the Port Board of Commissioners and the City shall seek adoption of the Plan before the City Council upon the completion of the multi-jurisdictional effort to develop the Plan. The Port and the City shall report, to their respective governing bodies regarding the progress made to develop the Plan within 6 months of the first meeting of the entities. Thereafter, the Port and the City shall report at least annually regarding the progress of the				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Plan, for a period of not less than 5 years, which may be extended at the request of the City Council and/or Board of Commissioners. h. The Plan shall also expressly include each Entity's pledge that it will cooperate with each other in implementing the Plan. i. Prior to issuance of certificates of occupancy or building permits for any development of individual projects within the Chula Vista Bayfront Master Plan, the Port and the City shall require project applicants to make their fair share contribution toward mitigation of cumulative freeway impacts within the City's portion of the I-5 South Corridor by participating in the City's Western Traffic Development Impact Fee or equivalent funding program. The failure or refusal of any Entity other than the Port or the City to cooperate in the implementation of this mitigation measure shall not constitute failure of the Port or the City to implement this mitigation measure; however, the Port and the City shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of the mitigation measure. *Applies to Significant Impacts 4.2-12, 4.2-17, 4.2-18, 4.2-29, 4.2-30, 4.2-35 through 4.2-37, and 4.2-46 through 4.2-50.				
MM 4.2-10	Prior to issuance of certificates of occupancy for parcel H-3 or building permits for any development within the City, the Port and the City shall require project applicants to make their fair share contribution toward mitigation of intersection impacts at H Street and E Street within the City's jurisdiction by participating in the City's Western Traffic Development Impact Fee or equivalent funding program. The failure or refusal of any Entity other than the Port or the City to cooperate in the implementation of this mitigation measure shall not constitute failure of the Port or the City to implement this mitigation measure; however, the Port and the City shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of mitigation measure. However, because implementation of the physical improvements needed to reduce the significant impacts to the affected intersections will require funding from other sources in addition to the WTDIF, such as local, state and federal funds, and such funding is not	Applicant(s) -Prior to First Certificate of Occupancy	Port and/or City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	certain or under the control of the Port or the City, the Port and the City cannot assure the necessary improvements will be constructed as needed or that they will be constructed within any known time schedule. Accordingly, the Proposed Project's impacts to the E Street and H Street intersections affected by an at-grade trolley crossing are considered significant and unmitigated. *Applies to Significant Impact 4.2-19.				
---	No feasible mitigation beyond redesign of the project as identified as a project alternative would reduce this impact to view quality. See *Chapter 5, Alternatives*, for a discussion of design options that would allow for an overall reduction in height and bulk of the proposed towers. *Applies to Significant Impacts 4.4-1and 4.4-2.	—	—		
MM 4.6-1	Prior to the commencement of any grading activities, the following measures shall be placed as notes on all grading plans and shall be implemented during grading of each phase of the project to minimize construction emissions. These measures shall be completed to the satisfaction of the Port and the Director of Planning and Building for the City of Chula Vista (These measures were derived, in part, from Table 11-4 of Appendix 11 of the SCAQMD CEQA Air Quality Handbook, and from SCAQMD Rule 403). See Mitigation Measure 4.6-1 in *Section 4.6, Air Quality* for a list of Best Available Control Measures for Specific Construction Activities. *Applies to Significant Impacts 4.6-1 and 4.6-6.	Developer -Prior to start of grading	Port and City		
MM 4.6-2	A. For development within the City's jurisdiction, applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled." There are two options to meet the AQIP requirement. The applicant shall evaluate the project in accordance with the computer modeling procedures outlined in the City's AQIP	Applicants -With submittal of Tentative Map	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Guidelines, including any necessary site plan modifications. B. Prior to the issuance of building permits, the applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements, along with the following measures, shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City: • Use of low NO_x emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be double paned. Although these measures will reduce air quality impacts of the Proposed Project, they would not bring area and operations emissions to a level below the standard established by the SCAQMD and used in this document by the City and Port. Therefore, air quality impacts remain significant and unmitigated. *Applies to Significant Impact 4.6-2.	Applicant -Prior to First Building Permit	Port and City		
MM 4.6-3	A. For development within the City's jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled." There are two options to meet the AQIP requirement. The applicant shall evaluate the project in accordance with the computer modeling procedures outlined in the City's AQIP Guidelines, including any necessary site plan modifications. B. Prior to the issuance of building permits, the applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following	Applicants -With submittal of Tentative Map Applicant -Prior to First Building Permit	City Port and CIty		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City: • Use of low NO_x emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be double paned. Although these measures would reduce air quality impacts of the Proposed Project, they would not bring area and operations emissions to a level below the standard established by the SCAQMD and used in this document by the City and Port. Therefore, air quality impacts remain significant and unmitigated. *Applies to Significant Impact 4.6-3.				
MM 4.6-4	A. For residential, as well as mixed-use/commercial development within the City's jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled." There are two options to meet the AQIP requirement. The applicant shall evaluate the project in accordance with the computer modeling procedures outlined in the City's AQIP Guidelines, including any necessary site plan modifications. B. Prior to the issuance of buildings permits, the applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City: • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners	Applicants -With submittal of Tentative Map Applicant -Prior to First Building Permit	City Port and City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	are provided • Energy efficient parking area lights • Exterior windows shall be double paned. Although these measures would reduce air quality impacts of the Proposed Project, they would not bring area and operations emissions to a level below the standard established by the SCAQMD and used in this document by the City and Port. Therefore, air quality impacts remain significant and unmitigated. *Applies to Significant Impact 4.6-4.				
MM 4.6-5	A. For residential, as well as mixed-use/commercial development within the City's jurisdiction, the applicants shall submit an AQIP with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled." There are two options to meet the AQIP requirement. The applicant shall evaluate the project in accordance with the computer modeling procedures contained in the City's AQIP Guidelines, including any necessary site plan modifications. B. Prior to the issuance of buildings permits, the applicant shall demonstrate that the Proposed Project shall comply with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements along with the following measures shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City: • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be double paned.	Applicants -With submittal of Tentative Map Applicant -Prior to First Building Permit	City Port and City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Although these measures would reduce air quality impacts of the Proposed Project, they would not bring area and operations emissions to a level below the standard established by the SCAQMD and used in this document by the City and Port. Therefore, air quality impacts remain significant and unmitigated. *Applies to Significant Impact 4.6-5.				
MM 4.13.5-1	Prior to the approval of a building permit for any residential project, the applicant shall pay a PFDIF or equivalent fee in an amount calculated according to the City's PFDIF program in effect at the time of permit issuance. *Applies to Significant Impacts 4.13.5-1 and 4.13.5-2.	Applicant -Prior to Building Permit Approval	City and applicable school district		
Cumulative Impacts					
MM 6.5-1	The Port and the City shall participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed I-5 corridor-level study (hereinafter, the "Plan") that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources, and phasing that would reduce congestion management with Caltrans standards on the I-5 South corridor from the SR-54 interchange to the Otay River (the "I-5 South Corridor"). Local funding sources identified in the Plan shall include fair-share contributions related to private and/or public development based on nexus as well as other mechanisms. The Plan required by this mitigation shall include the following: a. The responsible entities (the Entities) included in this effort will include, but may not be limited to, the City, other cities along I-5, the Port, SANDAG, and Caltrans. Other entities will be included upon the concurrence of the foregoing Entities. b. The Plan will identify physical and operational improvements to I-5 adjacent to the project area, relevant arterial roads, and transit facilities (the Improvements) that are focused on regional impacts and specific transportation impacts from the project and will also identify the fair-share responsibilities of each Entity for the construction and financing for each Improvement. The Plan will include an implementation element that includes each Entity's responsibilities and commitment to mitigate the impacts created by all phases of the Proposed Project. c. The Plan will set forth a timeline and other agreed upon relevant criteria for implementation of each Improvement.	Port, City, CALTRANS, and SANDAG	Port and City in coordination with other cities along I-5, SANDAG, and Caltrans.		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	d. The Plan will identify the total estimated design and construction cost for each Improvement and the responsibility of each Entity for both implementation and funding of such costs. e. The Plan will include the parameters for any agreed upon fair-share funding to be implemented that would require private and/or public developers to contribute to the costs, in a manner that will comply with applicable law. f. In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with the financing plans and programs of existing local and regional transportation and facilities, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the implementation of any transportation improvement. g. The Port shall seek adoption of the Plan before the Port Board of Commissioners and the City shall seek adoption of the Plan before the City Council upon the completion of the multi-jurisdictional effort to develop the Plan. The Port and the City shall report to their respective governing bodies regarding the progress made to develop the Plan within 6 months of the first meeting of the entities. Thereafter, the Port and the City shall report at least annually regarding the progress of the Plan, for a period of not less than 5 years, which may be extended at the request of the City Council and/or Board of Commissioners. h. The Plan shall also expressly include each Entity's pledge that it will cooperate with each other in implementing the Plan. i. Prior to issuance of certificates of occupancy or building permits for any development of individual projects within the Chula Vista Bayfront Master Plan, the Port and the City shall require project applicants to make their fair-share contribution toward mitigation of cumulative freeway impacts within the City's portion of the I-5 South Corridor by participating in the City's Western Traffic Development Impact Fee or equivalent funding program. The failure or refusal of any Entity other than the Port or the City to cooperate in the implementation of this mitigation measure shall not constitute failure of the Port or the City to implement this mitigation measure; however, the Port and the City shall each use				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of this mitigation measure. *Applies to Significant Impacts 6.5-1, 6.5-2, 6.5-3, 6.5-4, 6.5-5, 6.5-6, 6.5-7, 6.5-8, 6.5-9, 6.5-10, 6.5-14, 6.5-15, 6.5-21, 6.5-22, 6.5-23, 6.5-24 and 6.5-25, which would remain significant after implementation.				
MM 6.5-2	In assessing the impact of the project on the Phase III network, it was determined that H Street between Street A and the I-5 Ramps was already widened in Phase II to accommodate growth in traffic, and it would be difficult to widen more, due to right-of-way constraints. To accommodate traffic from the project and to provide another route to I-5, the Port shall extend E Street from the RCC Driveway to west of Bay Boulevard. The segment shall be built as a two-lane Class III Collector prior to the issuance of either a building permit or final map for a Phase II project. This Mitigation would reduce Significant Impacts 6.5-11 and 6.5-12 to below a level of significance. *Applies to Significant Impacts 6.5-11 and 6.5-12.	Port -Prior to First Building Permit or Final Map for Phase II Project	City Engineer		
MM 6.5-3	Prior to issuance of a certificate of occupancy for any Phase III project, the Port shall construct an exclusive westbound right-turn lane at the intersection of J Street and I-5 NB Ramps. The lane shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 6.5-13 to below a level of significance. *Applies to Significant Impact 6.5-13.	Port -Prior to First Certificate of Occupancy for any Phase III Project	City Engineer		
MM 6.5-4	Prior to issuance of a certificate of occupancy for any Phase III project, the Port shall widen E street between the RCC Driveway and Bay Boulevard to a two-lane Class II Collector. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 6.5-16 to below a level of significance. *Applies to Significant Impact 6.5-16.	Port -Prior to First Certificate of Occupancy for any Phase III Project	City Engineer		
MM 6.5-4	Prior to issuance of a certificate of occupancy for any Phase III project, the Port shall widen Street A between H Street and Street C to a four-lane Class I Collector. The additional roadway capacity would facilitate the flow of project traffic. This mitigation would reduce Significant Impact 6.5-17 to below a level of significance.	Port -Prior to First Certificate of Occupancy for any Phase III Project	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	*Applies to Significant Impact 6.5-17.				
MM 6.5-6	Prior to issuance of a certificate of occupancy for any Phase III project, the Port shall construct southbound left- and right-turn lanes at the intersection of E Street and Bay Boulevard. The lanes shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 6.5-18 to below a level of significance. *Applies to Significant Impact 6.5-18..	Port -Prior to First Certificate of Occupancy for any Phase III Project	City Engineer		
MM 6.5-7	Prior to issuance of a certificate of occupancy for any Phase III project, the Port shall construct an exclusive eastbound right-turn lane at the intersection of J Street and Bay Boulevard. The lane shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 6.5-19 to below a level of significance. *Applies to Significant Impact 6.5-19..	Port -Prior to First Certificate of Occupancy for any Phase III Project	City Engineer		
MM 6.5-8	Prior to issuance of a certificate of occupancy for any Phase III project, the Port shall construct an exclusive westbound right-turn lane at the intersection of J Street and I-5 NB Ramps. The lane shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 6.5-20 to below a level of significance. *Applies to Significant Impact 6.5-20.	Port -Prior to First Certificate of Occupancy for any Phase III Project	City Engineer		
MM 6.5-9	Prior to the issuance of certificates of occupancy for any development in Phase IV of the development, the Port shall construct an eastbound and westbound through-lane along H Street (as part of roadway segment mitigation) and a westbound right-turn lane at the intersection of H Street and Woodlawn Avenue. The additional lanes shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 6.5-26 to below a level of significance. *Applies to Significant Impact 6.5-26.	Port -Prior to First Certificate of Occupancy	City Engineer		
MM 6.5-10	Prior to the issuance of certificates of occupancy for any development in Phase IV of the development, the Port shall construct a westbound through- and right-turn lane along H Street at the intersection of H Street and Broadway. The lane shall be constructed to the satisfaction of the City Engineer. With mitigation, this intersection would still operate at LOS E during the PM peak hour. This is consistent with the result from the Chula Vista Urban Core traffic study, which concluded that no additional mitigation is desired at this	Port -Prior to First Certificate of Occupancy for any development in Phase IV	City Engineer		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	location. This mitigation would reduce Significant Impact 6.5-27 to below a level of significance. *Applies to Significant Impact 6.5-27.				
MM 6.5-11	Prior to the issuance of certificates of occupancy for any development in Phase IV of the development, the Port shall construct a dual eastbound left-turn lane along J Street at the intersection of J Street and I-5 NB Ramps. The additional lanes shall be constructed to the satisfaction of the City Engineer. This mitigation would reduce Significant Impact 6.5-28 to below a level of significance. *Applies to Significant Impact 6.5-28.	Port -Prior to First Certificate of Occupancy for any development in Phase IV	City Engineer		
MM 6.6-1	A. View Protection: As a condition for issuance of Coastal Development Permits, buildings fronting on H Street shall be designed to step away from the street. More specifically, design plans shall protect open views down the H Street Corridor by ensuring that an approximate 100-foot ROW width (curb–curb, building setbacks and pedestrian plaza/walkway zone) remains clear of buildings, structures, or major landscaping. Visual elements above six feet in height shall be prohibited in this zone if the feature would reduce visibility by more than 10 percent. Placement of trees should take into account potential view blockage. This mitigation should not be interpreted to not allow tree masses; however, trees should be spaced in order to ensure "windows" through the landscaping. Trees should also be considered to help frame the views and they should be pruned up to increase the views from pedestrians and vehicles, underneath the tree canopy. In order to reduce the potential for buildings to encroach into view corridors, and to address the scale and massing impact, buildings shall step back at appropriate intervals or be angled to open up a broader view corridor at the groundplane to the extent feasible. All plans shall be subject to review and approval by the Port. All future development proposals shall conform to Port design guidelines and standards to the satisfaction of the Port.	Project Developer -Prior to First Coastal Development Permit	Port		
	B. Height and Bulk: Prior to issuance of Coastal Development Permits for projects within the Port's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from	Project Developer -Prior to First Coastal Development	Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles. This shall be done to the satisfaction of the Port.	Permit			
	C. Height and Bulk: Prior to design review approval for properties within the City's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for the large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles. This shall be done to the satisfaction of the City of Chula Vista Planning Director.	Project Developer -Prior to Design Review Approval	City		
	D. Landscaping: Prior to final approval of Phase I infrastructure design plans, the Port and City shall collectively develop a master landscaping plan for the project's public components and improvements. The plan shall provide sufficient detail to ensure conformance to streetscape design guidelines and that future developers/tenants, as applicable, provide screening of parking areas. Streetscape landscaping shall be designed to enhance the visitor experience for both pedestrians and those in vehicles. Specifically, detailed landscaping plans shall be developed to enhance Marina Parkway, a designated scenic roadway and shall provide, where appropriate, screening of existing industrial uses and parking areas until such time as these facilities are redeveloped. Street landscaping design shall be coordinated with a qualified biologist or landscape architect to ensure that proposed trees and other landscaping are appropriate for the given location. For instance, vegetation planted adjacent to open water/shoreline areas must not provide raptor perches. Landscaping shall be drought tolerant or low water use, and invasive plant species shall be prohibited.	Port and City -Prior to Final Approval of Phase I Design	Port in Coordination with qualified Biologist or Landscape Architect		
	E. Landscaping: Prior to approval of a tentative map or site development plan for future	Project Developer	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	residential development, the project developer shall submit a landscaping design plan for on-site landscaping improvements that is in conformance to design guidelines and standards established by the City of Chula Vista. The plan shall be implemented as a condition of project approval.	-Prior to TM/SDP Approval			
	F. Gateway Plan: Concurrent with the preparation of Phase I infrastructure design plans for E and H Street, a Gateway plan shall be prepared for E and H Streets. Prior to issuance of occupancy for any projects within the Port's jurisdiction in Phase I, the E and H Street Gateway plan shall be approved by the Port and City's Directors of Planning and Building. The E and H Street Gateway plan shall be coordinated with the Gateway plan for J Street.	Applicant -Prior to Occupancy	Port and City's Director of Planning and Building		
	G. Gateway Plan: Concurrent with development of H-13 and H-14, the applicant shall submit a Gateway plan for J Street for City Design Review consideration. Prior to issuance of any building permits, the J Street Gateway plan shall be approved by the Director of Planning and Building in coordination with the Port's Director of Planning. The J Street Gateway plan shall be coordinated with the Gateway plan for E and H Streets. *Applies to Significant Impact 6.6-1, which would remain significant after mitigation	Applicant -Prior to First Building Permit	City's Director of Planning and Building in coordination with the Port's Director of Planning		
MM 6.8-1	Prior to the issuance of any grading permit, the following measures shall be placed as notes on all grading plans, and shall be implemented during grading of each phase of the project to minimize construction emissions. These measures shall be completed to the satisfaction of the Port and the Director of Planning and Building for the City of Chula Vista (these measures were derived, in part, from Table 11-4 of Appendix 11 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1999)). See Mitigation Measure 6.8-1 in *Chapter 6, Cumulative Impacts,* for a list of Best Available Control Measures for Specific Construction Activities. *Applies to Significant Impact 6.8-1, which would remain significant and unmitigated after mitigation	Developer -Prior to start of grading	Port and City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 6.8-2	A. For residential as well as mixed-use/commercial development within the City's jurisdiction, the applicants shall submit an Air Quality Improvement Plan (AQIP) with any Tentative Maps submitted to the City in accordance with Municipal Code Section 19.09.050B, and the applicant shall demonstrate that air quality control measures outlined in the AQIP pertaining to the design, construction, and operational phases of the project have been implemented to the satisfaction of the Director of Planning and Building for the City of Chula Vista. This plan shall demonstrate "the best available design to reduce vehicle trips, maintain or improve traffic flow, and reduce vehicle miles traveled. There are two options to meet the AQIP requirement. The applicant shall evaluate the project in accordance with the computer modeling procedures outlined in the City's AQIP guidelines, including any necessary site plan modifications.	Applicants -With submittal of Tentative Map	City		
	B. Prior to the issuance of building permits, the applicant shall demonstrate that the Proposed Project shall comply with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential buildings. These requirements, along with the following measures, shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City: • Use of low-NO_x emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be doublepaned. Although these measures would reduce the air quality impacts of the Proposed Project, they would not bring area and operations emissions to a level below the standard established by the SCAQMD and used in this document by the City and Port. Therefore, cumulative air quality impacts remain significant and unmitigated. *Applies to Significant Impact 6.8-2, which would remain significant and unmitigated.	Applicant -Prior to First Building Permit	Port and City Director of Planning and Building		
MM 6.8-3	Development of program-level components of the Chula Vista Bayfront Master Plan (Phases I through IV) shall implement measures to reduce GHG emissions. Specific measures may include but are not limited to the following:	Applicants -During development of Program level			

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	Energy Efficiency • Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping, and sun screens to reduce energy use. • Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings. • Install light colored "cool" roofs, cool pavements, and strategically placed shade trees. • Provide information on energy management services for large energy users. • Install energy efficient heating and cooling systems, appliances and equipment, and control systems. • Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting. • Limit the hours of operation of outdoor lighting. • Use solar heating, automatic covers, and efficient pumps and motors for pools and spas. • Provide education on energy efficiency. • Renewable Energy • Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives. • Install solar panels on carports and over parking areas. • Use combined heat and power in appropriate applications. • Water Conservation and Efficiency • Create water-efficient landscapes. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Use reclaimed water for landscape irrigation in new developments and on public property where appropriate. Install the infrastructure to deliver and use reclaimed water. • Design buildings to be water-efficient. Install water-efficient fixtures and appliances. • Use gray water. (Gray water is untreated household wastewater from bathtubs, showers, bathroom wash basins, and water from clothes washing machines.) For example, install dual plumbing in all new development, allowing gray water to be	components of the CVBMP			

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	used for landscape irrigation. • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. • Restrict the use of water for cleaning outdoor surfaces and vehicles. • Implement low-impact development practices that maintain the existing hydrologic character of the site to manage stormwater and protect the environment. (Retaining stormwater runoff on site can drastically reduce the need for energy-intensive imported water at the site.) • Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project. • Provide education about water conservation and available programs and incentives. • Solid Waste Measures • Reuse and recycle construction and demolition waste (including but not limited to soil, vegetation, concrete, lumber, metal, and cardboard). • Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. • Recover by-product methane to generate electricity. • Provide education and publicity about reducing waste and available recycling services. • Transportation and Motor Vehicles • Limit idling time for commercial vehicles, including delivery and construction vehicles. • Use low- or zero-emission vehicles, including construction vehicles. • Promote ride sharing programs, for example, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides. • Provide the necessary facilities and infrastructure to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling). • Provide public transit incentives, such as free or low-cost monthly transit passes. • For commercial projects, provide adequate bicycle parking near building entrances to				

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including (for example) locked bicycle storage or covered or indoor bicycle parking. • Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences. • Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation. • The measures identified above and in Mitigation Measures 4.16-2, will substantially reduce GHG emissions, achieving reductions of at least 20 percent below "business as usual." Furthermore, better technology is rapidly developing and may provide further measures in the near future that will avoid conflict with the goals or strategies of AB 32 or related Executive Orders. Once projects are defined within the program phases, further environmental review will be required, at which time the most current measures will be identified and required to be consistent with this mitigation measure and any additional regulations in effect at the time. Implementation of Mitigation Measure 6.8-3, therefore, will avoid a contribution to a cumulatively significant impact and will result in a less than significant impact to global climate change. *Applies to Significant Impact 6.8-3				
MM 6.11-1	A. Prior to construction of any program-level components of the project that impact eelgrass, a pre-construction eelgrass survey shall be conducted by a qualified biologist to confirm the exact extent of the impact at the time of pile driving operations. The pre-construction survey must be conducted during the period of March through October and would be valid for a period of no more than 60 days, with the exception that surveys conducted in August through October would be valid until the following March 1. B. Prior to the construction of any program-level components of the project that impact eelgrass, the Port shall establish and implement a plan to create new eelgrass habitat at a ratio of 1.2:1. The Port shall create new eelgrass habitat by removing the existing eelgrass currently located in the impacted areas and transplanting it at the new location. Identification and planting of the restoration site shall be completed to the satisfaction of the Port prior to commencement of construction.	Port -Prior to construction of any program-level components that would impact eelgrass Port -Prior to construction of any program-level	Port in coordination with a qualified biologist Port in coordination with a		

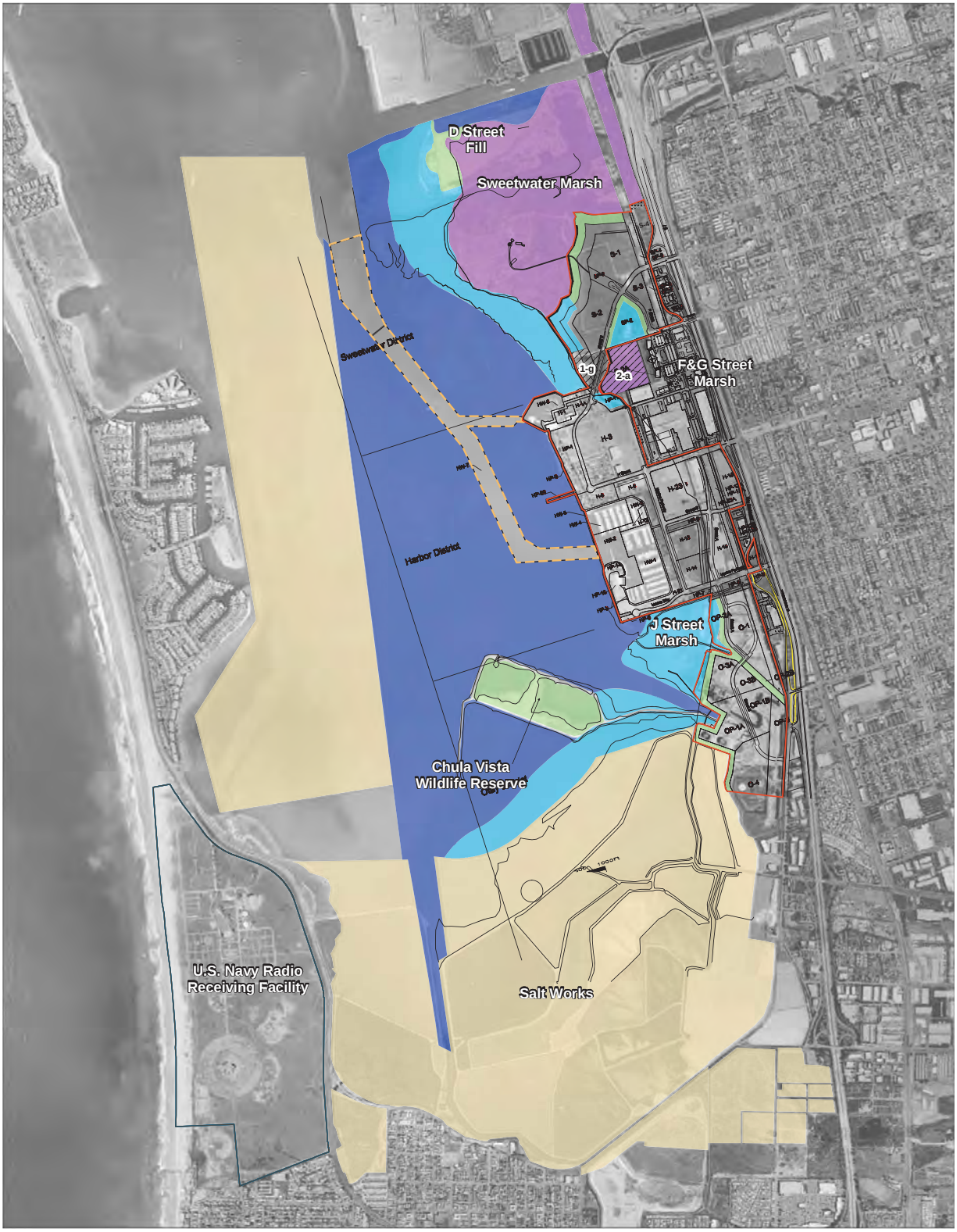
Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	C. Subsequent to construction of any program-level components of the project that impact eelgrass, a post-construction eelgrass survey shall be conducted by a qualified biologist. The post-construction survey shall be conducted within 30 days of the cessation of construction activities to confirm the exact amount of eelgrass affected. The difference between the pre-construction and post-construction eelgrass surveys shall determine the amount of required additional mitigation. In addition, the Port shall: • Conduct transplant reports following construction (Initial Report). It would take 1 to 2 years for all of the fine sediment to dissipate in the water column for the movement of such a large amount of sediment. Based on this, eelgrass transplant success would not be possible for 1 to 2 years. Mitigation would be required for additional time delays. • Conduct monitoring reports at 6, 12, 24, 36, 48, and 60 months post-transplant. Specific milestones and criteria for success are directed in the SCEMP along with guidelines for remedial actions if the success criteria are not met, which would require (based on the absence of other mitigating environmental considerations) a Supplementary Transplant Area to be constructed and monitored for an additional 5 years. • Initiate any potential additional mitigation within 135 days of project inception; projects requiring more than 135 days to be completed may result in further additional mitigation. D. If an appropriate mitigation site is not available at the time of construction of the program components which would impact eelgrass, mitigation habitat shall be created through fill or appropriate habitat in the Bay. Any delays to eelgrass planting after the impact occurs would require additional mitigation of 7 percent per month of additional eelgrass. Implementation of Mitigation Measure 6.11-1 would reduce significant cumulative impacts to eelgrass to below significance. *Applies to Significant Impact 6.11-1.	components that would impact eelgrass Port in coordination with a qualified biologist eelgrass	qualified biologist Port		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
MM 6.15.2-1	Prior to the approval of a building permit for any development in all phases of the Proposed Project, the City shall verify that it has adequate sewer capacity to serve the proposed development. In the event the City does not have adequate sewer capacity to serve the proposed development, no building permit shall be approved for the proposed development until the City has acquired adequate sewer capacity to serve the proposed development. In accordance with Section 15130(a)(3) of the State CEQA Guidelines, a significant cumulative impact would be rendered less than cumulatively considerable, and thus is not significant when the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The requirement for the contribution to provide a fair-share contribution to the provision of the needed sewer service mitigates the cumulative impact to below significance. *Applies to Significant Impact 6.15.2-1	City -Verify adequate sewer capacity exists prior to Approval of Building Permit (if City acquires additional sewer capacity for project, applicant to pay fair share of acquisition fee)	City		
MM 6.15.6-1	Prior to the issuance of a building permit, the applicant shall pay all required school mitigation fees. Payment of statutory school fees would ensure that project impacts to school services remain below a level of significance. As indicated above, the fees set forth in Government Code Section 65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects (Government Code Section 65996(a)). Once the statutory school mitigation fee (sometimes referred to as a "developer fee") is paid, the impact would be deemed mitigated as a matter of law. Therefore, this mitigation measure would reduce the cumulative impact to schools to a level less than significant. *Applies to Significant Impact 6.15.6-1.	Applicant -Prior to Building Permit Approval	City		
MM 6.15.7-1	For Phase I residential project, prior to the approval of a building permit, the applicant(s) shall pay a Public Facilities Development Impact Fee (PFDIF) or other equivalent fee in an amount calculated according to the City's PFDIF program in effect at the time of permit issuance. Implementation of Mitigation Measure 6.15.7-1 would provide funds that can be used to construct new facilities, as required, to meet the need resulting from project development. Due to existing library deficiency and inability to demonstrate that fees would fully	Applicant(s) -Prior to Building Permit Approval	City		

Number	Mitigation Measure	Responsible Party and Mitigation Timing	Monitoring Agency	Date of Completion	Date of Verification
	mitigate, implementation of the measure would not reduce the significant impact to library services to a level below significance. *Applies to Significant Impact 6.15.7-1				
MM 6.17-1	Encourage compact development featuring a mix of uses that locate residential areas within reasonable walking distance to jobs, services, and transit. • Promote and facilitate transit system improvements in order to increase transit use and reduce dependency on the automobile. • Encourage innovative energy conservation practices and air quality improvements in new development and redevelopment projects consistent with the City's AQIP Guidelines or their equivalent, pursuant to the City's Growth Management Program. Despite the fact that the Project would result in adoption of these conservation measures, the cumulative impact relative to energy supply would remain significant and unmitigated because of the of the uncertainty of the future supply of energy, which is within the responsibility and control of SDG&E and other entities responsible for arranging electric energy supplies, not the Port or the City. *Applies to Significant Impact 6.17-1.	Applicant	Port or City		

Exhibit 1

Wildlife Habitat Areas



Z:\Projects\670301\Figs\EIR Figs\Section 4.8-Bio\fig4-8_01 (marshes).mxd

0 1,000 2,000 Feet

AERIAL SOURCE: DIGITAL GLOBE, MARCH 2007

National Wildlife Refuge (San Diego Bay Unit)*

Sweetwater Marsh National Wildlife Refuge*

City of Chula Vista LCP Open Space Land Use Designation

City of Chula Vista S-4 100 ft. No-Touch Buffer

CVBMP Boundary

Proposed Navigation Channel

Port Master Plan - Planning District 7
Conservation Land and Water Designations

Estuary

Habitat Replacement

Wetland

Exhibit 1 to the Mitigation Monitoring and Reporting Program for the Chula Vista Bayfront Master Plan Wildlife Habitat Areas

*National Wildlife Refuge lands are included in the definition of Wildlife Habitat Areas for the sole purpose of addressing adjacency impacts and not for the purpose of imposing affirmative resource management obligations with respect to the areas within the National Wildlife Refuge lands.

Exhibit 2

Buffer Areas

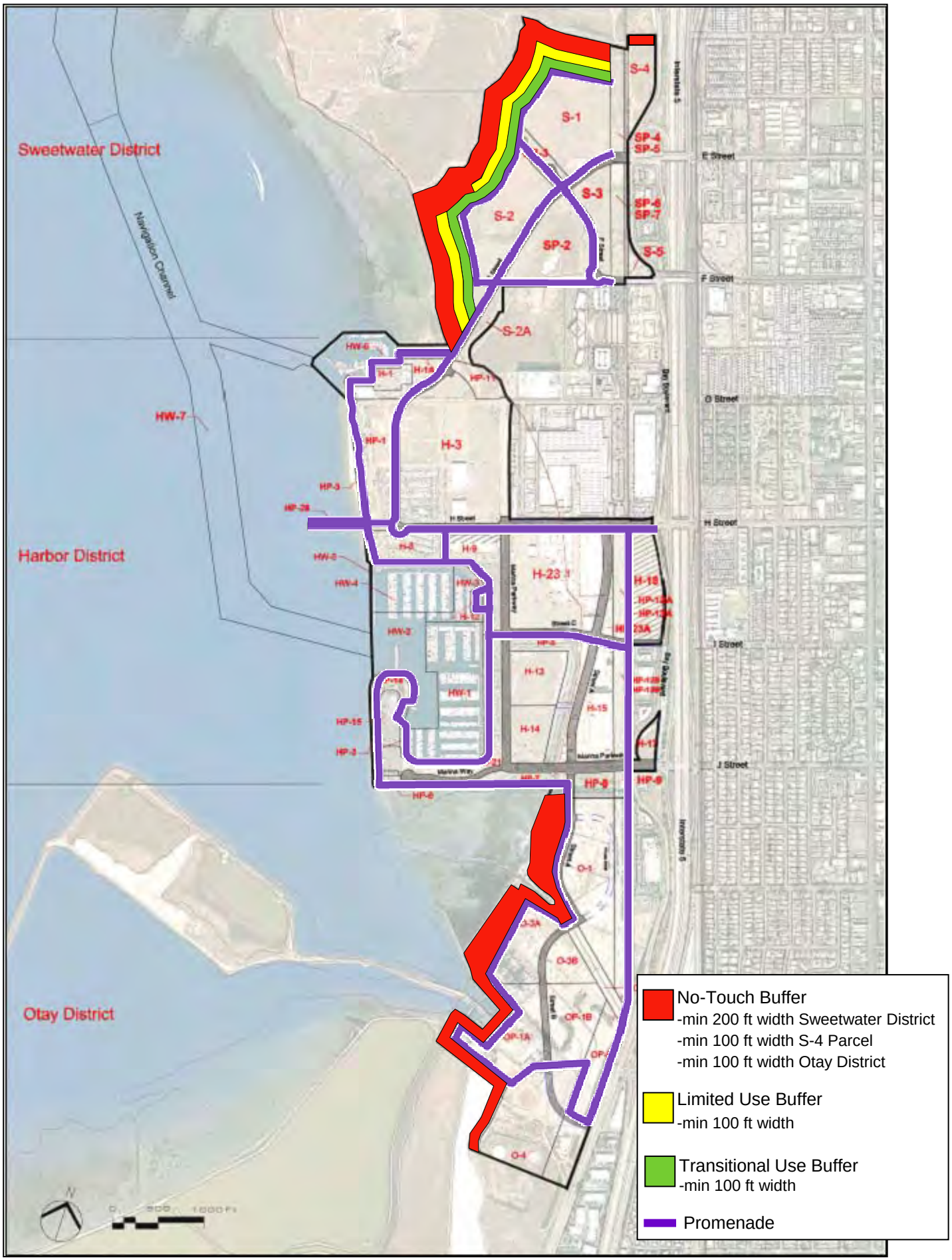


Exhibit 2 to the Mitigation Monitoring and Reporting Program for the Chula Vista Bayfront Master Plan Buffer Areas (Defined by Chapter 3, Project Description, of the Final EIR)

Exhibit 3

Energy Demand Reduction

EXHIBIT 3 to the Mitigation Monitoring and Reporting Program for the Chula Vista Bayfront Master Plan

Exhibit 3 outlines the metholodogies for determing that the goals of the Energy Section are met. The Sample Worksheets are for illustration purposes, to provide a format which may be used both by Developments and by the City of Chula Vista's Building Department. Note that the Energy Section outlines requirements and approaches for projects which will be subject to future codes, regulations, tariffs, and technologies, all of which are subject to change. When clarifications are needed, they will be provided by the City of Chula Vista.

Baseline. The term "Baseline" refers to the amount of energy against which the energy reduction will be measured.

SAMPLE Worksheets. Sample worksheets are provided as suggested approaches. Actual worksheets for calculating the energy requirements should be coordinated with the City of Chula Vista Building Department.

Title 24 Path. Title 24 language refers to the "Standard Budget" and "Proposed Budget." The Whole Building Performance Method, which generates the Standard and Proposed Energy Budgets, is specifically for energy uses within a conditioned building, and does not include lighting which is in Interior Unconditioned Spaces or lighting which is outside. However, for the purposes of the Energy Section, this lighting energy will be added to the energy budgets for the conditioned building, and the combined energy uses will become the Baseline for the "Title 24 Path." Each of the various energy uses will be converted into Site kBtu, except for the final 5% energy reduction waiver allowed for Ongoing Measurement and Verification.

LEED Path. LEED language refers to the "Baseline Design" and "Proposed Design." The LEED Path Baseline is likely to be different and higher than the Title 24 Path Baseline because LEED counts all of the energy uses within the site boundary, some of which are not counted by Title 24. However, LEED is also likely to be better and more comprehensive in calculating overall energy performance features, such as district thermal plants, combined heat and power, natural ventilation, efficiencies in process loads, aggregating multiple buildings, and the benefits of renewable energy. Each of the various energy uses will be converted into dollars ($), except for the final 5% energy reduction waiver allowed for Ongoing Measurement and Verification.

If the LEED Path is chosen, the Development may be subject to an additional fee to the City of Chula Vista for a 3rd party plan check by an experienced LEED reviewer acceptable to the City. Recognizing that LEED Templates may not be complete at the time of the initial Building Department submittals, draft Templates may be used, at the discretion of the reviewer.

Natural Ventilation. When using Natural Ventilation (NV) to qualify as an energy reduction feature, the Development may qualify for a waiver of up to 10% if at least 75% of the area that would normally be cooled relies solely on natural ventilation strategies to help maintain comfortable temperatures. Pro-rations are possible.

City of Chula Vista Sponsored Energy Efficiency Program. Refer to the appropriate City ordinances for details on this program.

Measurement and Verification. Each Development shall develop and implement an ongoing Measurement and Verification (M&V) Plan consistent with the International Performance Measurement and Verification Protocol (IPMVP) Volume III, Concepts and Options for Determining Energy Savings in New Construction, April 2003. The Development may choose either Option B or Option D. If the LEED Path is chosen, the M&V Plan should be consistent with Credit EAc5, except that LEED only requires one year of implementation, and the Energy Section of this Agreement requires M&V to be ongoing.

Demand Response Tariffs. Developments which enroll in SDG&E Demand Response rate tariff(s) which are designed to reduce the load on the electric grid during critical times may be awarded up to a 5% waiver.

EXHIBIT 3

SAMPLE Worksheet A: Title 24 Path

Name: Example Development

Description[1]	Source of Info (Attachments)	Input Standard	Input Proposed	Typical Units of Measure	Convert to Site kbtu	Standard = Baseline	Proposed	Units	Minimum % Reduction	Actual % Reduction	
15.2.1 MINIMUM EFFICIENCY											
Title 24 Whole Building Performance	T24 UTIL-1, Part 1			Source TDV kbtu/sf-yr					15%		
15.2.2 CALCULATE BASELINE AND REDUCTIONS											
A. Energy Uses											
T24 Electricity	T24 UTIL-1, Part 2			Site KWH/year	3.413	-	-	kBtu			
T24 Gas	T24 UTIL-1, Part 2			Site Therms/year	100.000	-	-	kBtu			
T24 Lighting Outside and Uncond	Worksheet A-LTG	-	-	Site KWH/year	3.413	-	-	kBtu			
A. Summary of Efficiency of End Uses						**-**	**-**	kBtu			
B. Renewable Energy Contributions											
PV: within Development	CSI calculation or PV-Watts[2]	n/a		Site KWH output/year	3.413	n/a	-	kBtu			
PV: Credited from Project		n/a		Site KWH output/year	3.413	n/a	-	kBtu			
Solar Thermal: within Development	F-Chart or equal	n/a		Site kbtu offset/year	1.000	n/a	-	kBtu			
Other	as appropriate	n/a		as appropriate		n/a					
B. Combined Renewable Reductions											
C. Natural Ventilation	Worksheet C						0% to 10%				
D. Chula Vista Program Savings	Confirm with Program Administrator										
Verified Electricity Savings		n/a		Site KWH	3.413		-	kBtu			
Verified Gas Savings		n/a		Site Therms	100.000		-	kBtu			
D. CV Program Combined Reduction											
E. Ongoing Measure & Verify	Worksheet E						Required				
F. Demand Response Tariff	Worksheet F						0% to 5%				
TOTAL REDUCTION FROM BASELINE (Must be at least 50% Reduction)											**0.0%**

NOTES TO WORKSHEET A

Note 1: If the Development includes more than one building, then use multiple Worksheets, or, add backup calculations or line items to this spreadsheet, as most appropriate.

Note 2: Final photovoltaic design and output informatio shall use industry standard software, including at least site location, array orientation, array tilt, and system efficiency. California Solar Initiative (CSI) rebate calculations and PV-Watts are examples of acceptable software.

EXHIBIT 3

Worksheet A-LTG: Lighting Outside and in Interior Unconditioned Spaces

Name: Example Development

Category[1]	Source of Info (Attachments)	T24 Allowed Watts	Proposed Watts	Occupancy	Average hours	Days /year	Hours /year	Standard KWH/yr	Proposed KWH/yr
Unconditioned spaces	T24 LTG Forms						-	-	-
Unconditioned spaces	T24 LTG Forms						-	-	-
Unconditioned spaces	T24 LTG Forms						-	-	-
Unconditioned spaces	T24 LTG Forms						-	-	-
Unconditioned spaces	T24 LTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
Specific Applications (Non-Tradable)	T24 OLTG Forms						-	-	-
Specific Applications (Non-Tradable)	T24 OLTG Forms						-	-	-
Specific Applications (Non-Tradable)	T24 OLTG Forms						-	-	-
Signs (Non-Tradable)	T24 OLTG Forms						-	-	-
Signs (Non-Tradable)	T24 OLTG Forms						-	-	-
Totals (Subtotals are inputs to Worksheet A)								**-**	**-**

NOTES TO WORKSHEET A-LTG

Note 1: If more lines are needed, create a spreadsheet in similar format, and enter above, as appropriate.

Note 2: For average runtimes, use the hours in this chart, unless proposer demonstrates to the Bldg Department's satisfaction that a different value should be used.

EXHIBIT 3

SAMPLE Worksheet B: LEED Path

Name: Example Development

Description	Source of Info (Attachments)	Standard or Baseline	Proposed	Typical Units of Measure	Virtual Rate	Baseline	Proposed	Units	Minimum % Reduction	Actual % Reduciton	
15.2.1 MINIMUM EFFICIENCY											
Title 24 Whole Building Performance	T24 UTIL-1, Part 1			Source TDV kbtu/sf-yr					15%		
15.2.2 CALCULATE BASELINE AND REDUCTIONS											
A. Energy Costs: LEED Performance Rating Method (PRM) EAp2/c1 Letter Template											
Conditioned Building(s)	LEED EAp2/c1 Letter Template	*Included*	*Included*								
Other energy uses on site		*Included*	*Included*								
Lighting: Outside and Uncond		*Included*	*Included*								
Onsite Renew Energy: Development		*Included*	*Included*								
Campus Renew Energy: Project		*Included*	*Included*								
Other		*Included*	*Included*								
Natural Ventilation		May be included in LEED EAp2/c1, OR, use Worksheet C									
Electricity (Summary)	LEED EAp2/c1 Section 1.8 Summary[1]			kWh	#DIV/0!			Site $			
Natural Gas (Summary)				therms	#DIV/0!			Site $			
A. Summary of Efficiency of Energy Costs						$ -	$ -	Site $			
B. Combined Renewable Reductions	Included in EAp2/c1 above										
C. Natural Ventilation	May be included in LEED EAp2/c1 above, OR, use Worksheet C										
Alternate:	Worksheet C						0% to 10%				
D. Chula Vista Program Savings	Confirm with Program Administrator										
Verified Electricity Savings				Site KWH	#DIV/0!		#DIV/0!	Site $			
Verified Gas Savings				Site Therms	#DIV/0!		#DIV/0!	Site $			
D. CV Program Combined Reduction											
E. Ongoing Measure & Verify	LEED EAc5. See Worksheet E.						Required				
F. Demand Response Tariff	Worksheet F						0% to 5%				
TOTAL REDUCTION FROM BASELINE (Must be at least 50% Reduction)											**0.0%**

NOTES TO WORKSHEET B

Note 1: LEED EAp2/c1 Letter Template: Section 1.8, "Energy Cost and Consumption by Energy Type - Performance Rating Method Compliance Table"

EXHIBIT 3

SAMPLE Worksheet C: Natural Ventilation

Name: Example Development

When using Natural Ventilation (NV) to qualify as an energy reduction feature for this Agreement, the Development may qualify for a waiver if at least 75% of the area that would normally cooled includes effective natural ventilation strategies to help maintain comfortable temperatures. A 5% waiver is granted if the area is also served by an energy or cooling system drawing energy from the grid. A 10% waiver is granted if the area is not served by an energy or cooling system drawing from the grid. The waiver may be prorated if the area is less than 75%. Final determination of normally cooled areas are at the discretion of the Building Department. For example, in CA Climate Zone 7, spaces such as warehouses and kitchens do not normally have electric cooling.

Two approaches are possible:

1. A Development may use a performance approach, such as macro-flow or Computational Fluid Dynamics (CFD) modeling, to design and confirm the maintenance of comfort using natural ventilation techniques.

2 . As an alternate, the prescriptive calculations outlined in the Collaborative for High Performance Schools (CHPS) may be used. CHPS identifies an approach to achieving ventilation strategies which are likely to be effective in helping to maintain interior comfort when outside conditions are moderate. Even though the CHPS program targets school campuses, the approach is useful for The designer should follow the CHPS guidelines. To satisfy the prescriptive approach, the following table may be used. Inlets and Outlets should each be at least 4% of the floor area of the spa

Space Name	Source of Cooling	Conditioned Floor Area (CFA)	Qualifying CFA	Performance or Prescriptive Calculation	Prescriptive: Inlet (Windward)			Prescriptive: Outlet (Leeward)				
					Area	Orientation	% CFA	Area	Orientation	% CFA	higher than inlet	opposite or corner wall
Space A	NV with grid cooling											
Space B	NV with grid cooling											
Space C	NV with grid cooling											
Subtotal:			**0**									
Space D	NV only											
Space E	NV only											
Space F	NV only											
Subtotal:			**0**									
Other spaces	no NV											
Total Normally Conditioned Floor Area		-										

CFA which is Naturally Ventilated, with Grid Cooling	0	
Energy Reduction Allowed		
CFA Which is Naturally Ventilated Only	0	
Energy Reduction Allowed		
Combined Energy Reduction Allowed		

CFA: NV + grid	Reduction
0%	0%
15%	1%
30%	2%
45%	3%
60%	4%
75%	5%

CFA: NV Only	Reduction
0%	0%
15%	2%
30%	4%
45%	6%
60%	8%
75%	10%

SAMPLE Worksheet D: Chula Vista Energy Efficiency Program

Name: Example Development

Refer to the appropriate City ordinances for details on this program, including, but not limited to:

City of Chula Vista Municipal Code Section 15.12 "Green Building Standards Ordinance"
City of Chula Vista Municipal Code Section 15.26.030 "Increase Energy Efficiency Ordinance"

EXHIBIT 3

SAMPLE Worksheet E: Ongoing Measurement & Verification (M&V)

Name: Example Development

Develop and implement a Measurement and Verification (M&V) Plan consistent with the International Performance Measurement and Verification Protocol (IPMVP) Volume III, Concepts and Options for Determining Energy Savings in New Construction, April 2003. The Development may choose either Option B or Option D.
M&V shall be on-going for the length of the lease.
Tenants shall have sub-meters for electricity. Sub-meters for gas and water should also be considered, but are not required.
The plan shall include a process for corrective action if energy performance goals are not achieved as planned. Refer to ASHRAE Guideline 14 for suggested ranges of discrepancy, appropriate to the meter, magnitude of energy uses, and overall plan.
If the LEED Path is chosen, the M&V Plan should be consistent with EAc5, except that LEED only requires one year of implementation, and the Energy Section of this Agreement requires M&V to be ongoing.

EXHIBIT 3

SAMPLE Worksheet F: Demand Response Tariffs

Name: Example Development

If the development chooses an SDG&E Demand Response tariff in which the customer has the option to manually or semi-automatically reduce electricity use when requested by the utility, then it will be awarded a 3 % waiver towards the overall energy reduction.

If the development chooses an SDG&E Demand Response tariff in which the utility can automatically reduce the customer's electricity use, then it will be awarded a 5 % waiver towards the overall energy reduction.

Meter(s)	Tariff	Manual or Semi-Automatic: Customer Controlled: 3%	Automatic, or Utility Controlled: 5%	% Reduction Awarded

EXHIBIT 3

Links for References used in EXHIBIT 3

Title 24 Building Energy Efficiency Standards	www.energy.ca.gov/title24/
Collaborative for High Performance Schools (CHPS) CHPS 2006 Volume II Best Practices Manual - Design	www.chps.net/dev/Drupal/node/31
IPMVP, Volume III, Concepts and Options for Determining Energy Savings in New Construction, April 2003.	www.evo-world.org Products & Services / IPMVP / Applications Volume III
Leadership in Energy and Environmental Design (LEED™)	www.usgbc.org
City of Chula Vista sponsored energy efficiency program	
Living Building Challenge	www.ilbi.org