

March 21, 2018

Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Port Commissioners;

The San Diego Bayfront Cultural and Design Committee (BCDC) was presented with the preliminary plans for Costa Vista RV park on February 20th. The park seems to meet many of the goals of the project, with one major exception: to create a very special and desirable destination. The Guidelines for the E Street Design Intent state that the projects are to, "...capture the character of the natural and preserved elements of San Diego Bay."¹ Further, the E Street - D Entrance is approximately 830 feet long and is to be focused on "...maintaining its parkway character"². This area forms the entrance Gateway at the connection to the street grid of the City of Chula Vista.

It is a mark of quality that other potential project investors will see since it is being built early in the process. Any mis-step now will put us at an economic disadvantage. This is the view that our citizens and tourists will also take as a first impression. Seeing the back end of a line of recreational vehicles that can be up to almost 14 feet in height is not the signal that the BCDC feels is appropriate. When the slots along this street view are not all full, it will be a gap-toothed smile.

Even upscale RV parks with wonderful amenities, as we see here, still present an unattractive sight:



We understand there are some specific design constraints: view corridor, economic success of the park itself, and viability of the commercial enterprises within the park. We want to address alternatives to this high ridge of metal. The RV park must provide better plans to minimize off-site visibility.

Here are the issues we recommend be addressed:

- The rise in elevation over street level may be around a foot and a half, the rise of the RVs would add as much as 13.5 feet. With the temporary addition of antennae and racks while parked, this height could extend beyond 15 feet above street grade.
- The landscape plant material choices must be a level above the species found in the parking lot of any tired shopping center (*Rhaphiolepis*, *Acacia*, etc.). *Acacia* in particular has been on the prohibited list in other City of Chula Vista developments such as Windingwalk.
- Park RVs might be a more attractive outlook from this point but we understand that they are restricted to the north end, due to the view corridor.
- The extra parcel space has been suggested as a dog park, but its proximity to a busy thoroughfare seems problematic, so there may be a way to use that parcel creatively to move some of the line of sight spaces to that area or to swap some of the building placements.
- A Public Art installation, or water feature (while using minimal and recycled water) might provide an innovative solution.
- The planned monument for the RV park is to be more artistic, which is an opportunity to tie it into a Public Art installation concept.
- There seems to not be much space between the park and the street and we would like someone to review the setbacks to ensure the minimums are being met.

Once these concerns have been addressed, we feel the project will meet the guidelines established by the BCDC. We look forward to your response.

Respectfully,

A handwritten signature in cursive script that reads "Patti Davis". The signature is written in black ink and is positioned above the printed name.

Patti Davis

Chair, San Diego Bayfront Cultural and Design Committee

San Diego Unified Port District

Regards,

Susan Krzywicki
susankrzywicki@mac.com
www.susankrzywicki.com
(619) 318-4590
[California Native Plant Society, Ocean Friendly Gardens](#)

On Mar 27, 2018, at 9:33 AM, Austin Silva <asilva@portofsandiego.org> wrote:

Good morning BCDC members,

Attached to this email is a landscape plan and rendering of the E Street entrance corridor where the Costa Vista RV Resort is proposed. At the last BCDC meeting, the committee raised concerns over seeing the back of RVs parked inside the resort at the south end of the site that backs up to E Street when people are entering the Chula Vista Bayfront from E Street. The project was revised by shortening the length of the RV stalls on the south end of the site to allow a deeper setback along E Street and to provide more space for additional landscaping. Previously, the minimum setback along E Street was approximately two feet. As revised the minimum setback is now approximately eight feet and extends up to 17 feet the further near the southwest corner of the site. Please contact me if you have any questions or concerns.

Thank you,

Austin Silva, AICP
Associate Planner
Real Estate & Development Services

3165 Pacific Highway, San Diego, CA 92101
(o) 619.686.8052 • (c) 619.538.2474

<image001.png>

connect: <[image002.png](#)> <[image003.png](#)> <[image004.png](#)> <[image005.png](#)> <[image006.png](#)> <[image007.png](#)>

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<E Street Corridor Renderings.pdf>

From: [Susan Krzywicki](#)
To: [Austin Silva](#)
Subject: Re: E Street Corridor Renderings
Date: Wednesday, March 28, 2018 7:51:39 AM
Attachments: [PastedGraphic-4.png](#)

I am still not on board with this. The "Bayfront Cultural and Design Committee (BCDC) Meeting of February 20, 2018" Staff Committee Memo from February 20th clearly reiterates the CVBMP Design Guidelines that states:

SP-7: Parking

Parking should not be the dominant visual element of the site, especially as seen from public streets and walkways. Surface parking areas that accommodate a significant number of vehicles (more than 100) must be divided into a series connected smaller lots. Landscaping, landforms and physically offsetting portions of the lot from other lots are effective in reducing the visual impact and site dominance of large parking areas.

SP-9: Fencing, Walls and Screening

The line between public rights of way, publicly invited spaces, publicly accessible spaces, semi-private and private spaces needs to be defined by legible transitional treatments. A project should not have a project area up against a public right of way that requires walls or fencing to control access. However, on minor streets and parcel edges without an adjoining street, fencing may be needed. These guidelines are intended to provide the control needed, without the negative impressions and aesthetic issues created by too heavy handed of walls and fencing.

The suggested changes are still minimal, and the landscaping still uses species like *Rhaphiolepis* - which is most commonly associated with low-budget landscaping like the parking lots of big box stores.

The renderings on the second page do not match the "SITE SECTION AT RV STALL FURTHEST TO RV RESORT ENTRANCE" which does suggest there might be more vegetative screening on the strip between the sidewalk and the fence.



This image shows what looks like might be a strip of grass between the sidewalk and the fence. The fence and the RVs are still the dominant visuals.

From: [Tina Matthias](#)
To: [Austin Silva](#)
Subject: RE: Costa Vista RV Park Plan DRAFT letter
Date: Monday, March 05, 2018 10:40:47 PM
Attachments: [image001.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image018.png](#)

Thank you Austin,
I'm fine with Susan's comments.

As for the parking, the current RV park allows the RV and an additional car. Many people still park outside the RV park and especially during the holiday and summer season. I'm seriously concerned with the parking, they need to have a separate designated parking lot for the overflow visitors.

Also, are these plans public?

Tina

Tina Matthias
Volunteer and Programs Manager
Living Coast Discovery Center
1000 Gunpowder Pt. Dr.
Chula Vista, CA 91910
(619) 409-5905
Tue-Sat
www.TheLivingCoast.org

From: Austin Silva [asilva@portofsandiego.org]
Sent: Monday, March 05, 2018 4:36 PM
To: Tina Matthias
Subject: RE: Costa Vista RV Park Plan DRAFT letter

Hi Tina,

The basin is to treat water that runs off from the RV park site. It will be planted with a mix of native plants to act as a filter for the runoff from the site. I can follow-up and send you a detail of the RV stalls to show you how cars can be accommodated within the stalls.

Austin Silva, AICP
Associate Planner
Real Estate & Development Services

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connect: 

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From: Tina Matthias [mailto:Tina@thelivingcoast.org]
Sent: Thursday, March 01, 2018 12:36 PM
To: Austin Silva
Subject: Re: Costa Vista RV Park Plan DRAFT letter

Hello Austin,

I'm looking over the letter and will get back to you soon.

But I have a questions, I know I came in a little late, and missed the intro.

What is the relocation basin, where the bus circles, and how is it being landscaped/planted?

And I know the team went over it, but I still have my concerns about parking and how people will fill up the LCDC's parking area.

Tina

Tina Matthias

Volunteer and Programs Manager

Living Coast Discovery Center

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