ATTACHMENT A TO AGENDA FILE NO. 2017-0580

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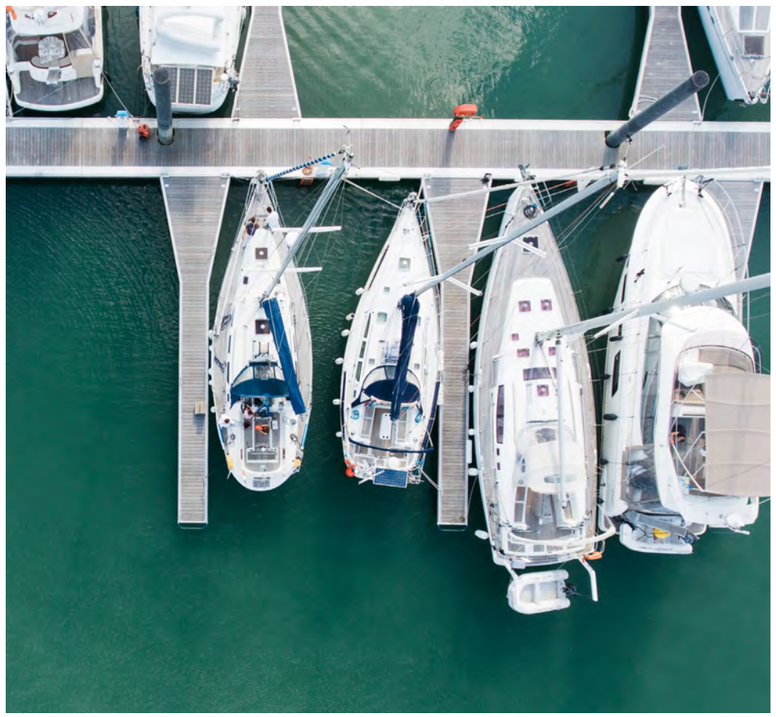
PORT of SAN DIEGO
Waterfront of Opportunity



CHULA VISTA BAYFRONT

Design Guidelines

December 28, 2017

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CHULA VISTA BAYFRONT DESIGN GUIDELINES TABLE OF CONTENTS

CHAPTER I INTRODUCTION

CHAPTER II PUBLIC REALM

CHAPTER III PRIVATE DEVELOPMENT

Chapter I Introduction

I.1 VISION

The overall objective of the Chula Vista Bayfront (CVB) is to create a very special contiguous waterfront and to extend the City of Chula Vista to the Bayfront. This to ensure the public right of access to the shoreline while at the same time protecting the sensitive natural habitat which is part of the National Wildlife Refuge. The Design Guidelines aim to enhance the wide variety of the protected rich, natural shoreline systems as well as the existing public water uses without compromising either and allowing them to co-exist and thrive in order to make a very special and desirable destination. As an overall guiding principle, the development of the CVB should embrace and respect the rich cultural diversity and history of the south bay area. The unique characteristics that help define the City of Chula Vista and the CVB should be reflected in the development and the design of the Bayfront to create a very unique place that harmonizes with the surrounding community and environment.

The approximately 535 acres, which make up the CVB, face onto San Diego Bay and are bordered by natural systems along the water edge on the western edge while the city's traditional commercial center is inland to the east. The site edges consist of Sweetwater Marsh and river mouth to the north, Interstate I-5 and commercial development along Bay Boulevard to the east and the San Diego National Wildlife Refuge and the salt evaporation ponds to the south. The context makes clear that the great assets of the natural systems associated with the ecology of the Bay and the opportunities for the City to extend to the Bayfront are the components which together give the CVB its character.

The purpose of the CVB Design Guidelines (Design Guidelines) is to lay out the organization of each of the different elements which together make up the newly envisioned waterfront and to ensure that each of these elements will both be viable as discrete pieces of development but also be a part of the overall plan. That the streets and open spaces and the buildings and activities which frame them all cumulatively add up to achieving successful and connected places is what the Design Guidelines seek to achieve.

I.2 CONTROLLING DOCUMENTS

CONTROLLING DOCUMENTS TO TAKE PRECEDENCE OVER THE DESIGN GUIDELINES

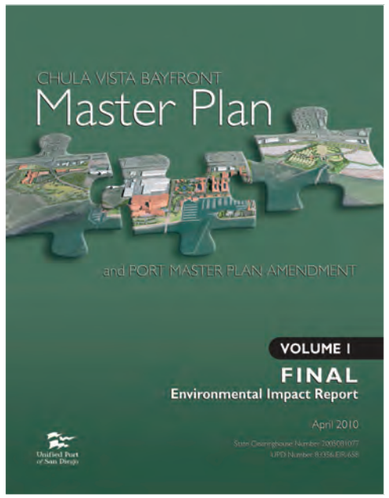
The CVB is one of the greatest waterfront developments of its time. In order to effectively plan, entitle, design, and permit a regional mixed-use development of this size, a comprehensive library of planning, environmental and permitting resources are needed to ensure development complies with the settlement and regulatory commitments made previously. The following CVB controlling documents provide this framework for design and permitting compliance. These controlling documents take precedence over the Design Guidelines and should be referenced and adhered to for all new development within the CVB area. Additionally, requirements or prohibitions are a result of measures or features in the controlling documents. The remaining content is intended to be guidance for the CVB.

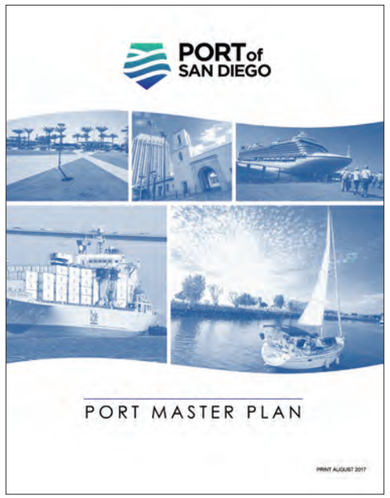
San Diego Unified Port District Port Master Plan August 2017
The Port Master Plan provides the official planning policies, consistent with a general statewide purpose, for the physical development of the tidal and submerged lands conveyed and granted in trust to the San Diego Unified Port District. The planning policies are expressed graphically on the official Master Plan and Precise Plan Maps and in written form in this document as well as in the referenced documents and agreements.

Chula Vista Bayfront Master Plan Final Environmental Impact Report (EIR) April 2010 including the Mitigation Monitoring and Reporting Program (MMRP) May 2010
The Final Environmental Impact Report (Final EIR) was prepared to evaluate the potential environmental impacts that may result from implementation of the Chula Vista Bayfront Master Plan (Proposed Project). The Final EIR was prepared in compliance with the California Environmental Quality Act (CEQA), Public Resources Code section 21000, et seq., and its implementing guidelines (State CEQA Guidelines), California Code of Regulations, Title 14, section 15000, et seq. The MMRP serves to ensure these goals are implemented effectively and will verify the completion of the project mitigation measures. All projects (both public and private) will be evaluated by the Port and City relative to the requirements of the MMRP.

Chula Vista Bayfront Master Plan- Natural Resource Management Plan (NRMP) May 2016
The NRMP implements a vision for promoting and enhancing natural resources in this bay-estuarine and urban setting for a sustainable future that also includes far-reaching goals for living with climate change. It envisions a thriving, healthy ecosystem that fosters the human experience of nature, allowing each to co-exist next to each other while not overly affecting the use of the area by future residents and visitors. This NRMP contains goals, objectives, and strategies for achieving a cooperative vision. The NRMP serves as an important environmental guidance and implementation document, applicable to all development within the CVB project area.

Chula Vista Bayfront Master Plan Settlement Agreement May 20,2010
The Settlement Agreement outlines the settlement reached between the Bayfront Coalition, the San Diego Unified Port District, the City of Chula Vista, and the Redevelopment Agency of the City of Chula Vista. This agreement sets forth requirements for developing the Natural





Resource Management Plan and implementation of specific measures to help protect and sustain sensitive habitat and natural resources within the CVB.

Chula Vista Bayfront Master Plan Public Access Program August 2012
In support of the California Coastal Act's goal of protection and maximization of public access to California's shoreline, the Public Access Program 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.

Chula Vista Bayfront Development Policies August 2012
The Development Policies bring together, in one document, the conditions and policies that will apply to and guide development of the Bayfront. These policies include adopted and approved plans, certified environmental documents, enforceable settlement agreements, required mitigation measures, and conditions included in the approval process.

San Diego Unified Port District BPC Policy No. 608 & 609 (Tenant and Public Art Policies)
BPC Policy No. 608 establishes a policy for the inclusion of artworks in San Diego Unified Port District tenant improvements and for the administration of the Tenant Percent for Art Program. Tenants undertaking improvements to their leaseholds, unless otherwise exempted, shall be required to provide a tenant percent for art allocation no less than one percent of the tenant improvement's total project cost. BPC Policy No. 609 establishes a policy for the inclusion of public artworks within the San Diego Unified Port District's jurisdiction and for the administration and operation of the District's public art programs and Arts & Culture Advisory Committee. Additionally other BPC Policies will apply to the CVB.

I.3 HOW TO USE THESE GUIDELINES

Required and Recommended:

The Design Guidelines will take the form of items which are required and items which are recommended. Items which are required will cover permitted uses, build-to lines, setbacks and height restrictions. Recommended items will cover a wide variety of topics whose intention is to contribute to the Design Guidelines vision. The latter will include appropriate precedents to show examples of intent and will form part of the design review process. This document is one of a framework of documents that make up the vision for the CVB.

Each element is defined as to the role it plays both within its district and within the overall plan. This would include its character, the atmosphere for different uses and different times of day with the emphasis being on the things which impact the public experience. While the guidelines for each element are presented separately, to cover place-specific issues, it is assumed that their combined effectiveness is the driver behind the controls which are specified in the following.

Images which are used in the Design Guidelines are illustrative and are intended to demonstrate one of many ways that the intent of the Design Guidelines may be fulfilled.

Design Guidelines Fact Charts:

Each parcel is described by name, land use, and a total area.

The design elements, either required or recommended, are represented in graphic form with a supplementary text.

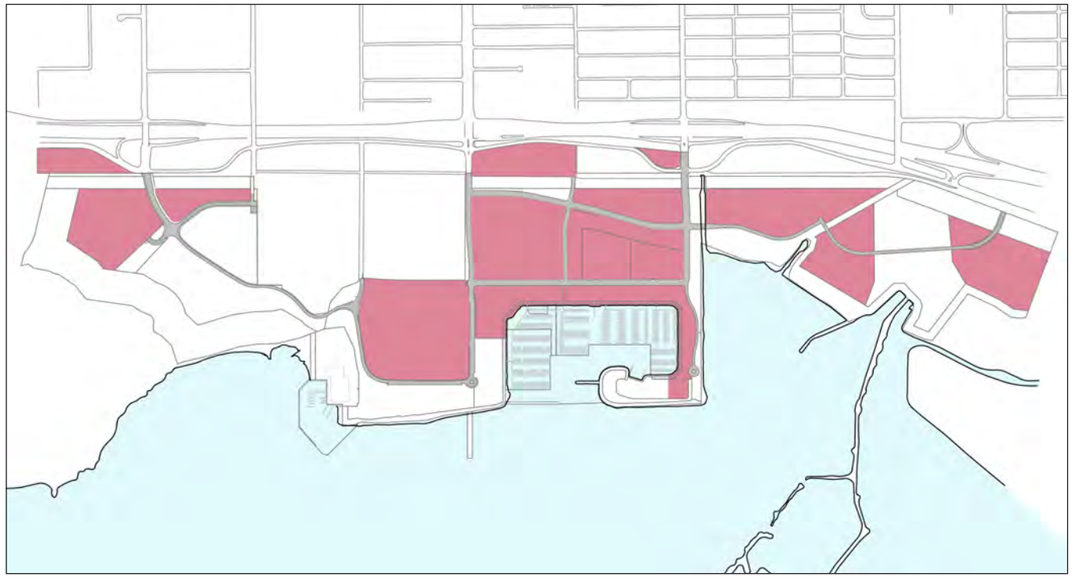
Reference / Controlling Documents:

This document is one of a framework of documents (Reference documents listed below) that make up the vision for the CVB

- San Diego Unified Port District Port Master Plan
- Chula Vista Bayfront Master Plan and Port Master Plan Amendment Final Environmental Impact Report (EIR) including the Mitigation Monitoring Reporting Program (MMRP)
- Chula Vista Bayfront Master Plan Natural Resources Management Plan
- Chula Vista Bayfront Master Plan Settlement Agreement
- Chula Vista Bayfront Master Plan Public Access Program
- Chula Vista Bayfront Development Policies
- San Diego Unified Port District BPC Policy No. 608 & 609 (Public Art Policy)

The Site - Public Realm

The Site - Private Development



I.4 THE ILLUSTRATIVE PLAN

Sweetwater Park Image

Harbor Pier Image

Otay Wetlands

The CVB intends to make the whole Bayfront accessible to a range of users, from local residents to statewide visitors and tourists. Also in the interests of long term economic viability the CVB is encouraging a range of uses including Commercial, Recreation and Industrial Business Park land use designations in select locations, ensuring appropriate distances from sensitive habitat. The extension of the Chula Vista street grid and its coordinated connection to coastal waterfront parkways facilitates the continuity of access to the waterfront. The water edge varies from very sensitive protected habitat, which will have appropriate buffer zones, to active water activities. While protecting the sensitive habitat, a continuous publicly accessible zone is established which will have a pedestrian promenade and a separate continuous bike path. The CVB, in order to distinguish the different characteristics of the waterfront, has divided the larger plan into three districts.

Three Districts.

Sweetwater District: 130 acres.
Harbor District: 230 acres (Chula Vista Harbor: 50 acres of water area)
Otay District: 175 acres.

The proposed plan assumes approximately 47% of land as development and streets, 42% as open space and 11% as developed water area.

Sweetwater District

Public spaces and development planned for this sub-area focus on lower scale, environmentally sensitive and environmentally themed uses. The Sweetwater District is bounded by the Sweetwater Marsh National Wildlife Refuge to north and northwest, San Diego Bay to the west, The Harbor District to the south, and Bay Blvd. to the east. A 400-foot-wide buffer/setback will protect the Wildlife Refuge to the north and west. The Sweetwater District will also be home to a new 19-acre RV Park providing low-cost, overnight recreational accommodations. The RV Park will be designed to integrate into the natural open space of the District. A Signature Park (Sweetwater Park) is also planned to provide a greenbelt park linkage to the Harbor District. The 21-acre park will provide passive recreation amenities including nature trails, overlooks, a restroom, interpretive areas, and native landscaping in conformance with the Natural Resource Management Plan. A re-designed parking lot and shuttle pickup/drop-off for the Living Coast Discovery Center will be located at the north end of Sweetwater Park. E Street will provide the primary vehicular access into the District and be re-aligned to connect to the Harbor District. One of three planned Entry Gateways to the CVB will be designed at the E Street portal.

The Harbor District

Proposed development in the Harbor District is the highest intensity in the CVB and encourages an active, vibrant mix of uses and public spaces. The waterfront in this district is the most publicly accessible and appropriately contains a variety of uses: including two marinas, large vessel berthing, boat launching ramps, fishing pier, emergency waterborne services, and beach. Building on these uses and adding support amenities to facilitate public use and enjoyment of the waterfront are what the proposed additions are striving toward. Parks in the Harbor District will include more programmable elements and active uses than in Sweetwater. The existing Bayside Park will be expanded and redeveloped into the new 25-acre Harbor Park. Harbor Park will provide a new vibrant and activated waterfront experience. There will be a variety of programmed uses included: a special event area, children's play areas, passive use open lawn area, beach access, a small boat staging and launch area, and a 25-foot wide shoreline pedestrian promenade will wrap around the perimeter of the park and provide a pedestrian and bicycle linkage to Sweetwater Park.

The heart of the District will be the new resort hotel and convention center planned to occupy the site of the current RV Park and east of planned Harbor Park along with additional acreage south and to the east of the current RV park. The hotel and convention center will provide a destination attraction and bring restaurant, retail, and public open space amenities to the Bayfront. Along the south edge of the hotel and convention center, H Street will be extended to the waterfront providing a primary linkage between the City of Chula Vista and San Diego Bay. At the western terminus of H Street, an approx. 600' long future pier will extend out over the water providing enhanced visual and pedestrian access to the Bay with unprecedented views.

The Otay District

The Otay District has an ecologically sensitive water edge similar to Sweetwater and proposes a moderate intensity of mixed use development, mostly serving recreational uses. Appropriate to the water front ecology would be open park space, habitat replacement and wetlands. Industrial Business Park uses are included to the north and south. The Bayfront pedestrian promenade and bike path will be continuous and feed into the routes which front the other districts linking the whole CVB.

Significant improvements include a 24-acre passive use, natural resource park, an approximate 237 space RV Park, and a northern industrial business park. A 100' to 200' buffer/setback will protect sensitive habitat within J Street Marsh from impacts of development. A network of pedestrian and bike paths will complete the greenbelt linkage throughout the entire Bayfront, connecting the Otay District to the Harbor and Sweetwater Districts.

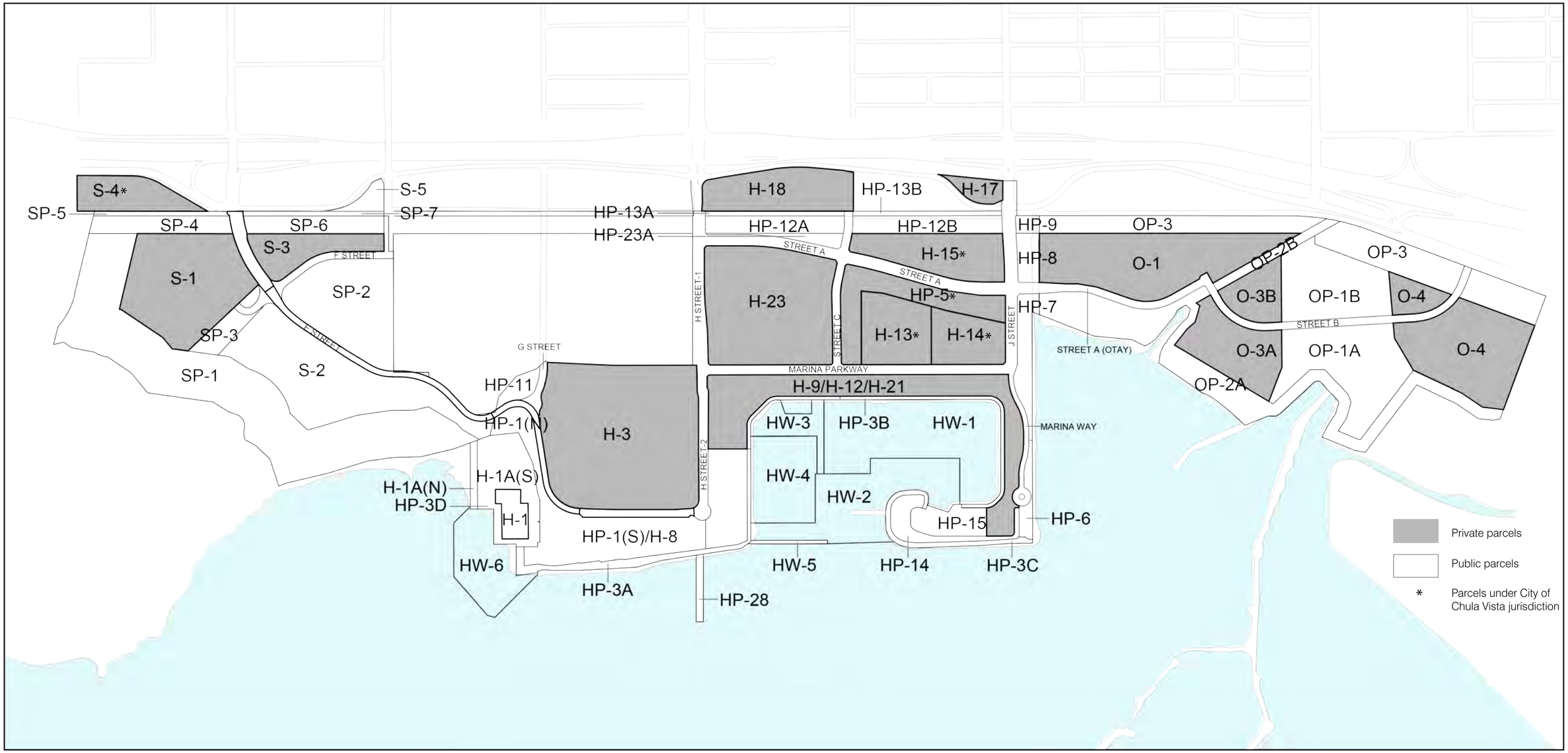
ILLUSTRATIVE PLAN

District Name	Area
Sweetwater	130 acres
Harbor	230 acres
Otay	175 acres
Total	**535 acres**

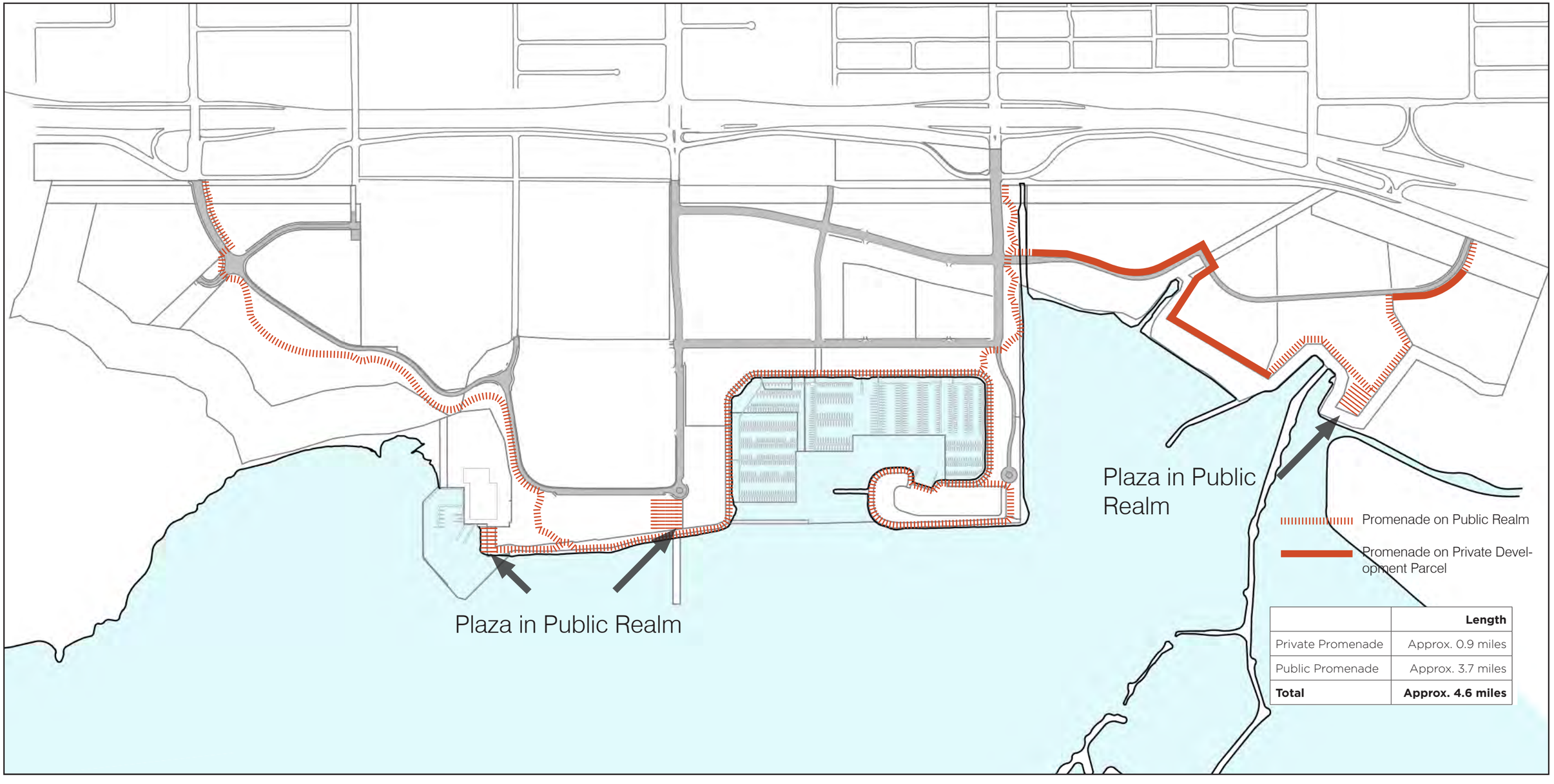
I.5 FRAMEWORK PLANS AND INTENT

The overall objective of the framework plans and intent is to provide an overview of continuous networks throughout the entire CVB. Some of these items will be specific, going as far as showing planned routes for bicycle and pedestrian movement. Other items are intended to be general and will show intent imagery only.

PARCEL FRAMEWORK PLAN

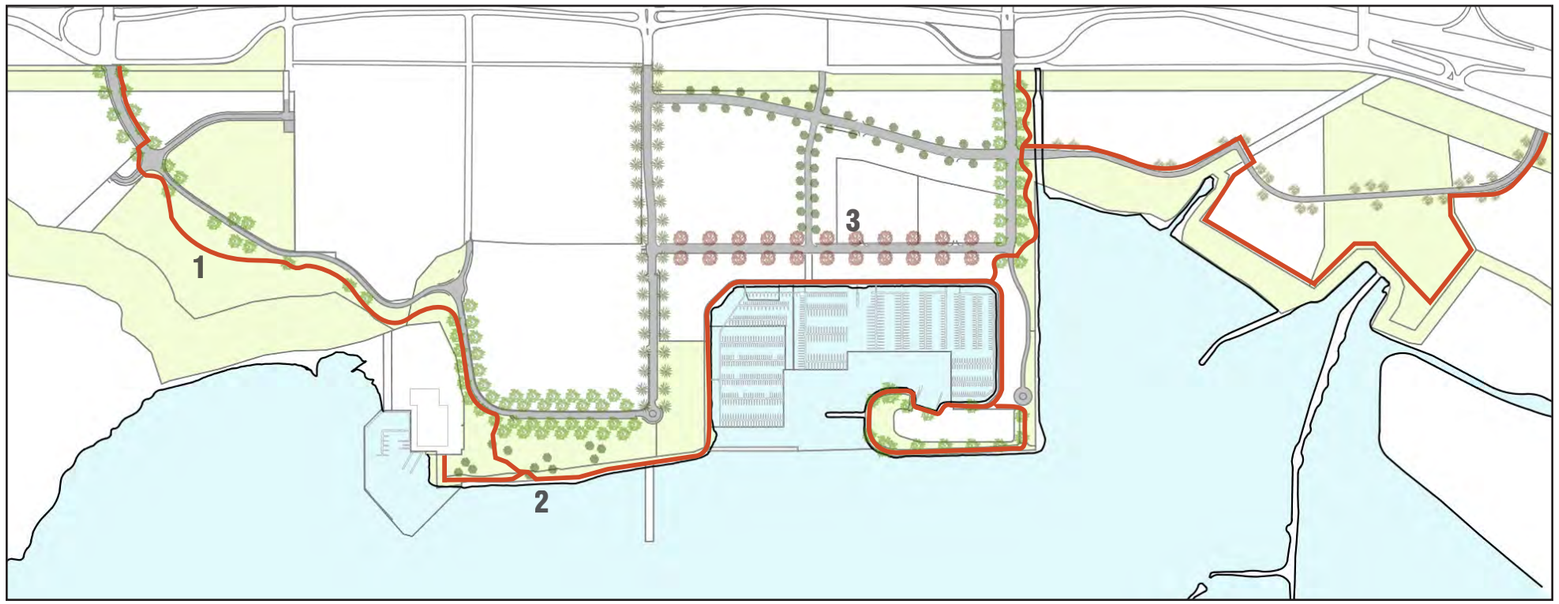


BAYWALK PROMENADE FRAMEWORK PLAN



	Length
Private Promenade	Approx. 0.9 miles
Public Promenade	Approx. 3.7 miles
Total	**Approx. 4.6 miles**

BAYWALK PROMENADE INTENT



The promenade is one of the key features through which the great assets of the Bayfront are experienced because it makes up part of the continuous edge between the land and the water. It is intended to play the double role of enhancing, and taking on, the character of the immediate activities in a particular context, while at the same time being made up of consistent features so as to be clearly evident to the first-time visitor that a continuous walking experience of the variety of environments is possible, and encouraged. These features will include signage both directional and educational, furniture to enhance the needs of visitors and a range of materials to respond to different conditions. Lighting fixtures, for example, will accommodate a range which will work for both minimally invasive habitat areas to the brighter lighting that is appropriate in the retail, restaurant and marina areas.

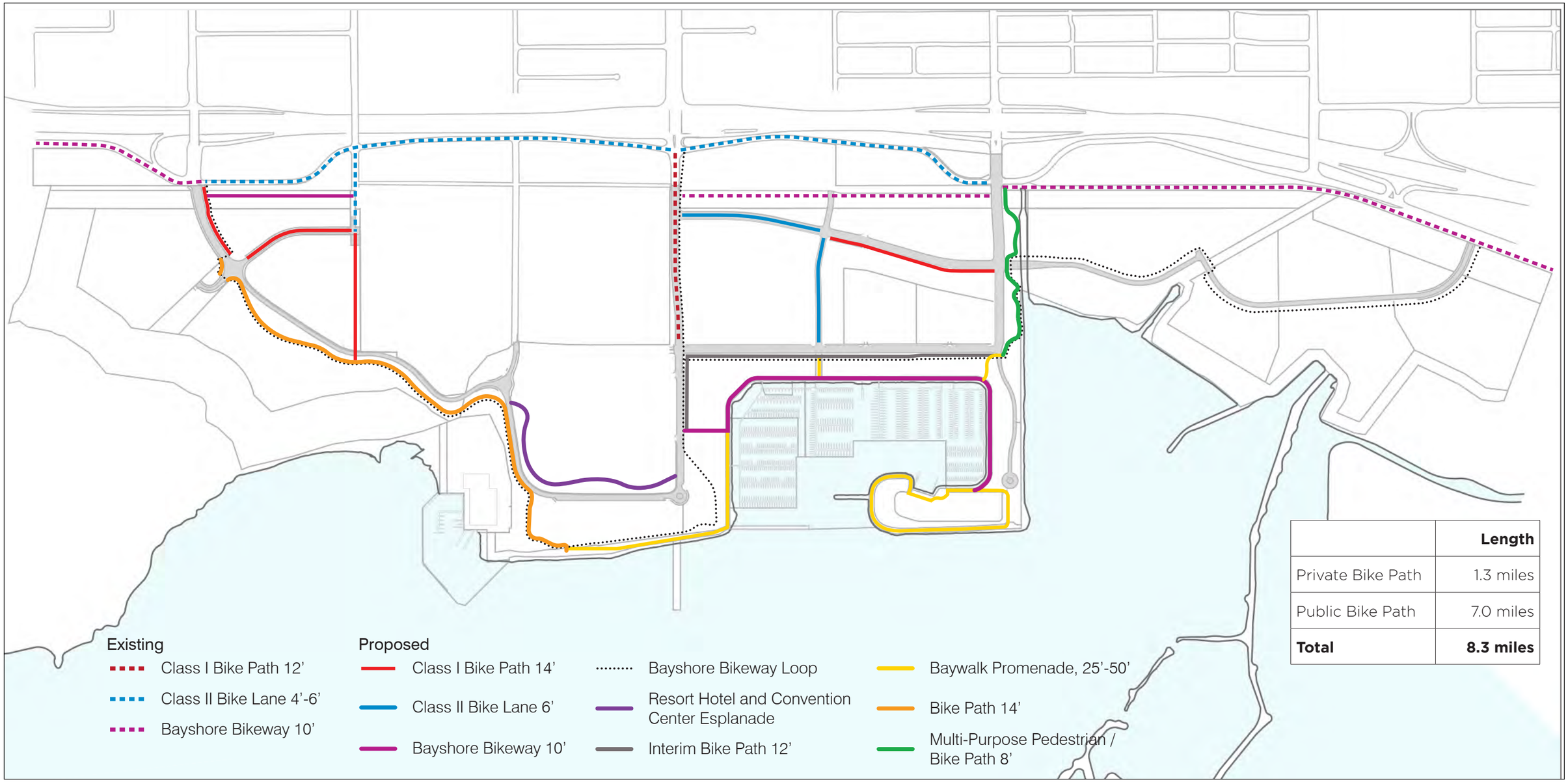
The promenade will connect a series of special places which are supported with uses that encourage gathering in groups for sightseeing, leisure, eating or shopping purposes and are often combined with lookout positions which afford unique views of the assets of the Bay.

1 Sweetwater Park Promenade Intent

2 Baywalk Promenade in Harbor Park Intent

3 Promenade along Marina Intent

BIKE PATH FRAMEWORK PLAN



	Length
Private Bike Path	1.3 miles
Public Bike Path	7.0 miles
Total	**8.3 miles**

BIKE CIRCULATION PLAN

BIKEPATH INTENT

Precedent Image - California Shoreline Bike Path

Sweetwater Park Bike Path Intent

E Street Bike Path Intent

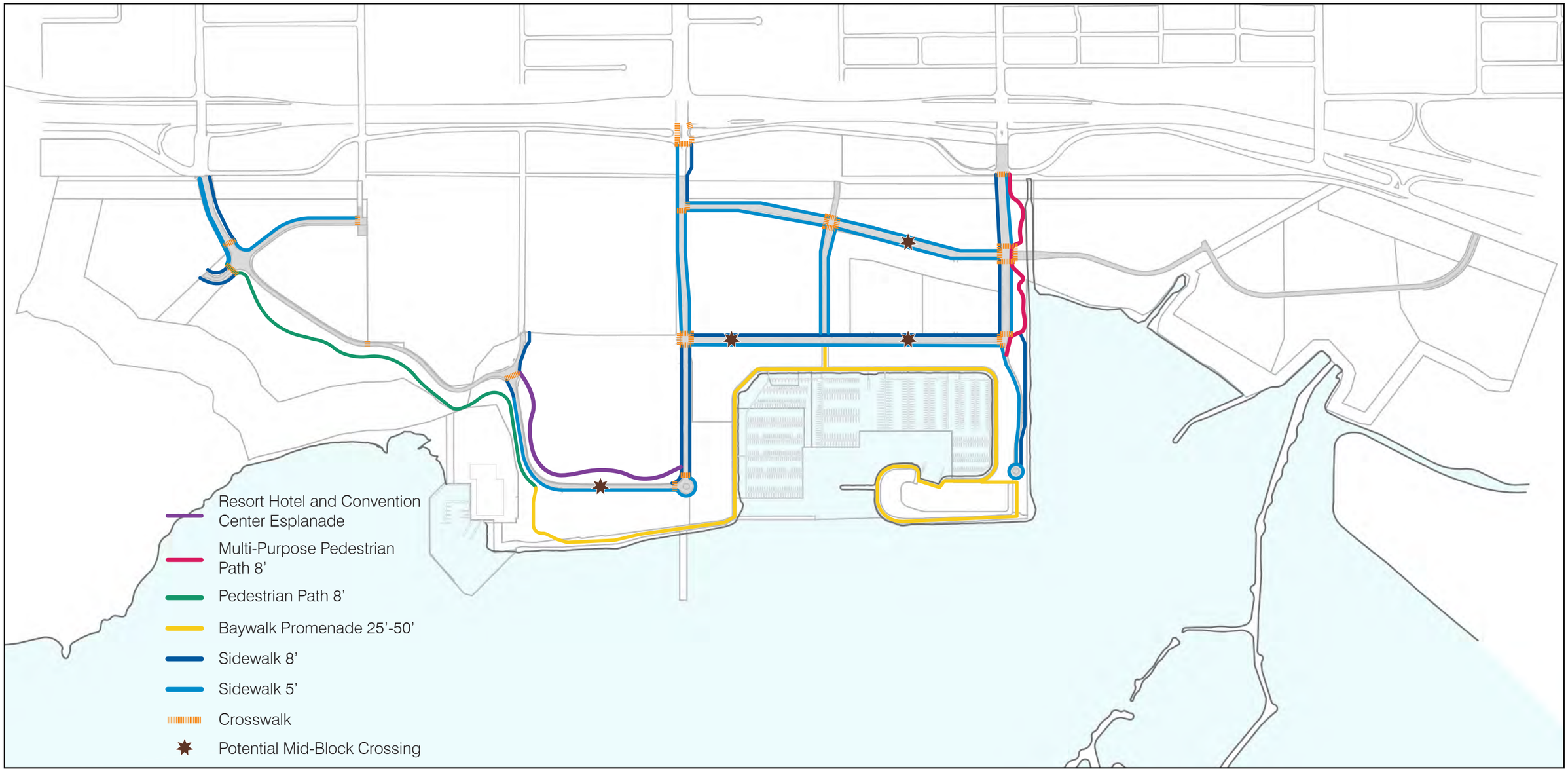
Linear Park Bike Path Intent

Baywalk Bike Path Intent

The intention for the bike paths is to provide a framework for people to be able to ride bicycles to access the many different destinations afforded by the Bayfront. Specific key places, varying from major park entries to retail and marina activities will provide bike racks, often associated with restrooms and food sales. Special events in the Harbor District will encourage participants to use bicycles as a means of transport and accommodate storage and security needs.

The other purpose the bike path serves is to provide a spectacular and pleasurable detour for the Bayshore Bikeway route which, in Chula Vista, follows the ROW of the Coronado Branch of the San Diego and Arizona Eastern Railroad. Since this may well involve single purpose riding, care has been taken to locate the majority of bike paths inland from the pedestrian areas where activities may be slower paced and thus minimize conflicts.

PEDESTRIAN FRAMEWORK PLAN



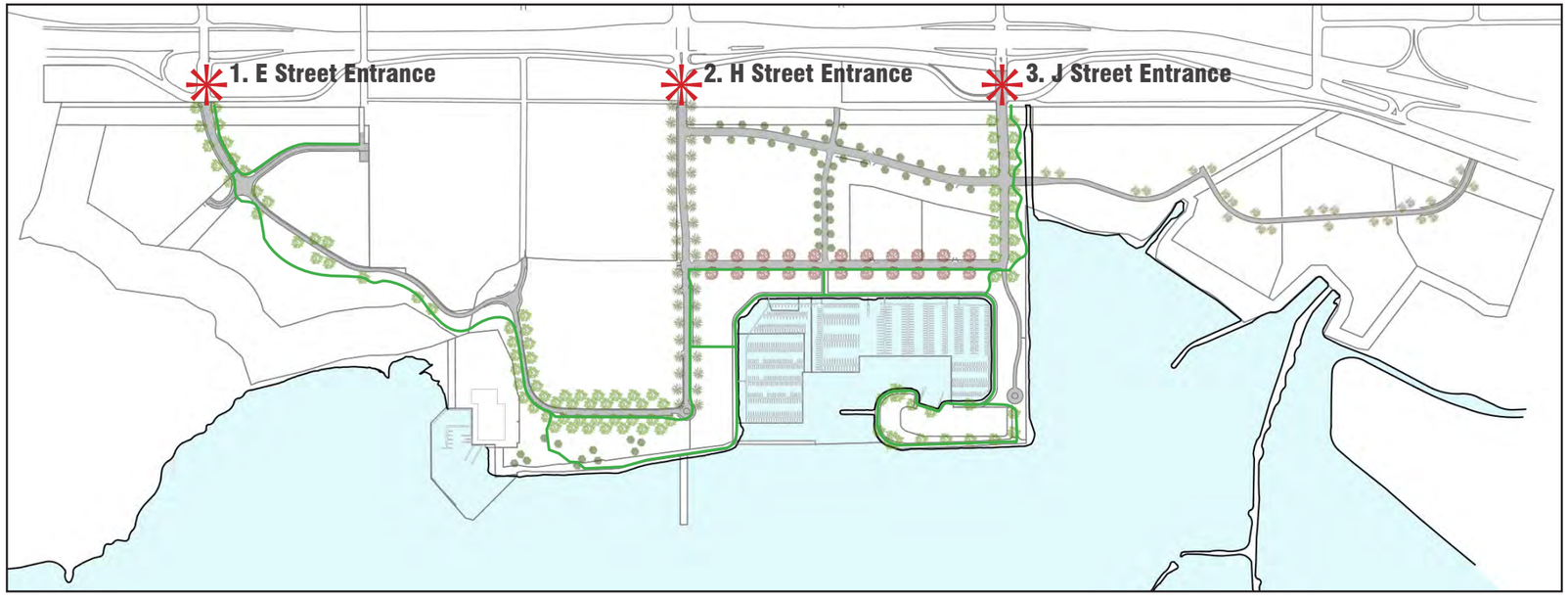
PEDESTRIAN CIRCULATION PLAN

STREET TREE FRAMEWORK PLAN

GATEWAY FRAMEWORK PLAN

The gateways are intended to create a sense of arrival and entry into the Bayfront environment. The design of the gateways should reflect the character and context of the District they are located in. The gateways should be facilitate wayfinding and identify the CVB as a destination. The gateways are a public realm improvement and should not be tied to any particular private development within the CVB.

The three gateway designs while encouraged to be varied, possibly employing different artists, should be in character with all the landscape palettes already established. These should include paving and planting materials, signage and lighting fixtures. The gateways should supplement the scale of the street trees and be as inviting openings for pedestrians, bicyclists and vehicles.



GATEWAY ENTRANCE POINTS

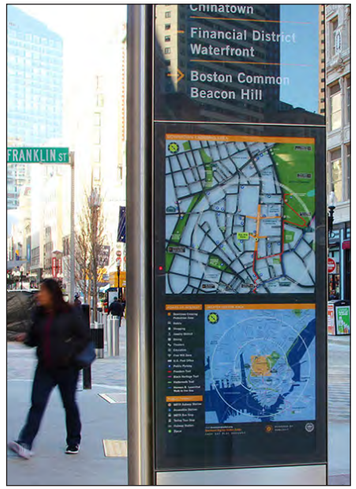
Gateway Precedent Images

WAYFINDING INTENT

The CVB will require a comprehensive wayfinding signage plan and design. Wayfinding signage is critical to establishing a cohesive identity for the Bayfront and unifying public and private development. Wayfinding signage should identify the CVB as a unique destination and provide clear, concise, and easily understood direction to guide visitors to the Bayfront. The wayfinding signage plan should be developed in conjunction with the gateway monuments to establish a branding logo of the CVB. The branding logo and wayfinding signage are essential to place-making within the CVB and should capture and convey the essence of the Bayfront, acknowledging both the rich history and the exciting future that lies ahead.

Primary Goals for Wayfinding:

- Provide clear and intuitive direction to visitors
- Provide a hierarchy of signage that communicates wayfinding at scales appropriate for vehicles, bicyclists, and pedestrians
- Provide a unifying brand for the CVB
- Incorporate timeless design and sustainable materials
- Reflect the diversity of the Bayfront
- Include lighting



Wayfinding Signage Types:

Gateway Monuments:
Gateways will identify the three primary entry portals to the CVB at E Street, H Street, and J Street entrances. Gateways will announce the arrival to the CVB.

Vehicular Directional Signs:
Vehicular directional signs will be the next layer of signage after the gateways. Vehicular signs will direct visitors to major destinations and points of interest such as parks, RV Parks, the Resort Hotel and Convention Center, and the Marina.

Bicycle / Pedestrian Directional Signs:
The next layer in the signage hierarchy is bicycle and pedestrian signs. This signage type should be at a scale appropriate for walkers and bicyclists and located along primary bicycle and pedestrian routes.

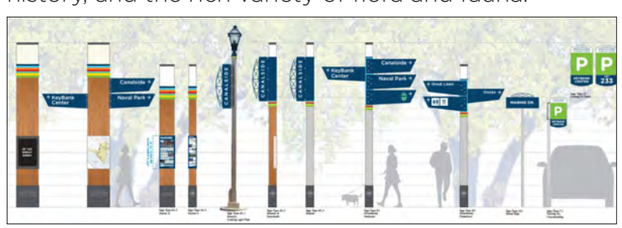
Destination Signage:
Destination signage should be unique and proprietary branding signage exclusive to public and private destinations. Destination signage would identify points of interest such as the RV Park, Sweetwater Park, the Resort Hotel and Convention Center, Harbor Park, the Marina, and Amara Bay (Pacifica Development).

Street Signage:
Street signs identifying public streets within the Bayfront should be designed with the same aesthetic and branding to match wayfinding signage and reinforce the Bayfront identity.

Parking Signage:
Parking signage is crucial to identify public parking facilities throughout the CVB and site specific parking rules and limitations.

Pedestrian Directory/Kiosk:
Pedestrian directories should be located at major pedestrian gathering point. These directories should provide an overall diagrammatic map of the CVB, identify key destinations, points of interests, and services such as parking, public restrooms, and ATM locations. The directories should provide important visitor information and emergency contact information as well.

Education/Interpretive Signage:
Educational and interpretive signage should be located near the edges of the Bayfront at the water and the sensitive habitat areas within Sweetwater and Otay Districts. Signage should inform visitors about the unique natural resources of the CVB, wildlife viewing opportunities, history, and the rich variety of flora and fauna.



STREETSCAPE INTENT

Street furnishings should reinforce a contemporary unified design theme throughout the entire Bayfront while allowing for some flexibility to further enhance specific streets as appropriate.

The selection of street furniture should consider safety and comfort while also looking at durability and ease of maintenance. Street furniture should be located to allow for sufficient pedestrian flows and should relate to the adjacent pedestrian traffic patterns, with more furnishings in higher-use pedestrian areas. Items should be securely placed, either through weight or anchoring.

Materials should be durable and appropriate to the maritime environment. Some considerations for materials are:

- Metals should have rust-inhibiting surfaces
- Materials should be resistant to UV light
- Finishes should not chip or flake
- Materials should be resistant to salt spray
- Anti-graffiti coating should be applied on all furnishings

Lighting in the streetscape should work to enhance the atmosphere and beauty of the CVB. As such, full or partial cut-off lighting should be used to minimize light pollution and comply with dark sky goals. Glare should also be avoided to keep the roads safe while driving. Fixture heights should be kept a low as possible near water and sensitive habitat areas. For preparation of future possibilities, electrical service should be provided in all streets for seasonal and event lighting.

Street lights:
Street lighting should meet all necessary safety regulations while also accommodating the aesthetics of the streetscape. Lights should create safe and enjoyable environments to encourage pedestrian use at all times of day. To meet this goal two levels of light should be designed. One level of light should be designed for normal operating hours and a lower intensity of light level is designed for traditionally non-operational hours (1am to dawn).

Pedestrian lights:
Pedestrian street lighting should be provided along sidewalks and pathways in areas where pedestrian use is encouraged. Pedestrian lights should also be placed where congregation is expected, such as at transit stops. Pedestrian lighting should not exceed 25 feet in height and should be selected to minimize glare into adjacent areas and the night sky.

Bollards:
Bollards are used for pedestrian safety in creating separation from vehicles. They should be used as such to define sidewalk extensions and public plazas. These should be waist-high for visibility by both pedestrians and vehicles. Bollards should be used in conjunction with street paving materials to help differentiate between various uses in the streetscape.

Street paving and tree grates:
Street paving should be of a consistent theme to complement and unify the streetscape atmosphere while providing clear designations of uses.

Tree grates should be considered when street trees are located in areas of pedestrian circulation. They should have a minimum width of six feet and be in compliance with ADA regulations. Knockouts shall be provided to accommodate the tree trunk as it matures.

Benches:
Benches should be designed to encourage sitting and to enhance the visual unity of other streetscape elements. Benches should be placed approximately every 100 feet on streets with heavy pedestrian use and approximately every 200 feet on streets of lighter pedestrian use. Benches should also be clustered where heavy pedestrian traffic is expected, such as at transit stops.

Bike racks:
Bike racks should be placed at destination points, such as transit stops, commercial districts, event spaces, and employment areas. These should be well placed and secured to encourage bike ridership while keeping them out of the pedestrian zone of the sidewalk.

Waste containers:
Waste containers, at a minimum, should allow for the separate collection of glass/ plastic, paper, and general waste. All waste receptacles should be sized as appropriate for the anticipated use of the area and should be designed with a removable liner and locking lid to allow for ease of maintenance.

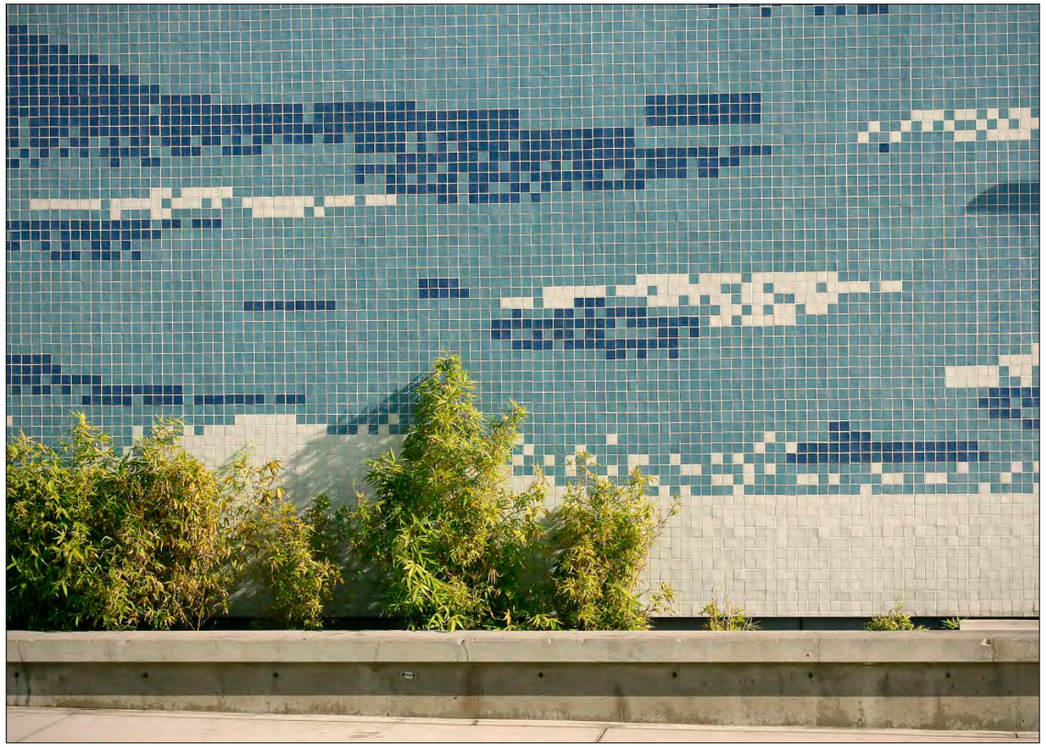
Pots and planters:
Pedestrian flow should not be obstructed by the placement of pots and planters. Planter materials should be durable and complement the surrounding context. Seating can be added to planters as appropriate.

PUBLIC ART INTENT

Public Art Policy

The Port of San Diego has adopted two public art policies: 1) BPC Policy 609 – Public Art Programs and 2) BPC Policy 608 – Tenant Percent for Art Program. Public art commissions in the public realm of the CVB should be focused around the park improvements. These public art commissions will be subject to BPC Policy 609. Public art within the Bayfront should strive to be inspirational, unique, inclusive, accessible, and represent the diverse character, history, and cultural demographics of the Bayfront and the surrounding communities of Chula Vista.

Public art provided by Port tenants will be governed by BPC Policy 608. This policy establishes a requirement for Port tenants to provide a tenant percent for art allocation of not less than 1% of the total project cost of tenant improvements. See BPC Policy 608 for details of applicable exclusions. Whether art is provided in the public or private realm, it should create a vibrant and enriched waterfront destination.

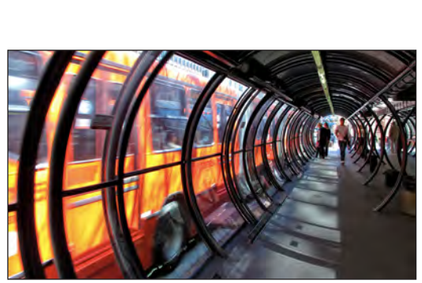


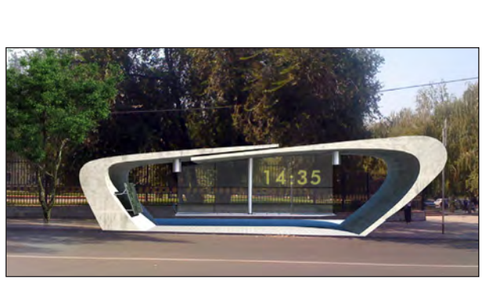
BAYSHORE SHUTTLE INTENT

A major goal of the Design Guidelines is to connect the City of Chula Vista with the array of diverse waterfront assets. One way to achieve this is the extension of the Bayshore Shuttle to the waterfront along the major access streets.

Facilitating easy access to all the important destinations will be achieved with a comprehensive circulation route complemented with appropriate bus stops which will blend in with the public realm palette of materials, landscape, architecture, signage and lighting.

Shuttle stops should be designed to each be unique to their particular location and surrounding context within the Bayfront. Natural materials and earth tone colors should be considered for the Sweetwater and Otay Districts to compliment the natural resource character of these districts. Within the Harbor District, shuttle stop designs should reflect the more modern and architectural nature of the environment while still taking cues from the adjacent marine environment





PARKING INTENT

Parking is vital to providing ease of public access to a large, mixed-use waterfront development such as the CVB. Generally, the majority of public surface and structured parking at the Bayfront will occur within the parks, on designated surface streets, within private developed parking, and at the marina. Landscape and paving material selections are crucial to ensuring successful implementation of parking lots. Landscape materials, especially trees should be incorporated throughout parking areas to provide shade and reduce heat island effect. Within the Sweetwater and Otay Districts, tree selection will need to compliment the native, environmentally sensitive character of those Districts.

Surface parking paving materials should also reflect an effort to reduce heat island effect and facilitate improving storm water quality. Suitable paving materials for the parks in Sweetwater and Otay Districts would include stabilized decomposed granite or porous concrete paving, soil permeability permitting. The more built environment of the Harbor District would warrant concrete or permeable concrete pavers, soil permeability permitting. Asphalt paving should be used only when other viable solutions are exhausted either due to constructibility concerns or budgetary limitations.

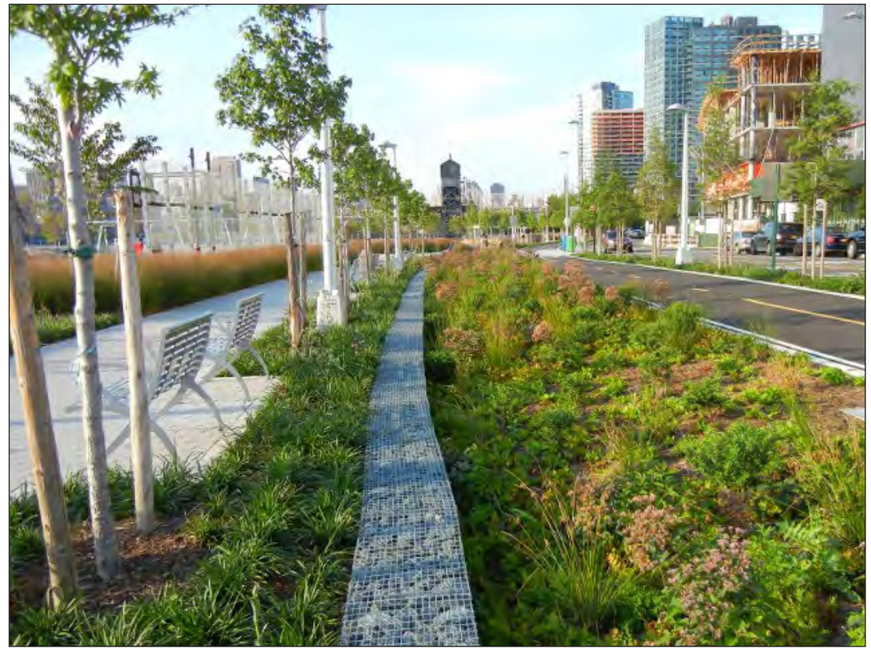
BIOFILTRATION INTENT

Bioretention and Storm Water Treatment are important considerations within the CVB. With the redevelopment of the Bayfront and the replacement and addition of new roadways and non-pervious public improvements, storm water quality and treatment is vital to sustainable development within the Bayfront. Linear, parkway bioretention basins should be included in streetscape design whenever possible to capture and mitigate storm-water from surface streets and parking areas. Linear bioretention basins shall be designed in a way to support the street trees and with a planting palette that functions both to treat storm water and provides a pleasing streetscape aesthetic.

The parks will provide opportunities for larger bioretention basins to be integrated with the larger landscape design for the parks. As with the linear street basins, the storm water facilities in the parks should function to both support storm water treatment, but also provide aesthetic enhancement to the parks. Retention areas in the Sweetwater and Otay Districts and adjacent to sensitive habitat areas should be designed with the suggested plant palettes provided in the Natural Resources Management Plan.

Storm water requirements to consider:

- Water quality features required to support new development shall not be constructed in wetland buffers
- Comply with the District Jurisdictional Runoff Management Program (JRMP) Document and the District Stormwater Quality Management Plan (SWQMP), which provides BMP requirements for new development and redevelopment
- Minimize impervious surfaces in new development, especially directly connected impervious areas. Where feasible, increase the area of pervious surfaces in redevelopment



LANDSCAPE INTENT

Landscape Palettes

Landscape planting palettes should be carefully selected to reflect the character and nature of the Districts within which they occur. Landscape plantings will provide the common thread that unifies the three Districts. While it is important for the landscape framework to provide continuity and unity, diversity of plant species is critical to reinforce the character of each District, compliment and soften the built environment of Harbor District, and buffer and protect the sensitive habitats of Sweetwater and Otay Districts.

Landscape plant species selections and uses throughout the CVB shall conform to the following requirements:

- Invasive plant species are prohibited. Invasive plant species that become established within the CVB footprint must be removed.
- Landscape plantings shall be drought tolerant or low-water use.

District Specific Requirements

Sweetwater District and Otay District Palettes

Both Sweetwater District and Otay District contain sensitive habitat and wildlife areas that shall be buffered and protected from non-native and invasive species. The Natural Resources Management Plan (NRMP, 2016) establishes the framework for protecting and enhancing these sensitive natural resource areas within the CVB. The NRMP contains suggested native species plant lists to help guide the design and selection of plant species in these Districts. While the emphasis is on native species, plant selections for developed areas including the RV Park, Sweetwater Park, and the roadways, should be afforded some latitude in selecting non-native species to enhance the built aspects of these Districts.

Guiding principles for Sweetwater and Otay Districts:

- Plant palettes shall emphasize native plants of Coastal San Diego County, with an emphasis on plants that would have naturally occurred in the project area.
- Incorporate native species into site-specific plant palettes where appropriate and feasible.
- Where possible, drought-tolerant landscape areas will emulate native vegetation communities.
- Where possible, plant species used in park design shall include native species.
- No trees are permitted in the No Touch Buffer areas.
- Turf grass may be permitted within the RV Parks if an appropriate use for turf grass is designated. Turf grasses shall be non-invasive species.

Harbor District Palettes

The Harbor District represents a much more organized, built environment and contains a much higher density of urban development in the Bayfront. Landscape plantings should reflect and compliment the more orderly arrangement of structures, urban open space, parks, streets, and bike and pedestrian paths. California adaptive, non-native species are more appropriate for use in the Harbor District, with the understanding that invasive plants are not permitted. In addition, plant species should be selected for long term sustainability and drought tolerance.

Guiding principles for Harbor District:

- Plant species can be more ornamental and non-native.
- Invasive species are prohibited.
- Tree and plant species adjacent to environmentally sensitive area shall be selected to deter raptor perching.
- Species shall be selected for drought tolerance and adaptability to the coastal Southern California climate.
- Turf grass may be permitted within the parks and hotel / private developments if an appropriate use for turf grass is designated. Turf grasses shall be non-invasive species.




Chapter II Public Realm

PUBLIC REALM OVERVIEW

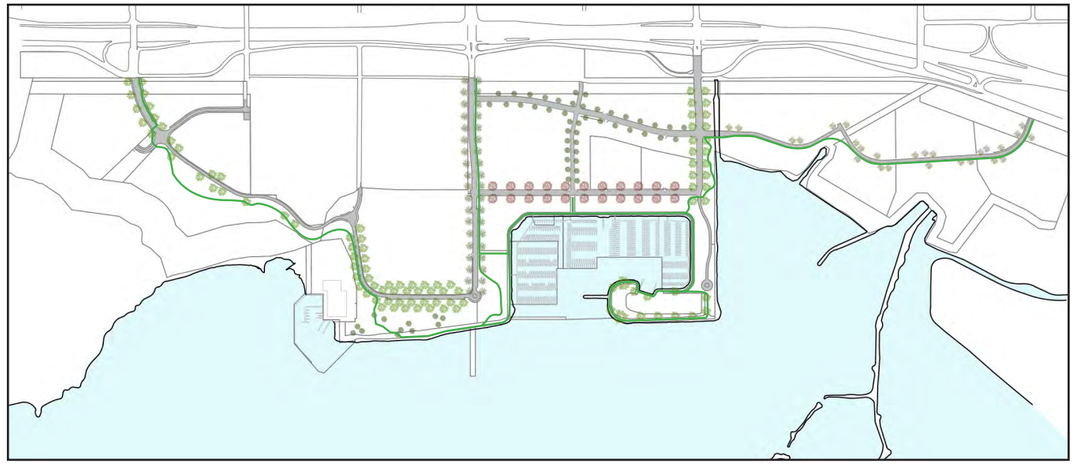
The Public Realm is the framework which does the work of connecting the City of Chula Vista to the waterfront. The public realm makes public access to the waterfront, key places in the Design Guidelines, and opportunities for development all work in a coordinated fashion so as to feel part of a larger place.

Pieces of the Public Realm are required to perform very different roles. These may include connecting to the city or framing the edge of the coastline, creating a place of mixed use development combined with intensive waterfront activity or gently marking the edge of a sensitive habitat area. In order to achieve this sense of a larger place, all these different conditions are to employ enough of a common language and be connected to the overall framework in a thorough fashion so as to create a strong sense of overall character.

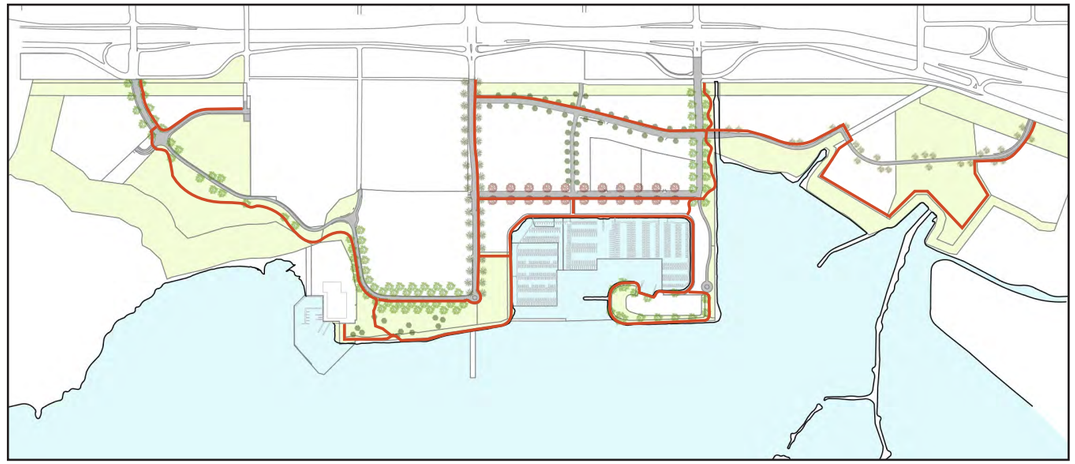
The public realm is divided into separate sections for **Streets, Parks/Open Space,** and **Water**. Each one of these elements is described in basic detail allowing for further design development as the particular element comes to the point of being realized. Part of the purpose of emphasizing the intention of each piece of the public realm is to focus on the experience of people in cars, mass transit, walking or biking as the CVB makes the assets of the coastline convenient to access and pleasurable to experience.

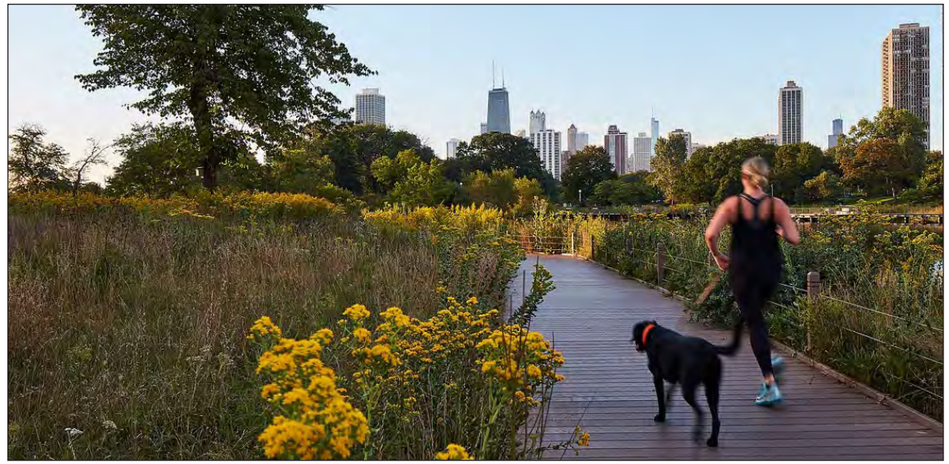
There are certain elements such as the bike path and the pedestrian promenade which will run through the whole development and will be required to be treated in a coherent manner, even as they cross through very different site conditions. Decomposed granite path may lead into stamped concrete or asphalt pavement path, in a fluid and continuous manner.

STREET

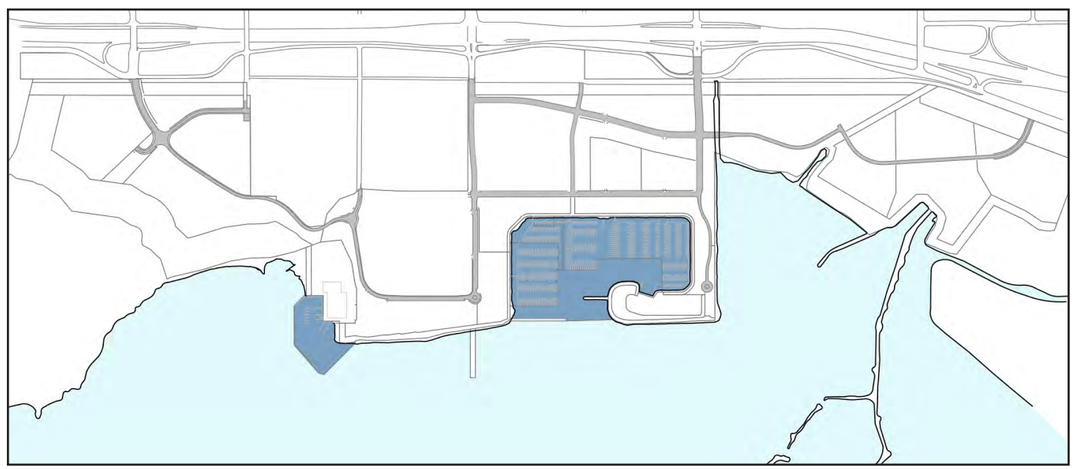


PARKS/
OPEN SPACE





WATER



PART ONE: STREETS

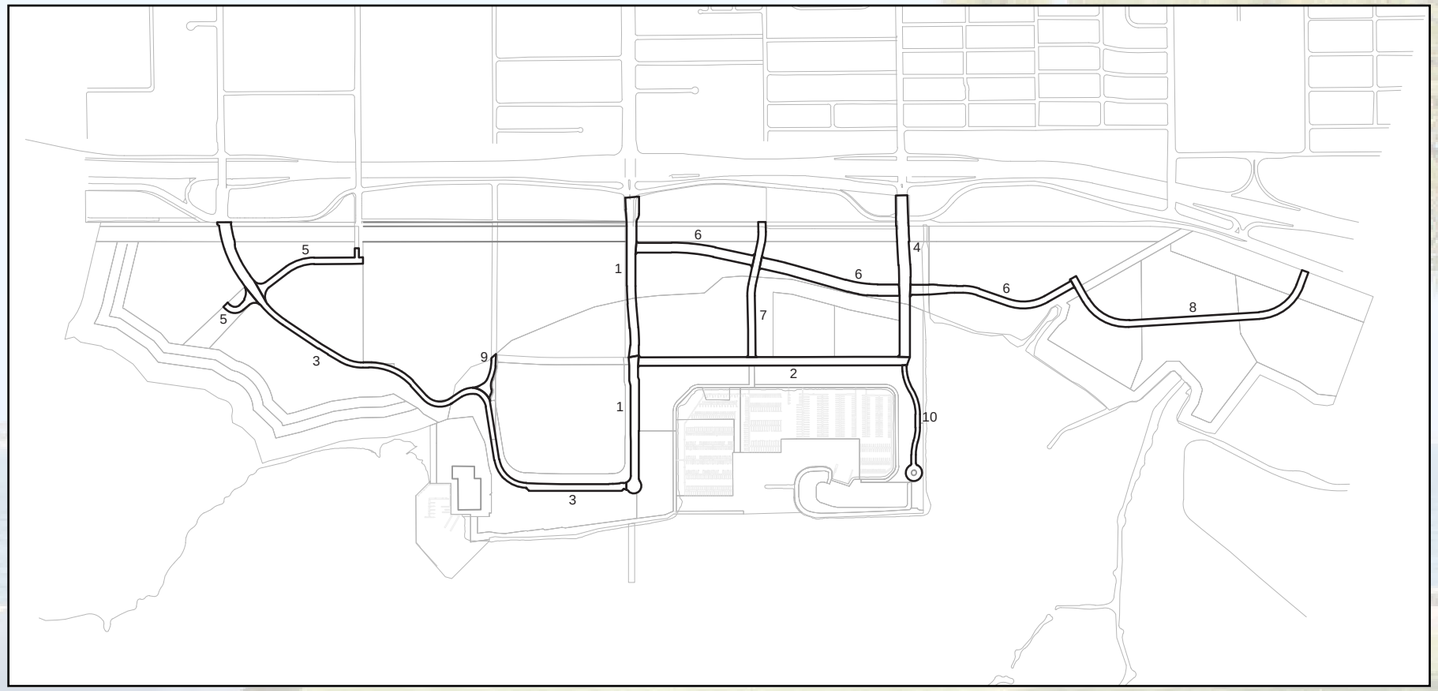
STREETS OVERVIEW

The roadway infrastructure is expected to be completed over a period of years. The goal is to connect the City of Chula Vista to the waterfront and for the road network, by combining the pedestrian and bike circulation, to define the public circulation and the setting for the development opportunities. The streets along the waterfront are intended to be pedestrian friendly and to be landscaped in a manner which is sensitive to the adjacent conditions.

Particular streets will be designated to accommodate on-street parking in the interests of convenience for the public visiting waterfront amenities. The guidelines for the streets will include detailed requirements for each street segment and a description of the role the street is designed to perform in the overall plan. (See Street Network Key Plan.) The graphic descriptions of each street will include: a key plan, an area plan, a detailed plan and a street section. These diagrams will be supplemented by a table and a narrative text.

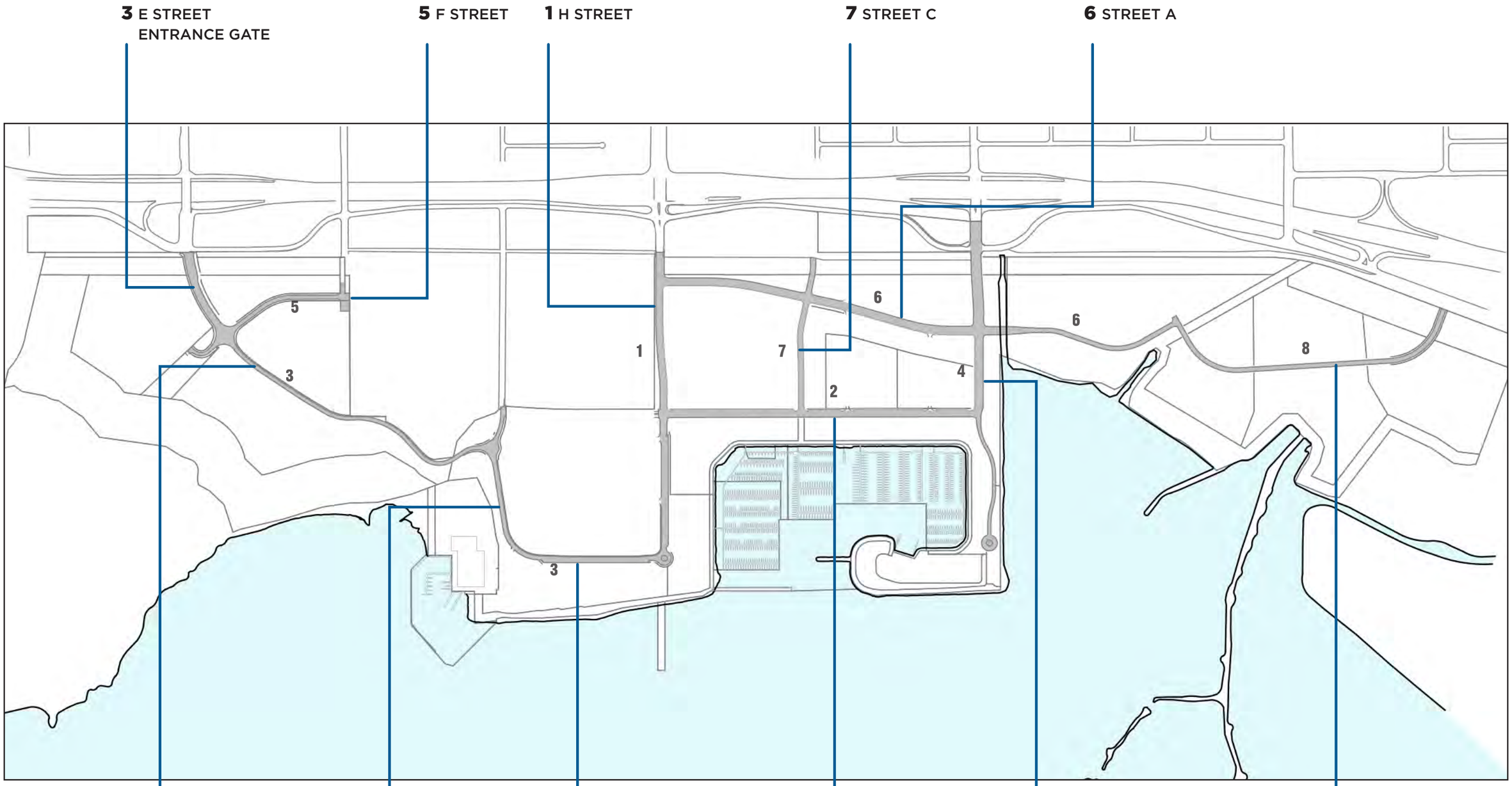
Information included:

- Overall intention of the street within the CVB.
- Location of the street in the overall CVB.
- Fact chart: parcel name, area and landscape palette.
- Area and length of the street being described.
- Dimensions of a typical segment showing the number of lanes, driving or parking, lane widths, planting strips and medians, pedestrian paths, bike paths and buffer strips.
- Approximate dimensions of tree spacing and spacing of lighting posts, interpretive and directional signage.
- Street furniture may be indicated or will be required to comply with standards established for the entire CVB.
- Details of road curvature, curb radii, curb cuts and curb adjustments to accommodate turning lanes will be described elsewhere.

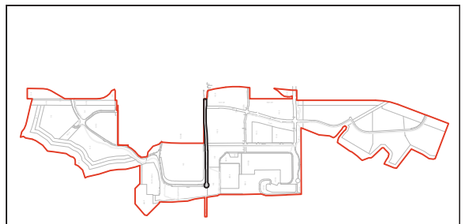


STREET NETWORK KEY PLAN

1. H Street	5.9 acres
2. Marina Parkway	5.1 acres
3. E Street	7.7 acres
4. J Street	4.0 acres
5. F Street	2.3 acres
6. Street A	8.6 acres
7. Street C	2.2 acres
8. Street B	4.1 acres
9. G Street	0.6 acres
10. Marina Way	1.4 acres
TOTAL:	**41.9 acres**


3 E STREET ENTRANCE GATE
5 F STREET
1 H STREET
7 STREET C
6 STREET A
5
3
1
7
6
6
4
2
8
3
3 E STREET NATURAL
3 E STREET CASUAL
3 E STREET FORMAL
2 MARINA PARKWAY
4 J STREET
8 STREET B

II.1 H Street



H STREET KEY PLAN

FACT CHART

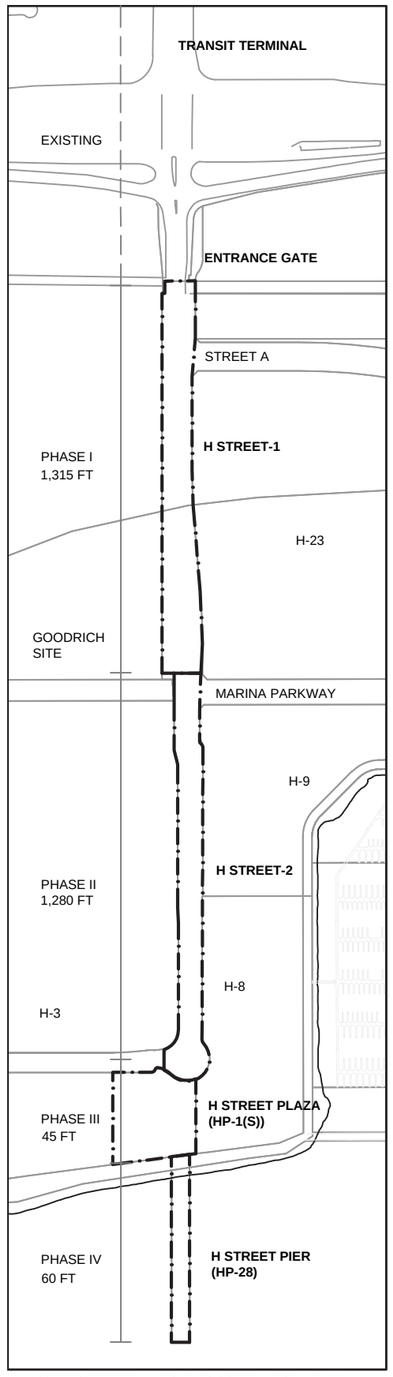
PARCEL - H STREET-1, H STREET-2
AREA TOTAL - 7.1 Acres AREA H STREET-1 - 3.2 Acres AREA H STREET-2 - 2.7 Acres
LENGTH - Approx. 0.4 miles / 2.595 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

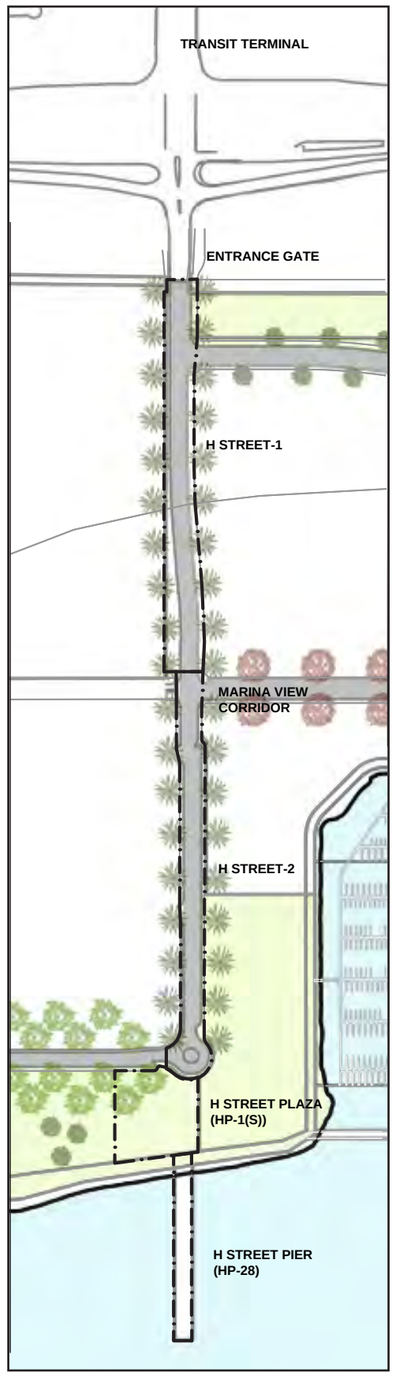
H Street is a major entry street into the Harbor District which connects the town center of the City of Chula Vista to the waterfront. The alignment of the street and adjacent build-to lines are intended to provide a significant east-west view corridor to the water, terminating at the edge of the bay and the future Harbor Park pier. Along its route are a number of important places and intersections which create addresses and identify the public aspects of the new development. These include concentration of uses and specific places affording views to the water. H Street ends at the foot of Harbor Park which is to become the major public activity space for the whole district. A future pier structure on axis with H Street could potentially complete the street as it enters the water.

Issues to address:

- Major entry into the site
- Major view corridor to the bay
- Connects the traditional commercial center of the City of Chula Vista with the waterfront
- Begins as a bridge over I-5, ends at the entry to Harbor Park
- Key Intersections: Street A, Marina Parkway, E Street
- Key places: Intersection at Marina Parkway, Triangle park at Harbor Park, Entry to Harbor Park



H STREET - PARCEL PLAN



H STREET - ILLUSTRATIVE PLAN

H STREET DESIGN INTENT

H STREET PIER DESIGN INTENT

II.1.1 H STREET EAST

FACT CHART

PARCEL - H Street-1
AREA - 3.2 Acres
LENGTH - Approx. 0.2 miles / 1,315 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

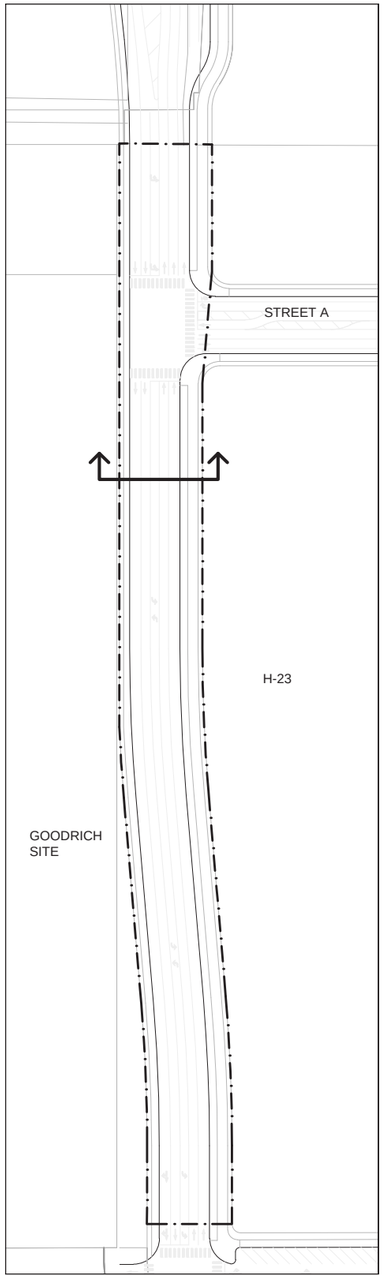
GENERAL CRITERIA

Phase 1 of H Street: The 'Entrance Gateway' where H Street bridges I-5, crosses Bay Boulevard, and extends to the 'T' intersection with Street A and proceeds to the 'T' intersection with Marina Parkway.

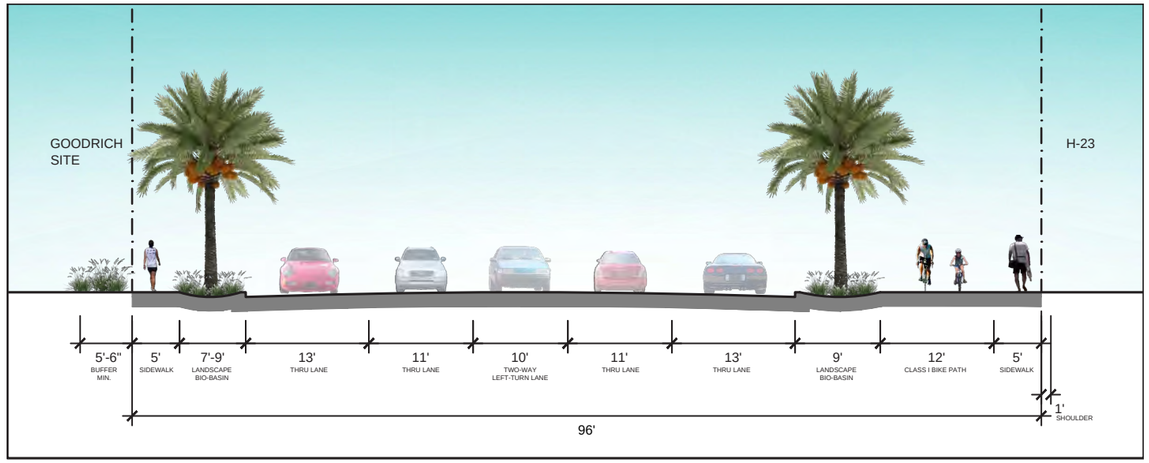
From Bay Boulevard to Marina Parkway, the right-of-way varies from 99'-133' with a variable width landscape buffer on the north side. The street pavement width is 58'. This includes 2 westbound lanes, 2 eastbound lanes, and a two-way left turn lane.

There are additional turn lanes between Bay Boulevard and Street A. The street has 9′ wide landscape parkways and 5′ sidewalks. There is a 12′ wide Class 1 bike path adjacent to the sidewalk on the south end.

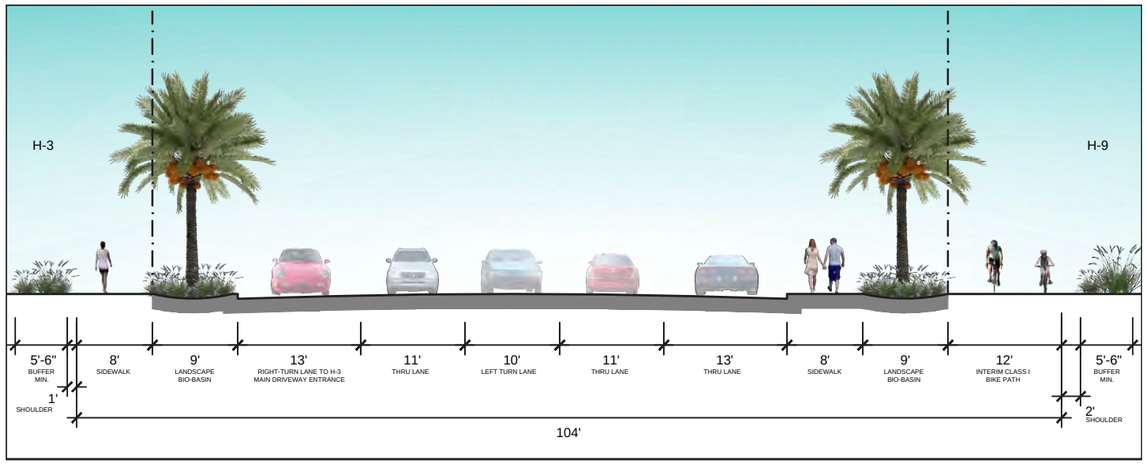
(See: H STREET-1, SECTION)



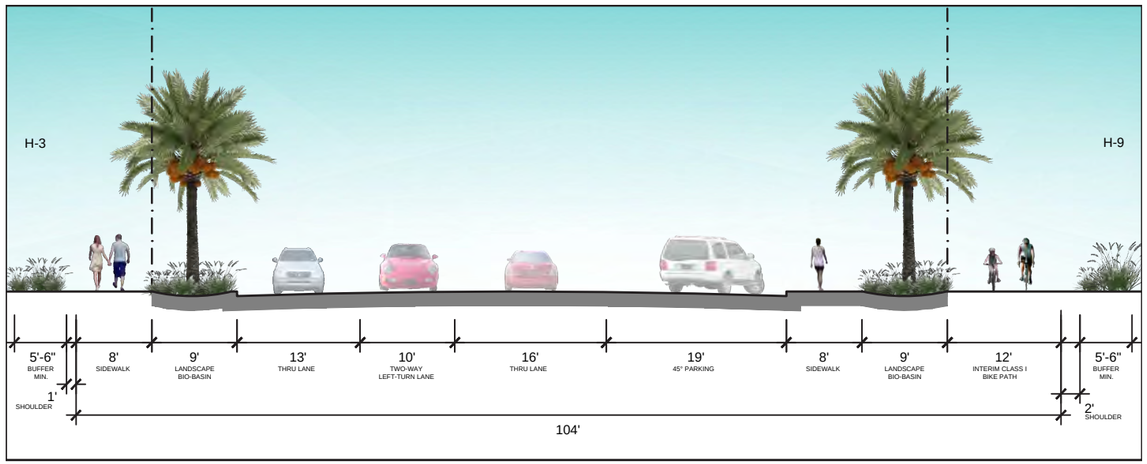
H STREET EAST - PARCEL PLAN



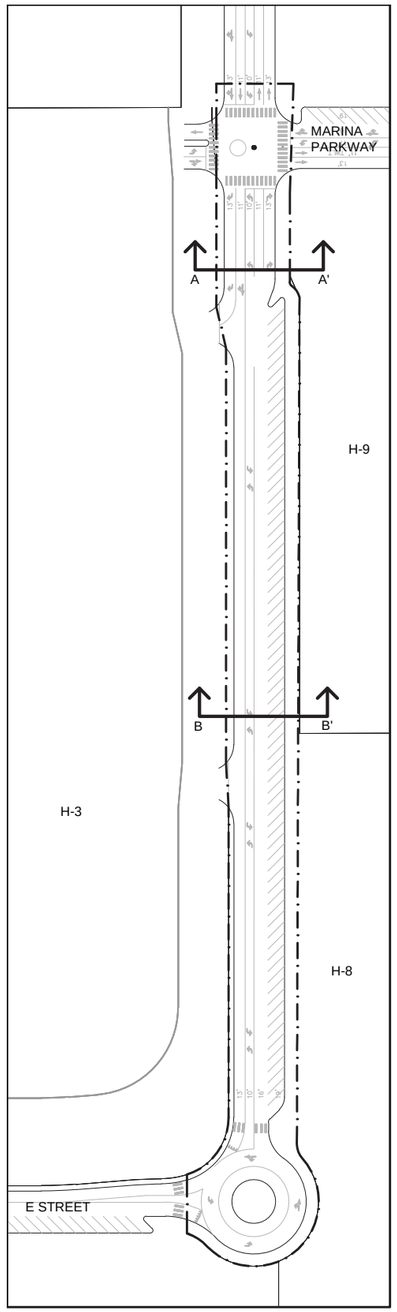
H STREET EAST - STANDARD SECTION



H STREET-2 - A-A' STANDARD SECTION



H STREET-2 - B-B' STANDARD SECTION



H STREET WEST - PARCEL PLAN

II.1.2 H STREET WEST

CHAPTER II STREETS

FACT CHART

PARCEL - H Street-2
AREA - 2.7 Acres
LENGTH - Approx. 0.2 miles / 1,280 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL CRITERIA

Phase 2 of H Street: The intersection at Marina Parkway to where H Street meets Harbor Park. The right of way varies between 78' and 84' wide with 1 westbound lane, 1 east-bound lane, and 1 two-way left turn lane. There are addi-tional turn lanes between Marina Parkway and the entrance to the RHCC. The north side of the street will have non-con-tiguous 8' sidewalk within the 50' Esplanade setback of H-3 with a 9' landscape parkway. The south side of the street will have angled on-street parking and a contiguous 8' sidewalk and a 12' interim Class I bike path within H-9 that will continue into Harbor Park.

(See H-STREET -2, PROPOSED PLAN.)

II.1.3 H STREET PLAZA, H STREET PIER

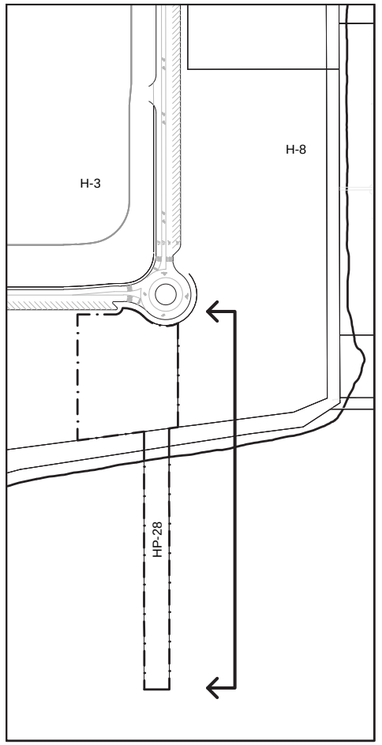
FACT CHART

PARCEL - HP-1(S), HP-28
AREA - To be determined
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL CRITERIA

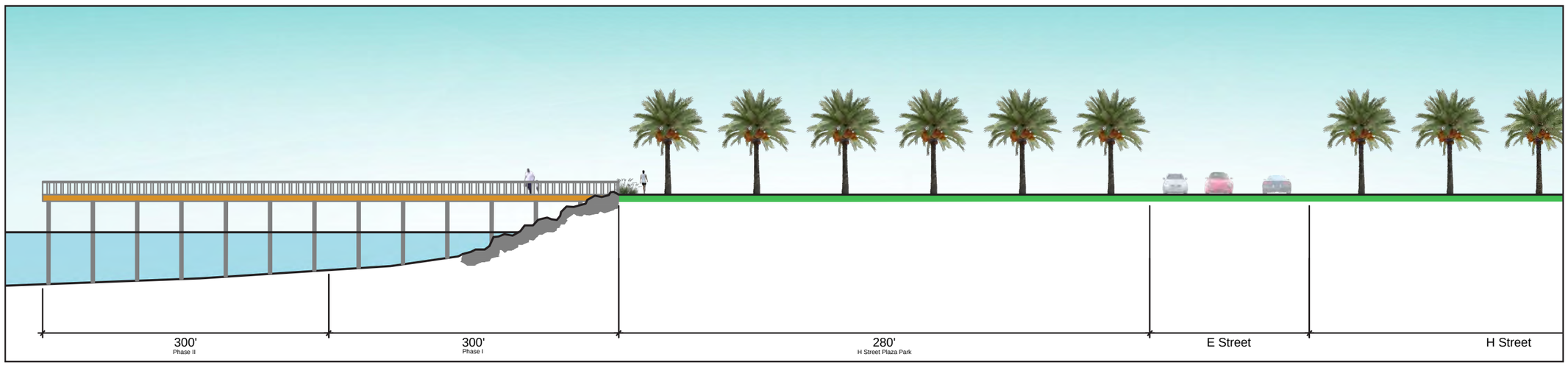
Phase 3 of H Street: The section of Harbor Park which forms the transition of H Street to Harbor Park will be a special place which provides a formal end to the street, overlooks the bay and is the entry plaza to the public activities which will take place in the park.

Phase 4 & 5 of H Street: The future pier which will extend the axis of H Street into the water may be built in two phases. Small scale retail amenities may be included, serving the pier users. (See: Part Two, Parks)



H STREET PLAZA, FUTURE H STREET PIER - PARCEL PLAN

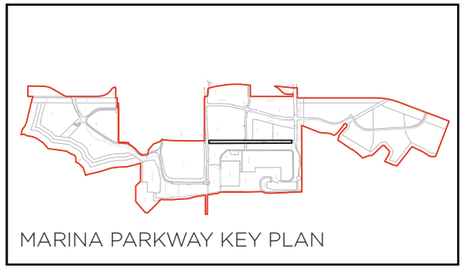
Pier Design Image



H STREET PLAZA, H STREET PIER - ILLUSTRATIVE SECTION

H STREET PIER DESIGN INTENT - PIER PRECEDENTS

II.2 MARINA PARKWAY



MARINA PARKWAY KEY PLAN

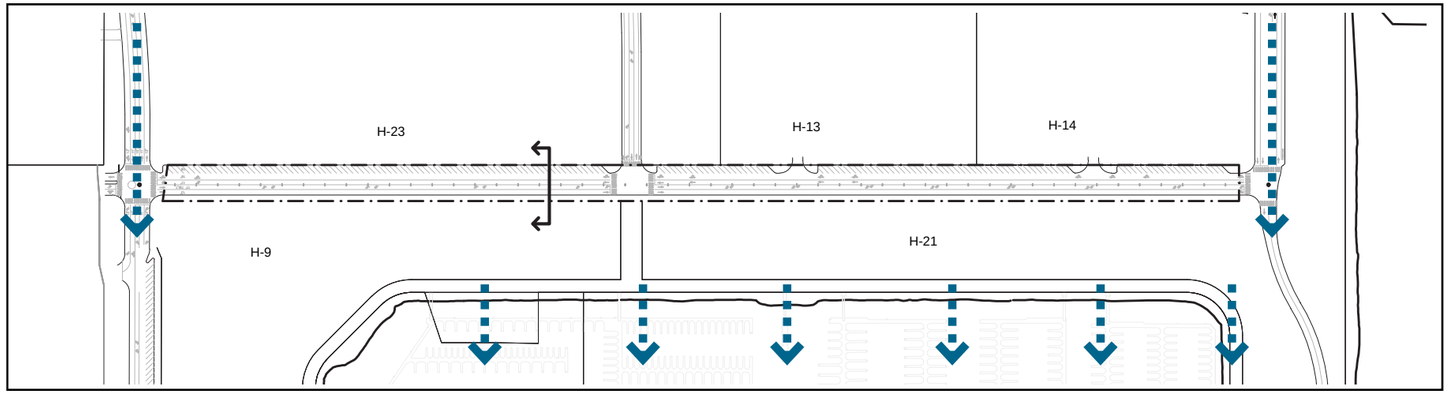
GENERAL INTENT

Marina Parkway is the waterfront street which forms the continuous inland edge and is the entry street to the marina. The southern end forms the junction with J Street and the entry to Bayfront Park. The northern end which forms the junction with H Street and establishes a public place which is the centerpiece of the new mixed use hotel projects on H-3 and H-23 and the new Marina retail on H-9. Marina Parkway also provides the western edge to the H-13 and H-14 residential development. The crossing of Marina Parkway by the 3 east-west circulation paths within the housing development should be considered for accommodation in the road bed to facilitate easy access to the marina.

The right of way varies from 84'-120' with a street pavement width of 70', including 2 northbound, 1 southbound, and 1 shared left turn lane. The east side of the street will have angled, on-street parking, a 9' landscaped parkway and an 8' non-contiguous sidewalk. The west side of the street will have 9' landscaped parkway and 5' sidewalk. It will also be designed to accommodate the curb cuts for marina parking, entry to the housing to the east, pedestrian crossing, and shuttle/tourism bus stops.

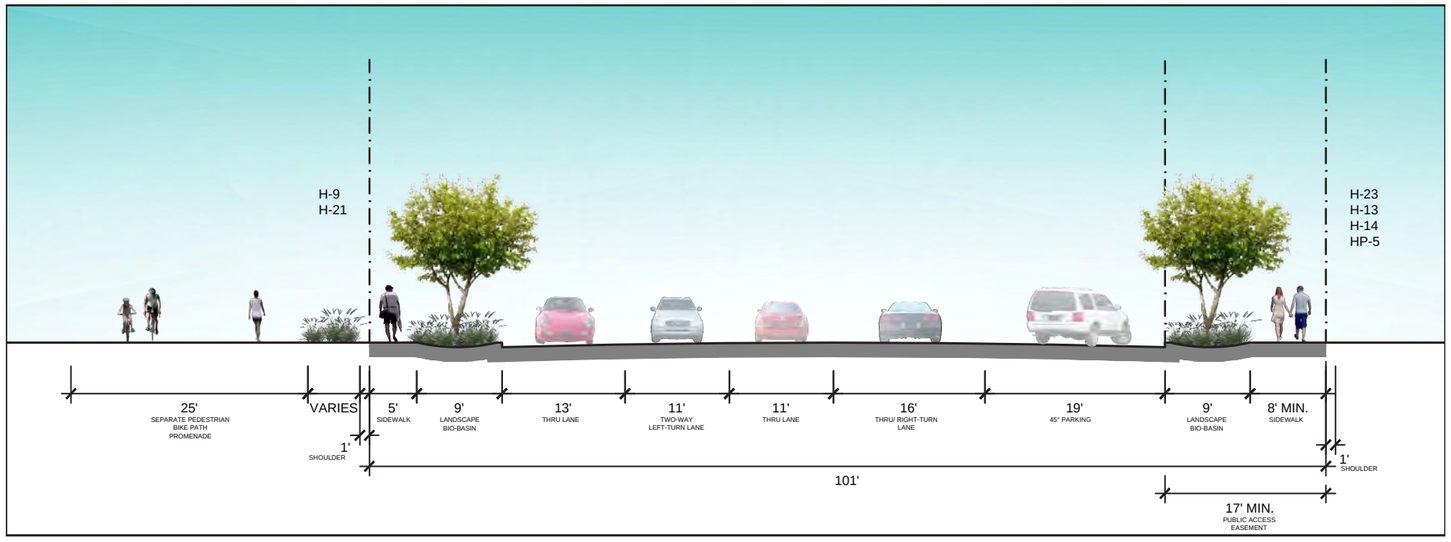
Issues to address:

- Marina waterfront street
- Frontage to the Marina
- Access to the marina parking
- Connects J Street to H Street
- Key Intersections: J Street, H Street
- Key places: Marina View Park at J Street junction, special intersection at H Street;



MARINA PARKWAY - PARCEL PLAN

View Corridors



MARINA PARKWAY - STANDARD SECTION

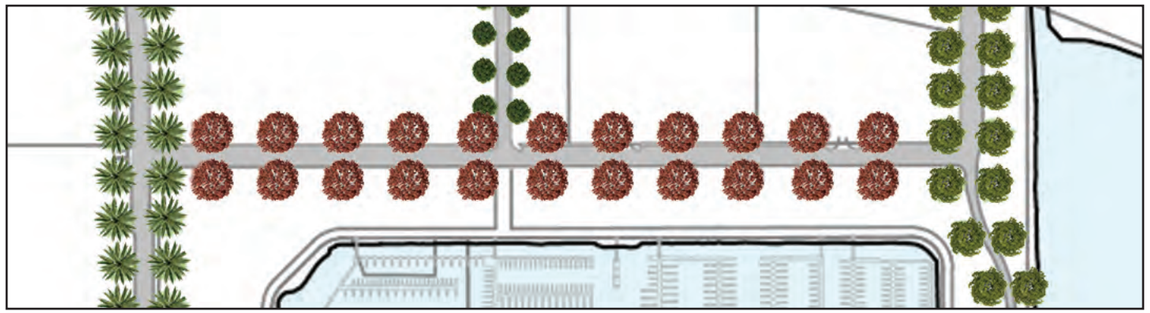
FACT CHART

PARCEL - MARINA PARKWAY
AREA - 5.1 Acres
LENGTH - Approx. 0.5 miles / 2,640 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

MARINA PARKWAY DESIGN INTENT

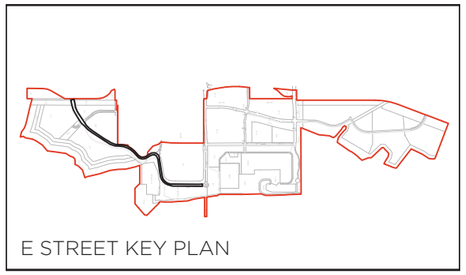
Marina Parkway has 2 different sides. To the east is the hotel with cultural and retail uses, and the only housing development in the CVB. The residential buildings, with some retail at the base, continuous with the retail at the base of the hotel, will provide the frontage wall which defines Marina Parkway. The western edge will define the retail edge at the marina and the retail restaurant focus at the Marina Parkway and H Street intersection, a mixed use retail concentration on both sides of the street. This edge will have a lot of elements which enhance the pedestrian experience of accessing the promenade on the water. The street should have a marina feel to the lighting, signage, and furniture.

ILLUSTRATIVE PLAN



II.3 E STREET

CHAPTER II STREETS



E STREET KEY PLAN

FACT CHART

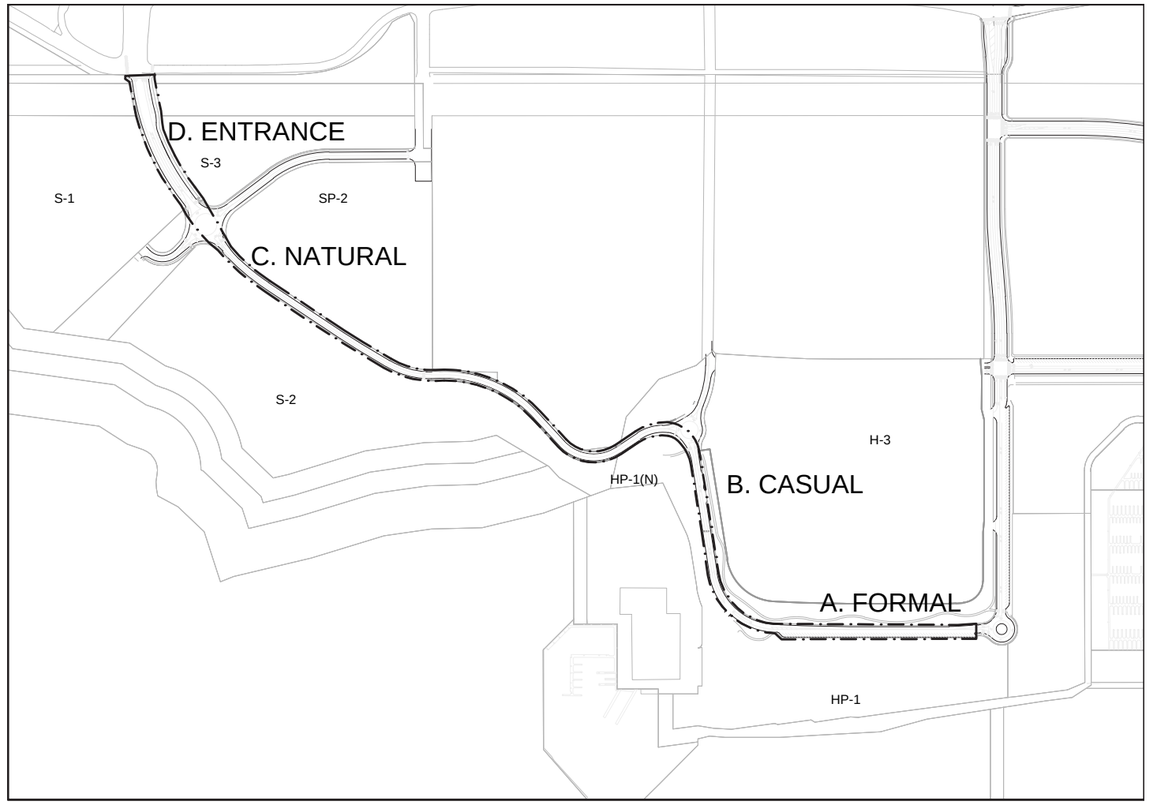
PARCEL - MARINA PARKWAY
AREA -TOTAL - 7.7 Acres AREA (A.) - 1.5 Acres AREA (B.) - 1.6 Acres AREA (C.) - 2.8 Acres AREA (D.) - 1.8 Acres
LENGTH - Approx. 1.2 miles / 6,660 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

E Street extends the street grid through the Sweetwater District and around the Resort Hotel and Convention Center to H Street. E Street has many different characteristics along its length which are largely determined by the changing conditions on either side of the street. (See E Street- PARCEL PLAN.) From H Street to the northwest corner of H-3 where the road turns sharply east it forms the FORMAL edge to Bayfront Park (future Harbor Park). It continues in a meandering CASUAL fashion as it forms the inland edge to the existing Marine Group Boat Works leasehold. It then enters the Sweetwater district and forms the NATURAL edge of Sweetwater Park to the west, and the wetlands to be preserved to the east. This extends to the intersection with F Street and the entry to the Living Coast Discovery Center and Sweetwater Park parking areas. E Street continues north to form the southern edge of the new RV Park with mixed commercial development to the south. E Street is the primary Gateway entry in the Sweetwater District and will have one of three Gateway entry monuments into the CVB. (See The Gateway Framework Plan and E Street - PROPOSED PLAN.)

Issues to address:

- Major parkway street that changes several times along its route
- Continuous pedestrian promenade, bike path
- Park frontage and views into the parks.
- Entrance Gate at I-5
- Formal edge to Bayfront Park
- Key Intersections: F Street and the junction with H Street



E STREET - PARCEL PLAN

E STREET DESIGN INTENT

D. Entrance Gate

C. Natural

ILLUSTRATIVE PLAN

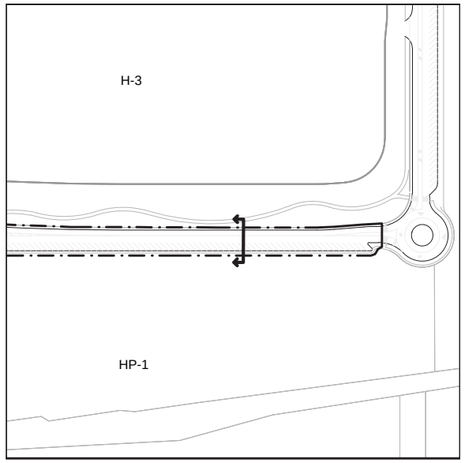
The intent of E Street is to capture the character of the natural and preserved elements of San Diego Bay. The goal is to make, within appropriate limits, sensitive habitat areas accessible while allowing the natural landscape to dominate. E Street will, based on its adjacent conditions and the shape of the road, subtly change character along its length. It will have a FORMAL landscaped treatment as the edge to Harbor Park, then becoming less geometrical and more CASUAL as it winds around the Marine Group Boat Works. The section between Harbor Park and Sweetwater Park will be an important park connector with a non-contiguous, multi-use promenade, including a 14′ bike path and an 8′ pedestrian path, that will cross over the existing wetland channel on a dedicated bike/pedestrian bridge separate from the roadway. E Street becomes more NATURAL as it winds between the Sweetwater Park and the wetlands finally becoming more structured as it forms the entrance Gateway at the connection to the street grid of the City of Chula Vista.

B. Casual

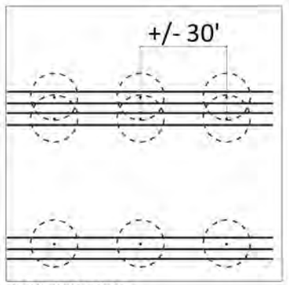
A. Formal

II.3.1 E STREET - A FORMAL

CHAPTER II STREETS



E STREET A - PARCEL PLAN



TREE SPACING

FACT CHART

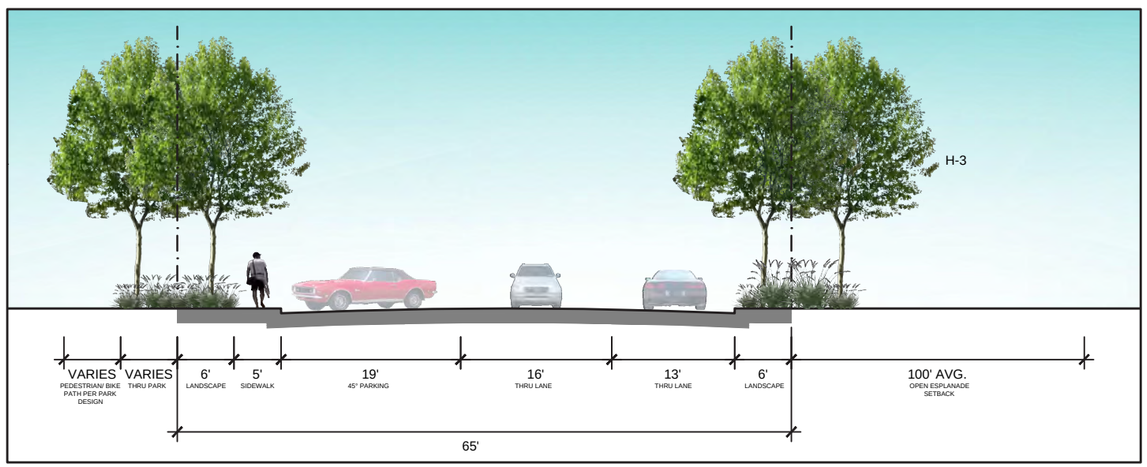
PARCEL- E STREET
AREA - 1.5 Acres
LENGTH (A. FORMAL) - Approx. 0.2miles / 970 ft

GENERAL CRITERIA

Forms the landscaped edge to Harbor Park (HP-1 (S)) active shoreline park, allowing for a portion of the required parking spaces (shared with H-8) To the east is the edge to H-3, the resort hotel and convention center site (H-3).

Heavily landscaped to define the formal edge of the park. 2 drive lanes, one north and one south. Angle parking on the west side of the paved road. The bike and pedestrian promenade through Harbor Park on the west side, and a meandering sidewalk within the 100' esplanade setback on the east side.

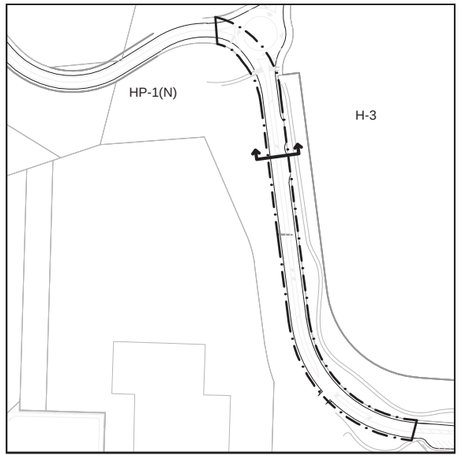
(See E Street A, STANDARD SECTION.)



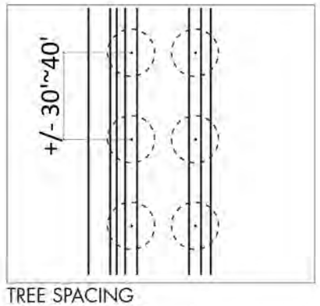
E STREET A - STANDARD SECTION

II.3.2 E STREET - B CASUAL

CHAPTER II STREETS



E STREET B - PARCEL PLAN



TREE SPACING

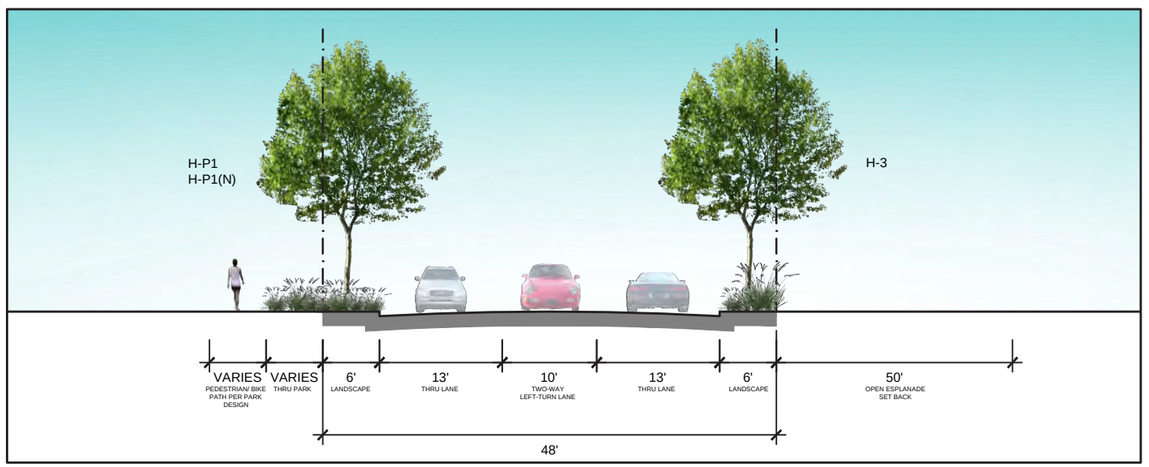
FACT CHART

PARCEL- E STREET
AREA - 1.6 Acres
LENGTH (B. CASUAL) - Approx. 0.3 miles / 1,822 ft

GENERAL CRITERIA

As E Street winds around the existing Marine Group Boat Works boatyard, it is also the frontage street to the resort hotel and convention center (H-3) continuing the formal nature of the Harbor Park frontage street. It then passes over the inlet channel to the F and G Street Marsh.

(See E Street B, STANDARD SECTION.)



E STREET B - STANDARD SECTION

II.3.3 E STREET - C NATURAL

E STREET C - PARCEL PLAN

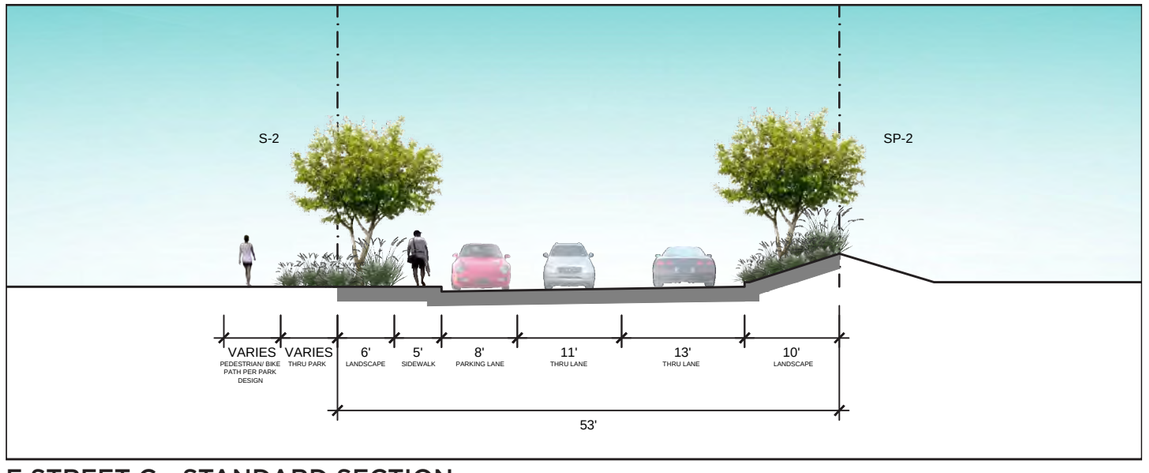
FACT CHART

PARCEL- E STREET
AREA - 2.8 Acres
LENGTH (C. NATURAL) - Approx. 0.5 miles / 3,038 ft
LANDSCAPE PALETTE- Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL CRITERIA

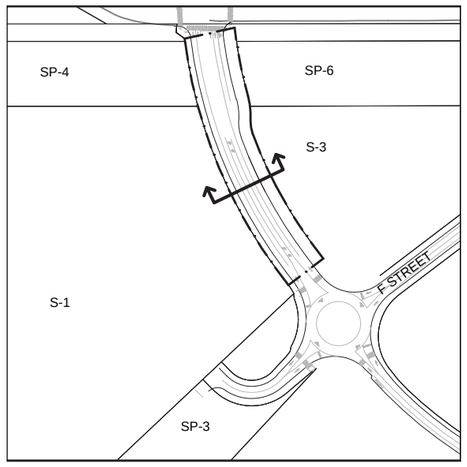
E- Street continues to meander as the access parkway street between Sweetwater Park (S-2) and the Sweetwater seasonal wetland (SP-2). There will be 2 driving lanes, 1 north bound and 1 southbound. On street parking will also be provided on the west side of the street on the edge of Sweetwater Park.

(See E Street C, STANDARD SECTION.)



E STREET C - STANDARD SECTION

II.3.4 E STREET - D ENTRANCE



E STREET D - PARCEL PLAN

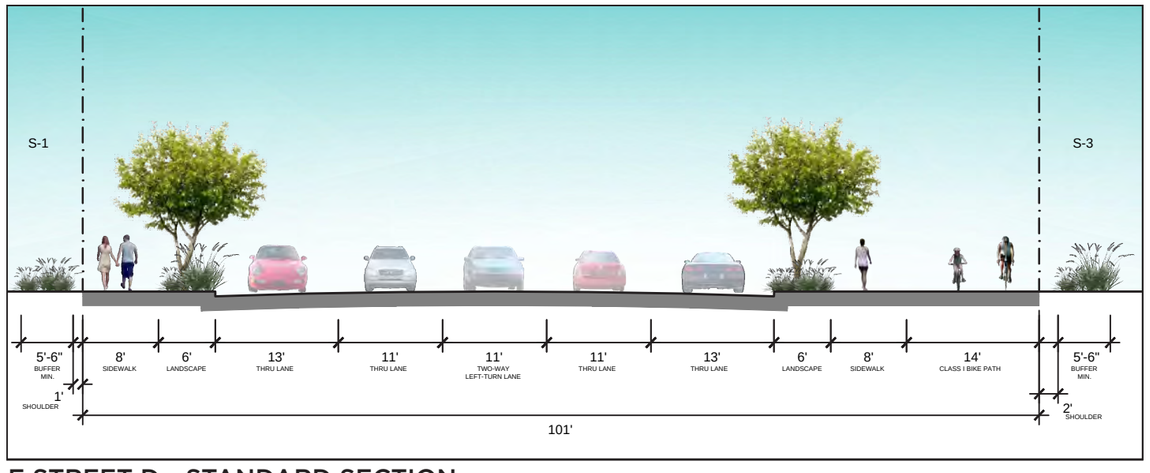
FACT CHART

PARCEL- E STREET
AREA - 1.8 Acres
LENGTH (D. ENTRANCE) - Approx. 0.15 miles / 830 ft

GENERAL CRITERIA

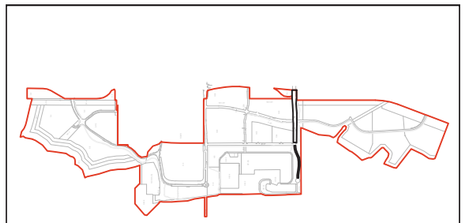
E–Street then curves east at the intersection with F–Street, where the access to Living Coast Discovery Center parking and Sweetwater Park parking (SP-3 and S-2) will be provided. It then forms the frontage street to the RV park site (S-1) to the north and the mixed use, predominantly commercial use (S-3) to the south maintaining its parkway character. It then passes through open space (SP- 4 and SP-6) as it connects to the bridge over I-5 to then meet the grid of the City of Chula Vista. This part of E-Street will expand to 4 driving lanes, 2 eastbound and 2 westbound and a 2 way left turn lane, non-contiguous sidewalks on both sides of the street and a Class I bike path on the south side.

(See E Street D, STANDARD SECTION.)



E STREET D - STANDARD SECTION

II.4 J STREET AND MARINA WAY



J STREET KEY PLAN

FACT CHART

PARCEL - J STREET, MARINA WAY
AREA -TOTAL - 5.4 Acres AREA JSTREET-1 - 4.0 Acres AREA JSTREET-2 - 1.4 Acres
LENGTH - Approx. 0.5 miles / 2,800 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

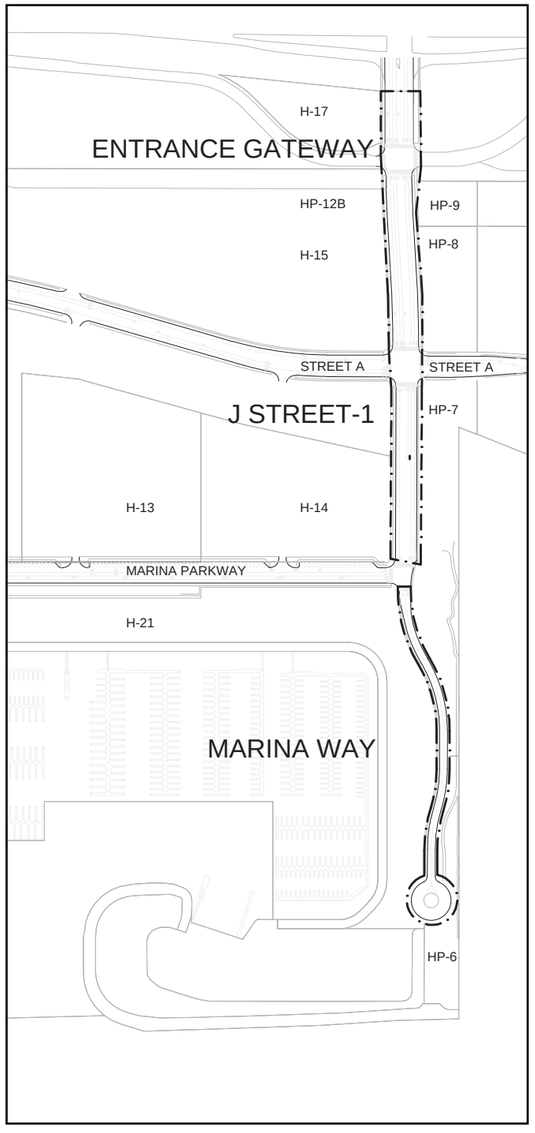
GENERAL INTENT

J Street extending eastward from Marina Way into the City of Chula Vista, is a wide boulevard with multiple lanes and a central median broken at Street A. The existing Marina View Park is on the south side. J Street will be the location of the third entry Gateway signaling entry into the CVB. Marina Way continues to the west to access the existing Bayfront Park.

(See PARCEL PLAN)

J Street: Issues to address.:

- Major entry from City of Chula Vista, Bridge over I-5 Entry Gateway location
- View corridor to the bay
- Intersection with Street A
- T junction with Marina Parkway: How to end the median
- Access to H-17.Differences between north H-17, HP-13B, HP-12B, H-15, HP-5, H-14 and south HP-9, HP-8, HP-7 street edges
- Key places: Marina View Park at Marina Parkway, entry to the Bayfront.
- Edge and overlook for HP-7, HP-6 and J Street Marsh

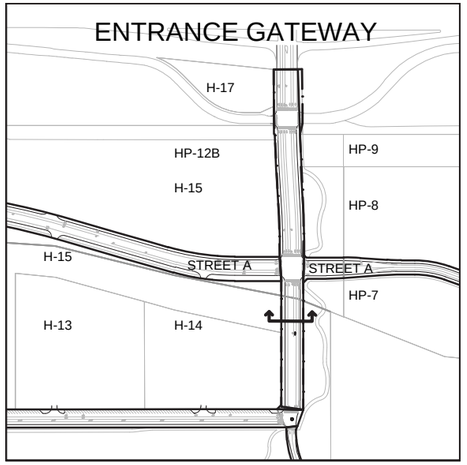


J STREET - PARCEL PLAN

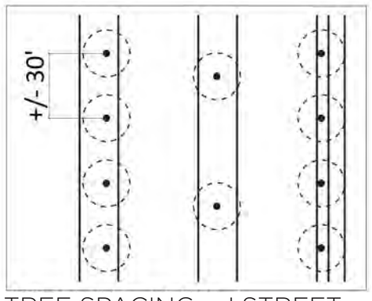
Existing J Street Conditions

II.4.1 J STREET

CHAPTER II STREETS



J STREET - PARCEL PLAN



TREE SPACING - J STREET

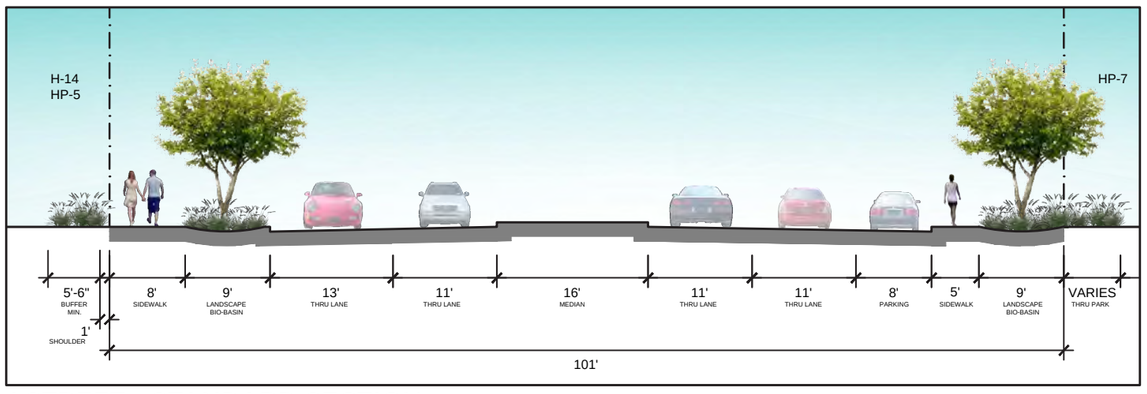
FACT CHART

PARCEL- J STREET
AREA - 4.0 Acres
LENGTH (C. NATURAL) - Approx. 0.3 miles / 1,580 ft
LANDSCAPE PALETTE- Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL CRITERIA

J Street continues the existing boulevard with a center median to the intersection with Marina Parkway. The median will be divided allowing left turns at the intersection with Street A. (H-14 and H- 15 will be accessed from Street A.) The right-of-way width varies from 101'-117' with a street pavement width varying from 70'-86'. Between Marina Parkway and Street A, there will be 4 driving lanes, 2 eastbound and 2 westbound. There will be a parking lane on the south serving the HP-7 and HP-8 park users. East of Street A, there will be 3 eastbound lanes and 4 westbound lanes. The two outside westbound lanes turn into a right turn and left turn only lane. The existing sidewalks will continue on either side and Class 1 bike lane will be on the edge of the park.

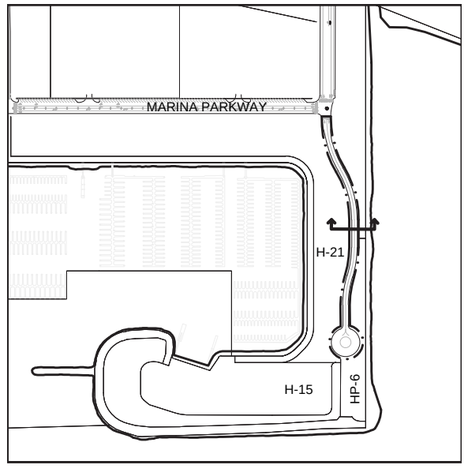
(See: J STREET STANDARD SECTION.)



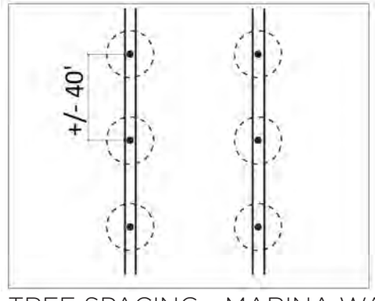
J STREET - STANDARD SECTION

II.4.2 MARINA WAY

CHAPTER II STREETS



MARINA WAY - PARCEL PLAN



TREE SPACING - MARINA WAY

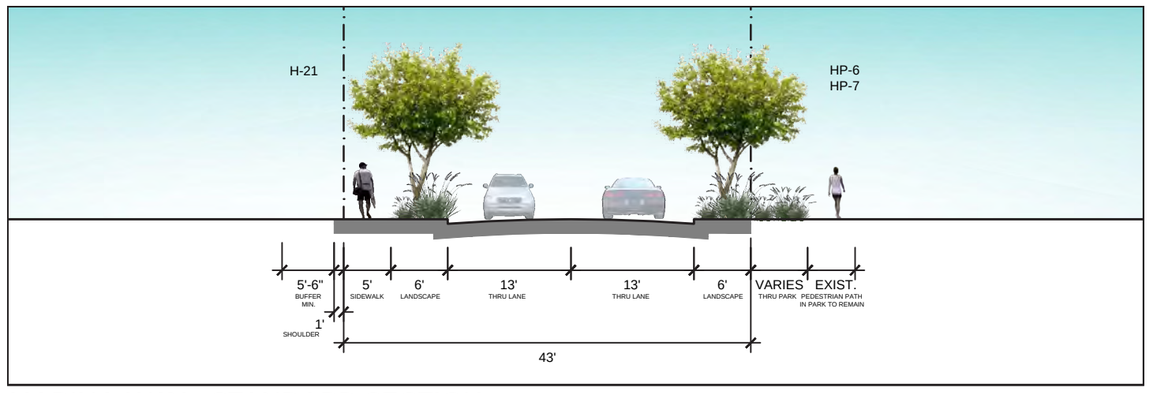
FACT CHART

PARCEL- MARINA WAY
AREA - 1.4 Acres
LENGTH (D. ENTRANCE) - Approx. 0.2 miles / 1,200 ft

GENERAL CRITERIA

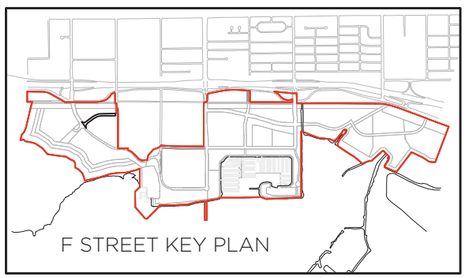
Marina Way will continue west at the intersection with Marina Parkway, no longer with the median. Marina Way forms the edge of Marina View Park and then curves to hug the northern edge of HP-6 and provides access to the Bayfront Park parking at HP-15. The right of way width will be 43' with a paved street width of 26'. There will be 2 driving lanes, 1 eastbound and 1 westbound. The Class 1 bike paths will continue around the peninsula. The pedestrian promenade will be closest to the water.

(See: MARINA WAY STANDARD SECTION.)



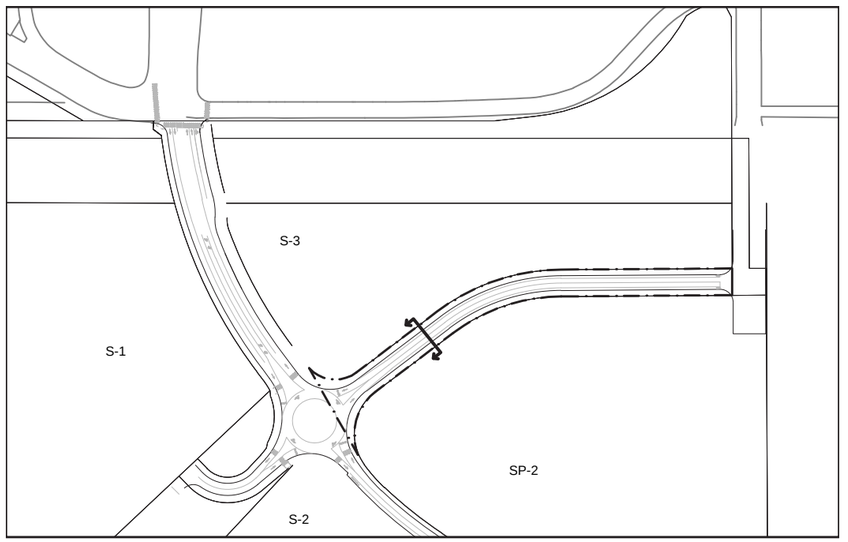
MARINA WAY - STANDARD SECTION

II.5 F STREET



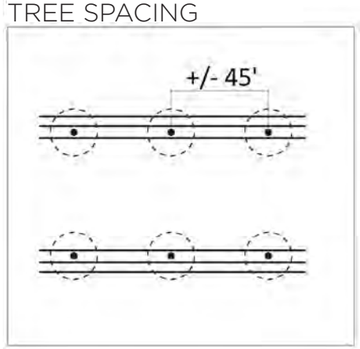
FACT CHART

PARCEL - F STREET
AREA - 2.3 Acres
LENGTH - Approx. 0.2 miles / 1,140 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26



F STREET - PARCEL PLAN

TREE SPACING



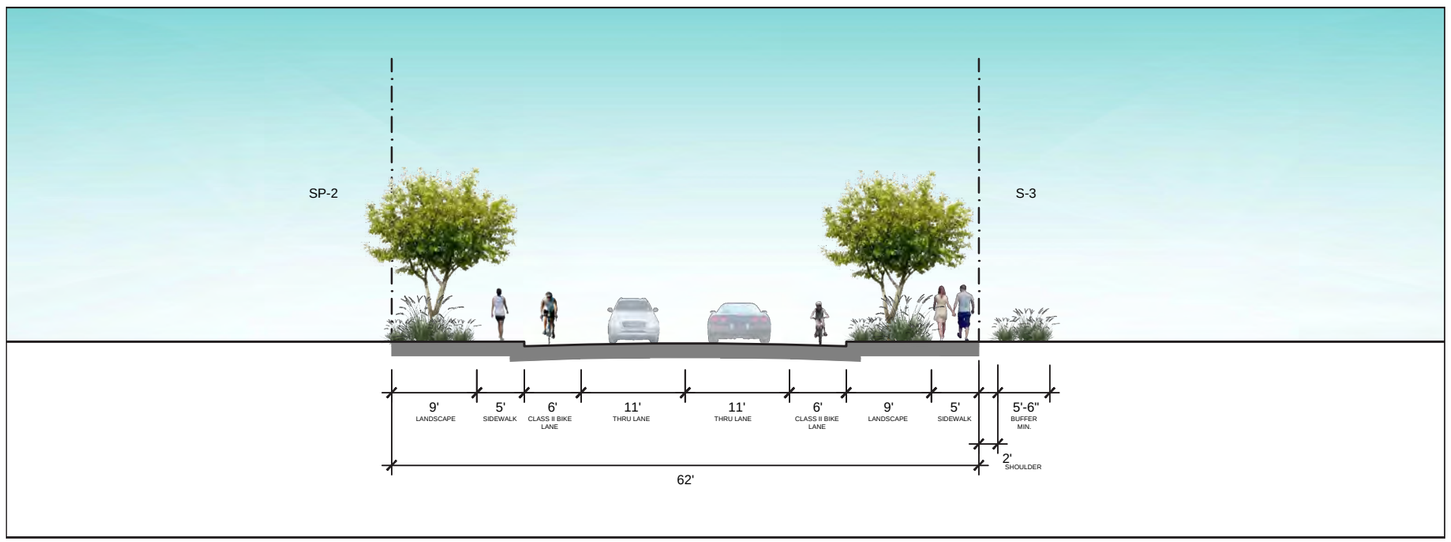
GENERAL CRITERIA

Once E Street is completed, the existing F Street/Lagoon Drive will no longer be used for traffic but will remain as an edge to SP-2, accessible by cyclists and pedestrians. The proposed F Street will have a right of way width of 62' and a paved street width of 34'. There will be 1 northbound lane and 1 southbound lane with Class II bike lanes and sidewalks on both sides of the street.

(See F STREET - STANDARD SECTION)

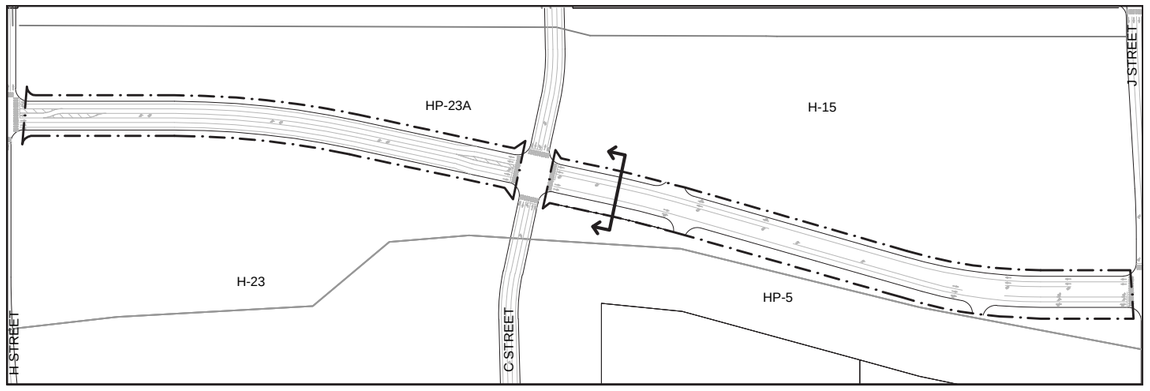
F Street: Issues to address:

- Entry from the City of Chula Vista Grid from existing F Street and bridge
- Intersection with E Street
- Transformation of existing F-street/Lagoon Drive from a parking access street to a pedestrian and bike only pathway
- Two different sides facing the commercial office/recreation to the east and the wetland preserve to the west



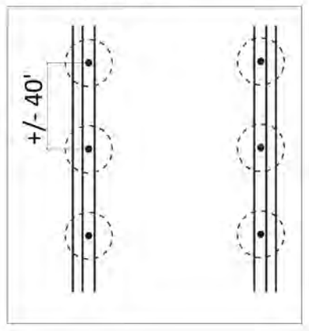
F STREET - STANDARD SECTION

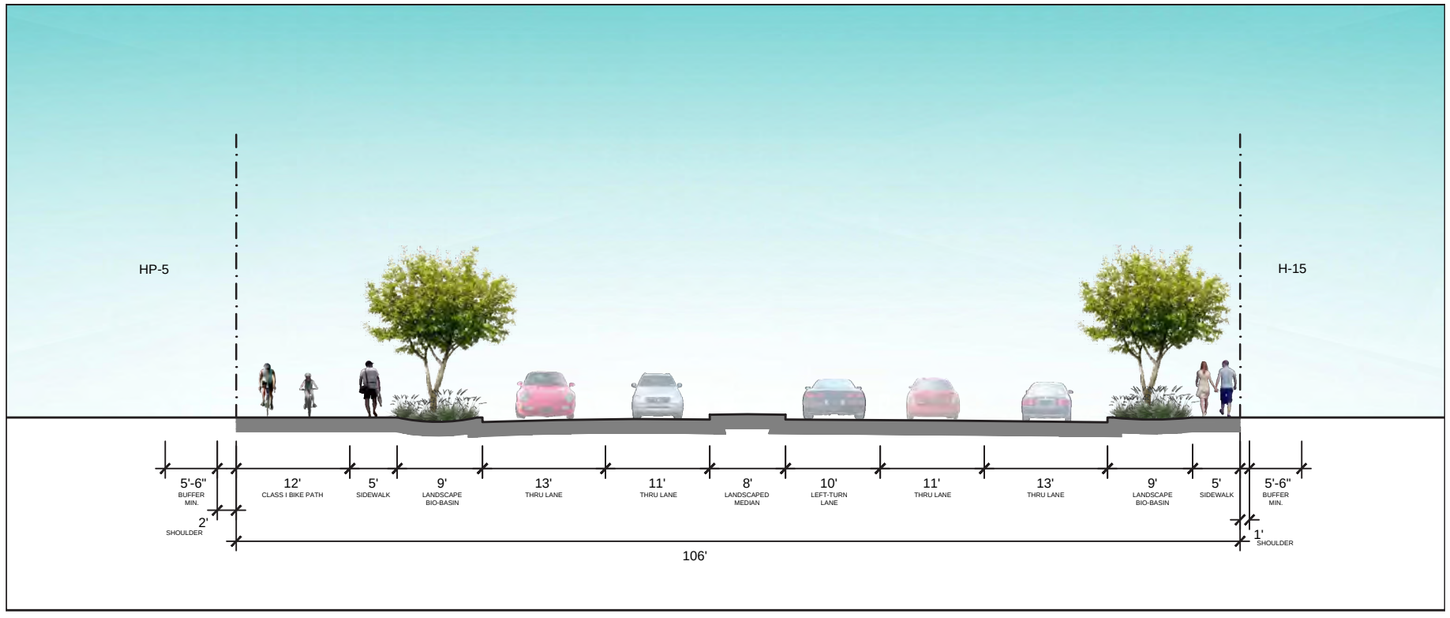
PARCEL PLAN



STREET A - PARCEL PLAN

TREE SPACING

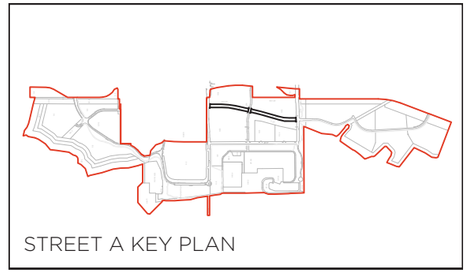




STREET A - STANDARD SECTION

II.6 STREET A

CHAPTER II STREETS



STREET A KEY PLAN

FACT CHART

PARCEL - STREET A
AREA - 5.9 Acres
LENGTH - Approx. 0.5 miles / 2,523 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL CRITERIA

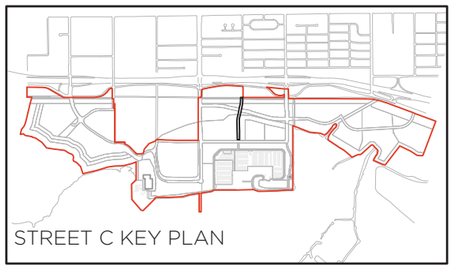
Street A, a new street connects J Street to H Street and crosses Street C. Street A is an access street to commercial, recreation and hotel development on H-15 and a hotel and retail development on H-23. Between H Street and Street C, the right of way width is 94’ with a paved street width of 66’. There will be 2 northbound lanes and 2 south-bound lanes with a shared two-way left turn lane. There will be Class II bike lanes and sidewalks on both sides of the street. Between Street C and J Street, the right of way width is 106’ with a street pavement width of 66’. There will be a center median with 2 southbound lanes, 2 north-bound lanes, and a northbound left turn lane. There will be a 12-foot wide Class I bike path on the west side and side-walks on both sides of the street.

(See STREET A - STANDARD SECTION)

A Street: Issues to address:

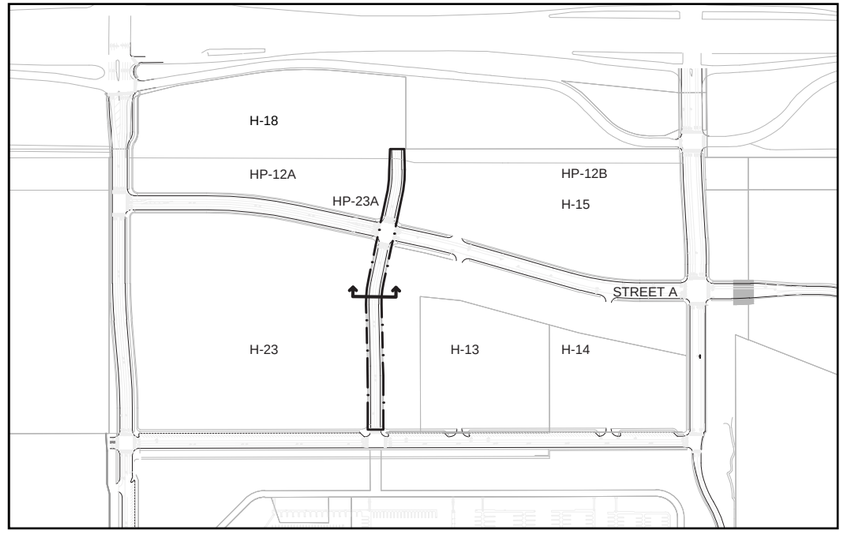
- T- junctions at J Street and H Street
- 4-way intersection at C Street
- Access into mixed use developments at H-15 and H-23

II.7 STREET C

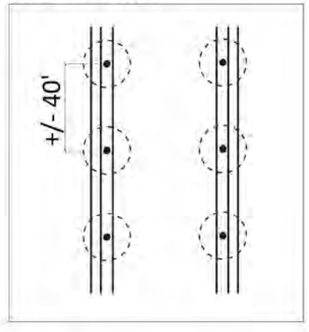


FACT CHART

PARCEL - STREET C
AREA - 2.2 Acres
LENGTH - Approx. 0.3 miles / 1,690 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26



STREET C - PARCEL PLAN



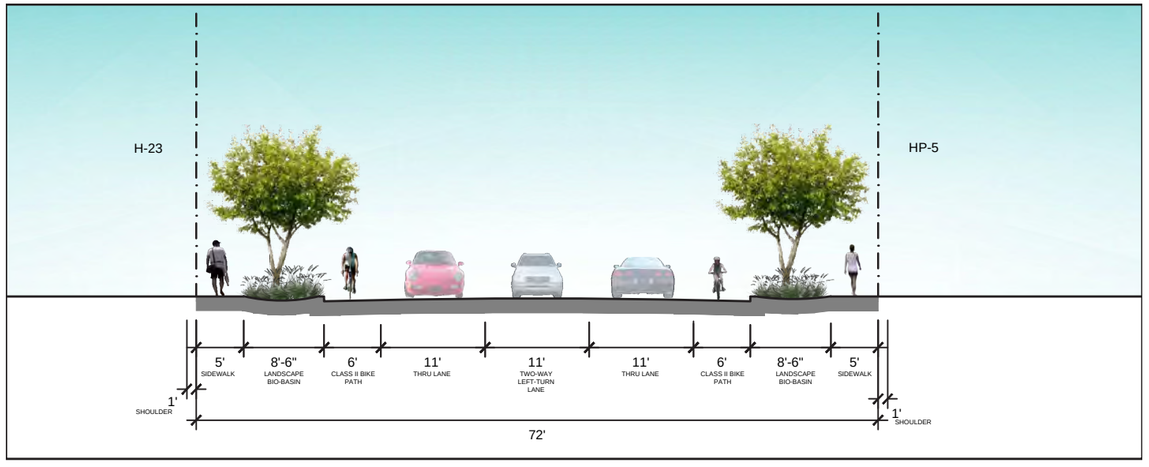
GENERAL CRITERIA

Street C enables access to H-18 which is commercial/recreation. Street C. crosses the intersection at Street A and ends in a T Junction at Marina Parkway. From Street A to Marina Parkway Street C will have two different edges, the address for H-23 on the north and the frontage on HP-5 to the south. The right of way is 72' wide with a street pavement width of 45'. There will be 1 westbound lane and 1 eastbound lane with a shared two-way left turn lane. There will be Class II bike lanes in both shoulders of the street pavement and sidewalks on both sides.

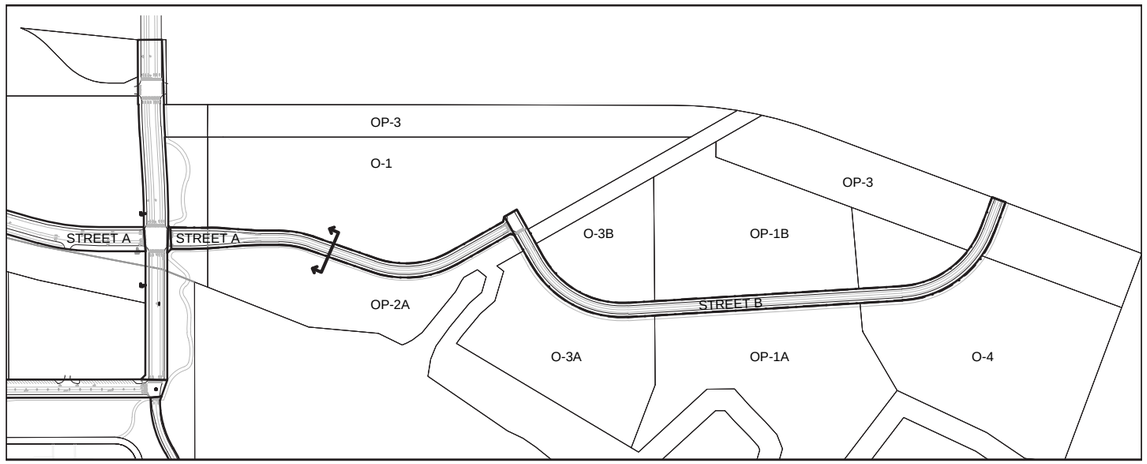
(See STREET C. STANDARD SECTION)

Street C Issues to address:

- Access to H-18 at the east
- Intersection with Street A
- T Junction at Marina Parkway
- Access to H-23
- Edge to HP-5

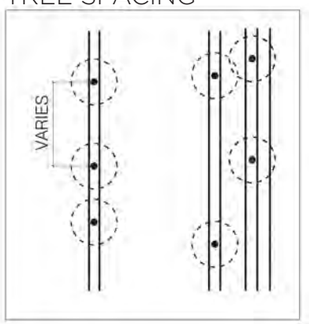


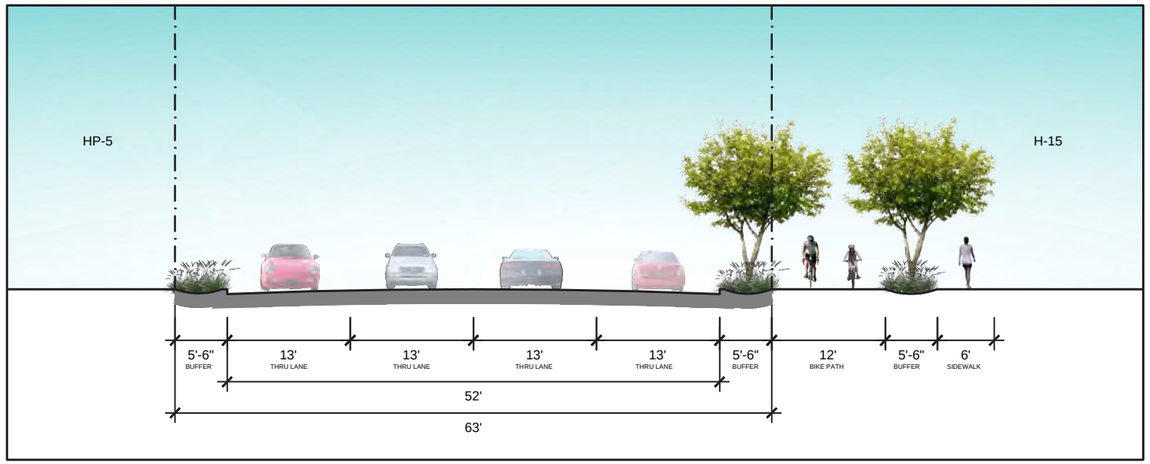
STREET C - STANDARD SECTION



STREET A (OTAY) - PARCEL PLAN

TREE SPACING

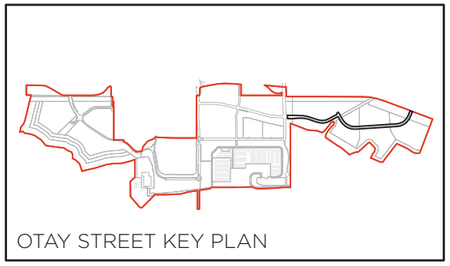




STREET A (OTAY) - STANDARD SECTION

II.8 STREET A (OTAY)

CHAPTER II STREETS



OTAY STREET KEY PLAN

FACT CHART

PARCEL - STREET A-OTAY, STREET B, OP-2B
AREA - 9.4 Acres
LENGTH - Approx. 0.9 miles / 4,985 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

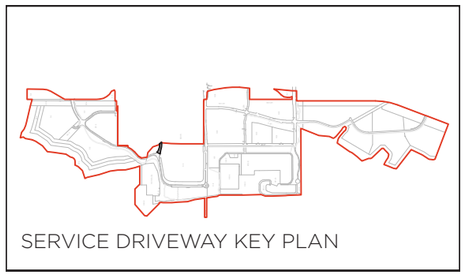
GENERAL CRITERIA

Street A (Otay) and Street B will be the coastal access road to the Otay District. Street A will provide access to a future Business Park Development, O-1. Street A bends around a wetland habitat and the Telegraph Creek Channel, OP-2B. Street B will be the access road to the RV Park, O-3A and O-3B and will go through passive and protected park land OP-1A and OP-1B and end along the edge of an Industrial Business park use in O-4 ending at Bay Boulevard. Street A and Street B in Otay will have 4 driving lanes, 2 north and 2 south. A Class 1 Bike path will run on the waterside of the street, except at OP-2A.

(See STREET A (OTAY) STANDARD SECTION)

II.9 G STREET

CHAPTER II STREETS



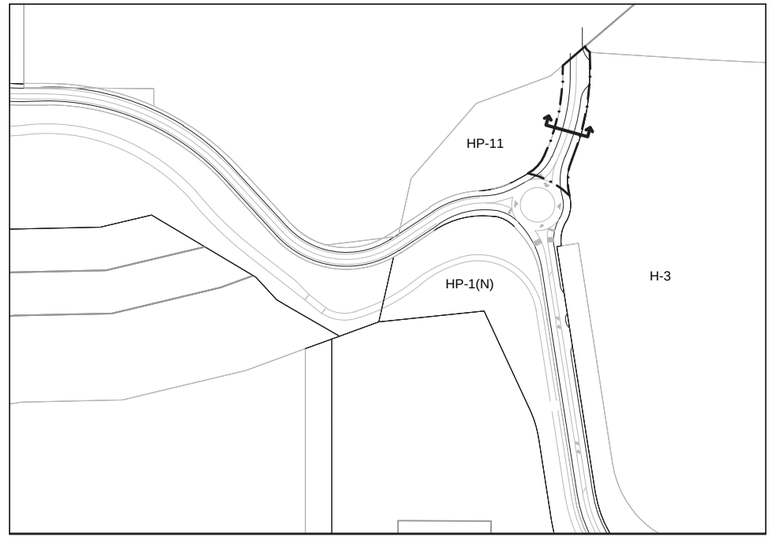
FACT CHART

PARCEL - G STREET
AREA - 0.6 Acres
LENGTH - Approx. 0.1 mile / 390 ft
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

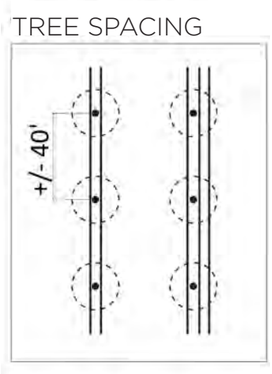
GENERAL CRITERIA

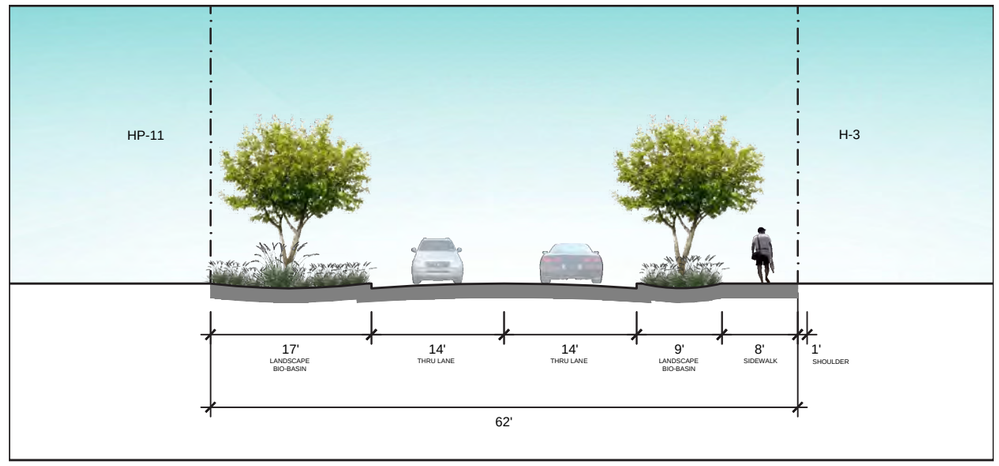
G Street will function to provide access to the Goodrich Campus. Access to the service area of H-3 will also be possible from H-3. H-3 Service Driveway will have 2 20' wide driving lanes going east and west.

(See G STREET STANDARD SECTION)



G STREET - PARCEL PLAN





G STREET - STANDARD SECTION

PART TWO: PARKS

PARKS OVERVIEW

The parks on the water edge together with the bay are the major assets of the CVB. It is the preservation of the natural ecology of the San Diego Bay, the natural habitats on the water edge and the various water channels which feed into the bay that constitute the environment that will make the CVB result in a very special place.

Amongst the many different open spaces, the groupings can be distinguished as either active or passive in character:

The active parks are mostly associated with water related to the marinas, as well as mixed use developments which comprise retail, entertainment, and marina support. Additionally, the open spaces supporting the hotel and convention uses will have intensive use.

The passive parks will be fundamentally based on having minimal impact. They will support only limited public access to some of the sensitive habitat areas and in many cases only support the visibility of the bay, not accessibility.

In the interests of attracting visitors to the whole park system and affording a relaxing, enjoyable and educational experience there are elements of infrastructure which will be contiguous. Access to the parks from downtown Chula Vista, from mass transit, and from the regional highway system will connect to a road system which provides access to all the parks on the Bayfront. In addition, opportunities for vehicle or bicycle parking both on-street and within the park property will enable comfortable access and use. While the required parking for each park will be specified, effort has been made in the CVB to accommodate parking within the adjacent road ROW's which will be coordinated as the road and park plans are finalized. Additional elements of contiguous infrastructure will include a pedestrian promenade and a bike path system which will cover the whole CVB area.

Information included:

- Parcel identification
- Parcel area
- Proposed Uses
- Landscape palette
- General criteria
- General Intent

COMPREHENSIVE PARK KEY PLAN

1. Sweetwater Park (Passive)	76.5 acres
1a. Wetland	
1b. Park	
1c. Buffer	
2. Harbor Park (Active)	34.7 acres
3. Bayfront Park (Active)	10.4 acres
4. Linear Park (Active)	43.6 acres
5. Marina View Park (Passive)	7.4 acres
6. Otay Buffer (Passive)	25.0 acres
7. Otay Park (Passive)	24.0 acres
TOTAL:	**221.6 acres**

1 SWEETWATER PARK

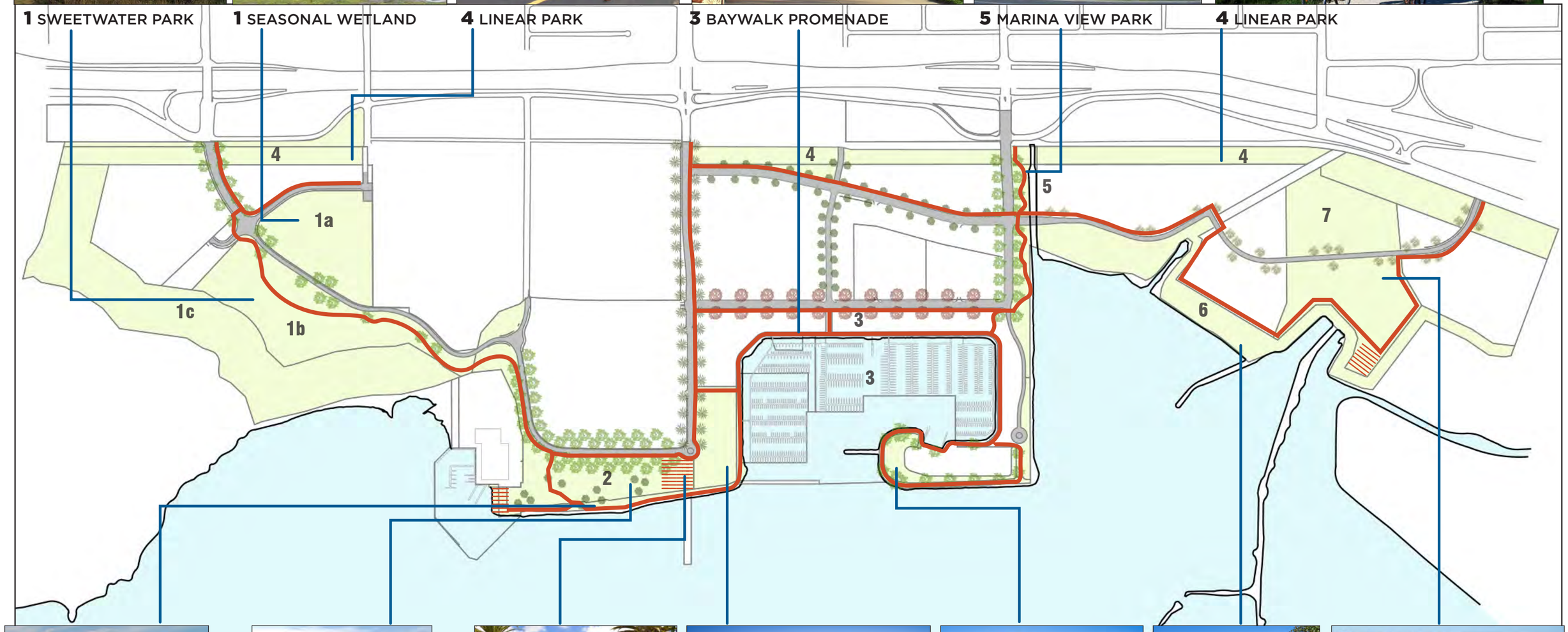
1 SEASONAL WETLAND

4 LINEAR PARK

3 BAYWALK PROMENADE

5 MARINA VIEW PARK

4 LINEAR PARK



2 BAYWALK PROMENADE

2 HARBOR PARK

2 H STREET PLAZA

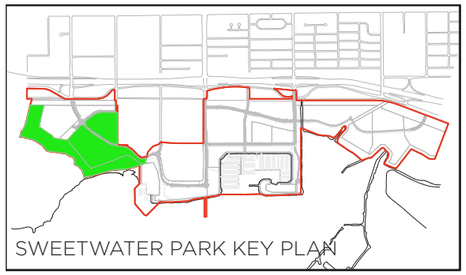
2 HARBOR EVENTS AREA

3 EXISTING BAYFRONT PARK

6 OTAY BUFFER

7 OTAY PARK

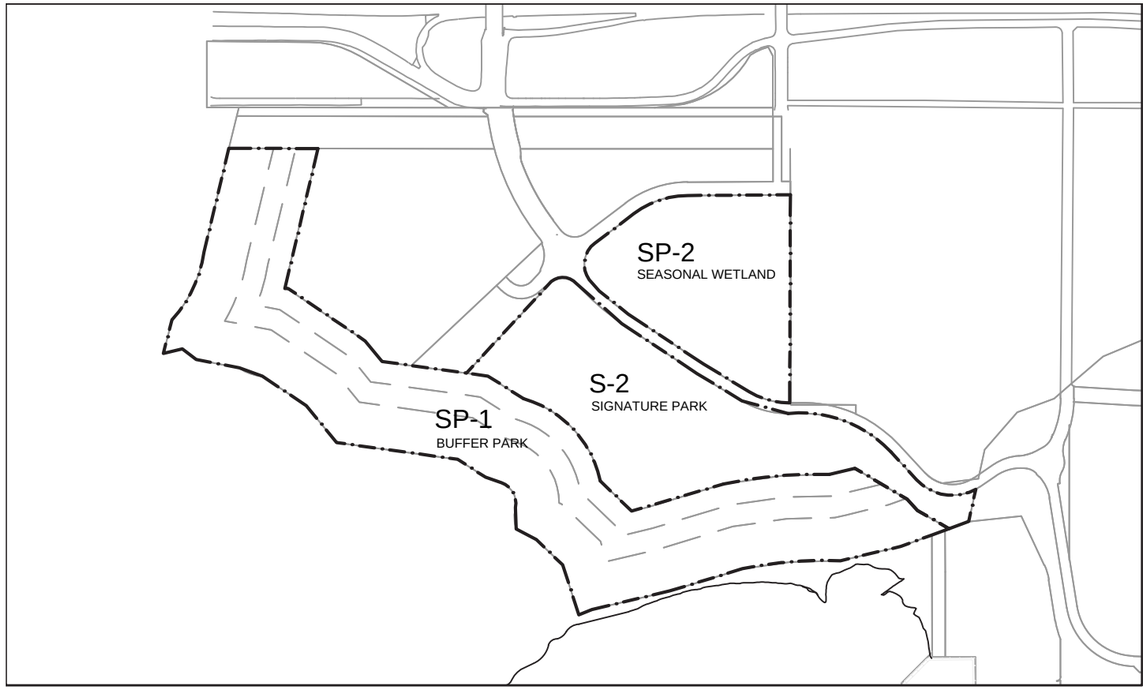
II.10 SWEETWATER PARK (SIGNATURE PARK, BUFFER, SEASONAL WETLAND)



FACT CHART

PARCEL - S-2, SP-1, SP-2
AREA TOTAL - 76.5 Acres AREA S-2 - 21.0 Acres AREA SP-1 - 41.1 Acres AREA SP-2 - 14.7 Acres
LAND USE - Signature Park, Ecological Buffer, Seasonal Wetland
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

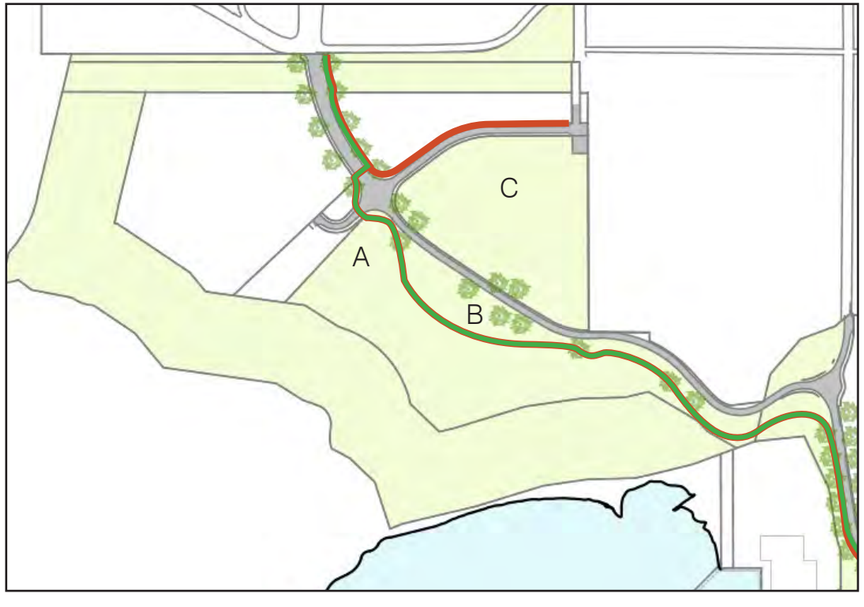
SWEETWATER PARK PARCEL PLAN



GENERAL INTENT

The Sweetwater Park grouping in many ways encompasses the majority of the natural ecological systems within the CVB which make the Bayfront a special place. In order to ensure that these assets are preserved and nurtured, care has been taken, especially within the ecological buffer zone (400' wide) to limit access by humans and potential predatory invaders. The Sweetwater District parks are more contoured than any other area in the CVB. The reasons for the contouring are to allow tides to replenish the marshes and wetlands while keeping pedestrian areas dry, to use swales and bioretention basins to manage rainwater, to elevate outlook positions for viewing of the Bay and to shield the habitat protective fencing from view. The areas of the most sensitive habitat are closest to the water and make up the Ecological Buffer Zone. (SP- 1). Human contact and the scale of development increases as one moves further east, away from the water. The common elements in all the parks should come from the overall design palettes for the parks. These elements include the pedestrian and bike paths and the details of furniture, signage, and lighting. These standards are devised to both feel part of a common language but be flexible enough to respond to the soft, passive and natural character of the Sweetwater environment. The design for the Sweetwater Park grouping must be consistent with the Natural Resources Management Plan (NMRP), May 2016.

SWEETWATER PARK DESIGN INTENT



A. Multi-purpose Pedestrian/Bike Path

A. Multi-purpose Pedestrian/Bike Path

B. Multi-purpose Pedestrian/Bike Path

C. Existing Seasonal Wetland

C. Existing Seasonal Wetland

II.10.1 Signature Park - (S-2)

CHAPTER II PARKS

FACT CHART

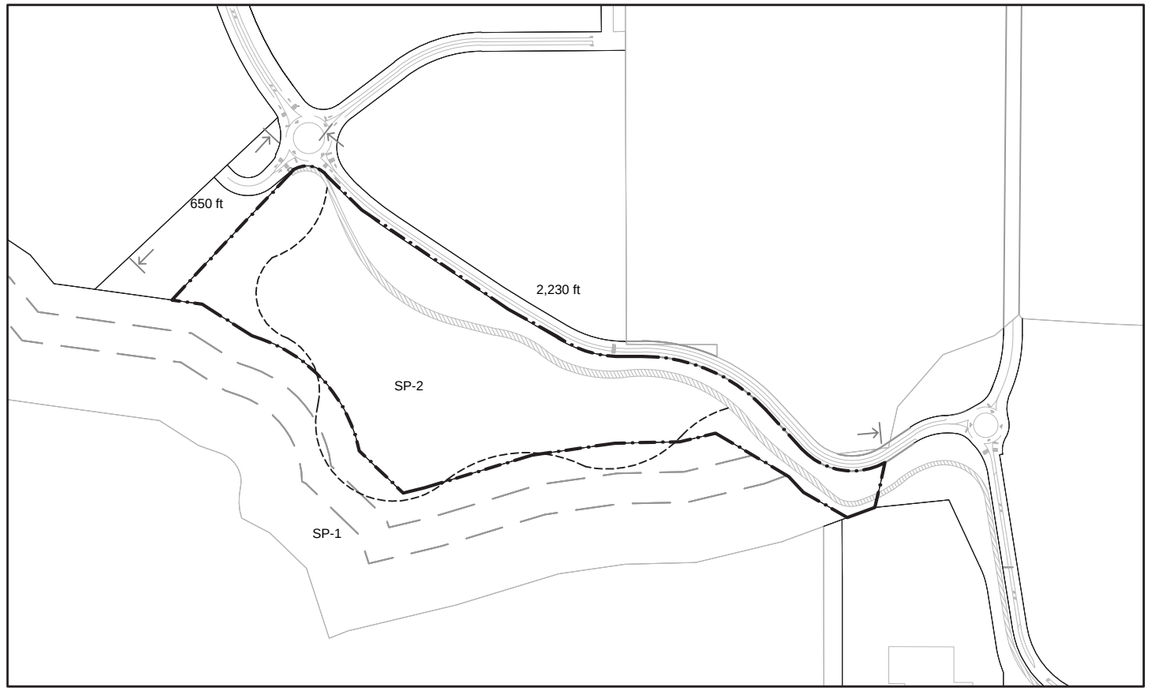
PARCEL - S-2
AREA - 21.0 Acres
LAND USE - Passive Park
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

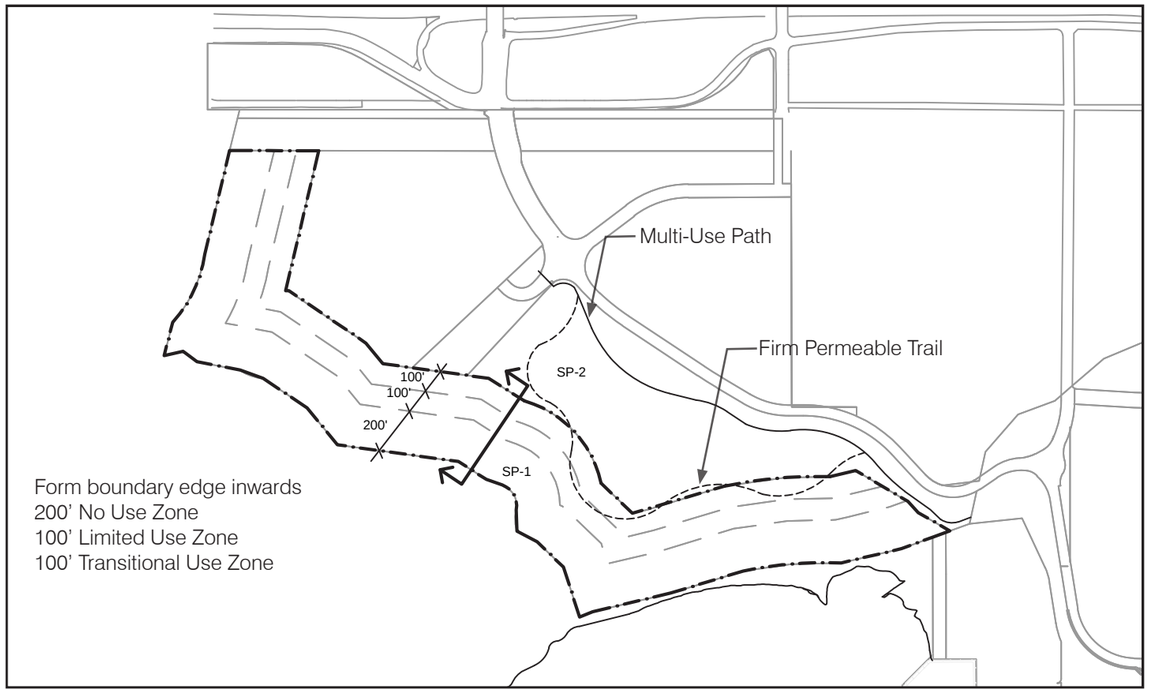
Sweetwater Signature Park is intended to showcase the unique natural assets of the San Diego Bay water-edge ecology. The intention is to allow the sensitive habitat to gradually transition, eastwards, into a more resilient environment that acts as a buffer to damage from human influence. These Design Guidelines and the reference documents developed by the Port District emphasize limiting practices which would be destructive to the sensitive habitats. The passive emphasis is to allow people to enjoy and learn from the environment but to limit bright light, noise, crowds and large organized gatherings and permanent structures close to the ecological buffer, all of which will adversely affect the wildlife in the SP-1 and SP-2 zones.

The intent is to use subtle contouring with native vegetation to enable the marshes, wetlands, and outlet streams to thrive and accommodate tidal fluctuations and potential sea level rise. This should be used to create limited viewing areas with interpretive signage which form the limits of trespass of humans and predatory animals into the natural habitat.

Sweetwater Signature Park is the largest park in the CVB greenbelt and is a passive use park. Permitted uses and features include picnic areas with seating, children's play areas, spur trails and outlook areas. These may be supported with public art, interpretive displays, restrooms, drinking fountains, benches, bicycle racks and covered trash bins. Lighting, as in all the parks close to sensitive resources, will be kept at levels appropriate to these conditions. Landscape features will include contoured berms to structure the paths and outlooks. These should also include swales as part of an overall plan to create a “do touch” wetland and manage seasonal rainwater. Paths near to sensitive habitat will be spurs rather than continuous paths and will be finished with natural material rather than hard surfaces with low water use ground cover predominating in the park. Limited harder surfaces may be employed at entries and parking areas. The continuous pedestrian promenade, minimum 12’ wide, will continue through Sweetwater Signature Park and take on the meandering pattern which is characteristic of the spur path pattern. The ultimate park design should be consistent with the Natural Resources Management Plan (NMRP), May 2016.



SIGNATURE PARK PLAN



BUFFER PLAN

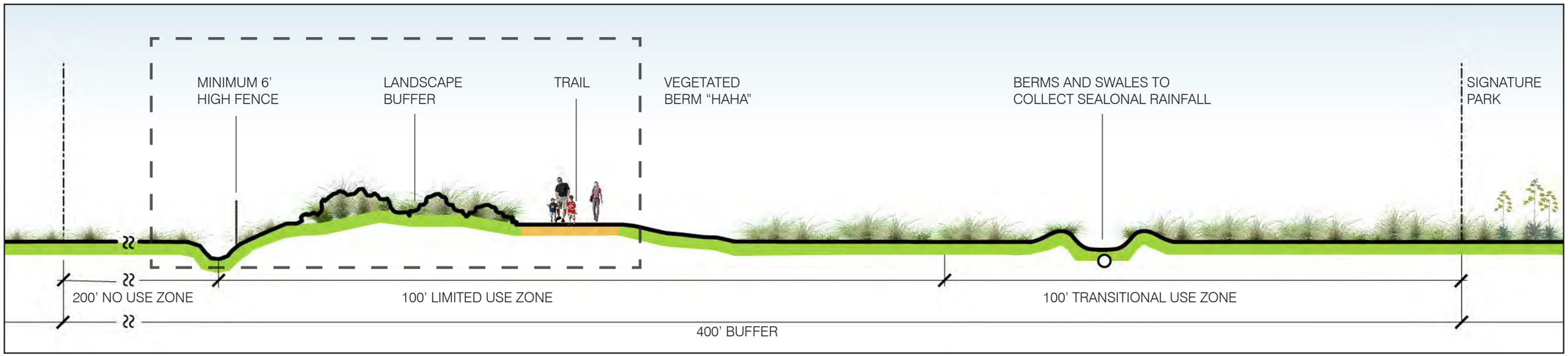
II.10.2 Buffer - (SP-1)

FACT CHART

PARCEL - S-1
AREA - 41.1 Acres
LAND USE - Ecological Buffer
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

The Buffer is seen as a 400' wide rich ecological world of wildlife and their habitat and as such constitutes a major asset of the bay which needs to be protected. The first 200' from the water will be a totally protected zone allowing no entry to humans and predatory animals. The intention is to allow the habitats to thrive while leaving them as natural and using the opportunity for tourist and educational purposes from which selective viewing is to be encouraged. Gradually moving east, more human activity, (S-2) though still passive in nature, is encouraged while the supportive environment is as minimally invasive as possible. This includes natural materials, minimal lighting, the use of decomposed granite as a surface for trails and predominantly indigenous planting materials.



BUFFER ILLUSTRATIVE SECTION

II.10.3 Seasonal Wetland - (SP-2)

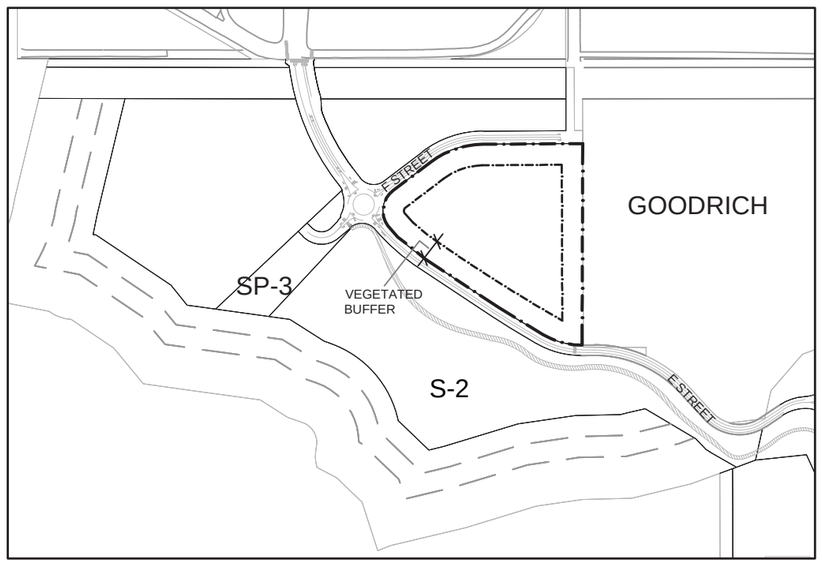
CHAPTER II PARKS

FACT CHART

PARCEL - S-2
AREA - 14.4 Acres
LAND USE - Existing Wetlands
LANDSCAPE PALETTE - N/A

GENERAL INTENT

The existing seasonal wetland would remain, surrounded by an ecological buffer. F Street/Lagoon Drive on the south side would be reconfigured as a pedestrians and bicycle only route, connecting to the E Street extension.



SEASONAL WETLAND PLAN

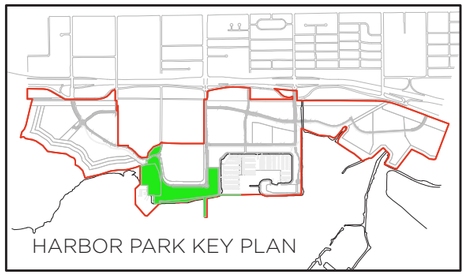
Existing Photo 1

Existing Photo 2

Existing Photo 3

II.11 Harbor Park

CHAPTER II PARKS



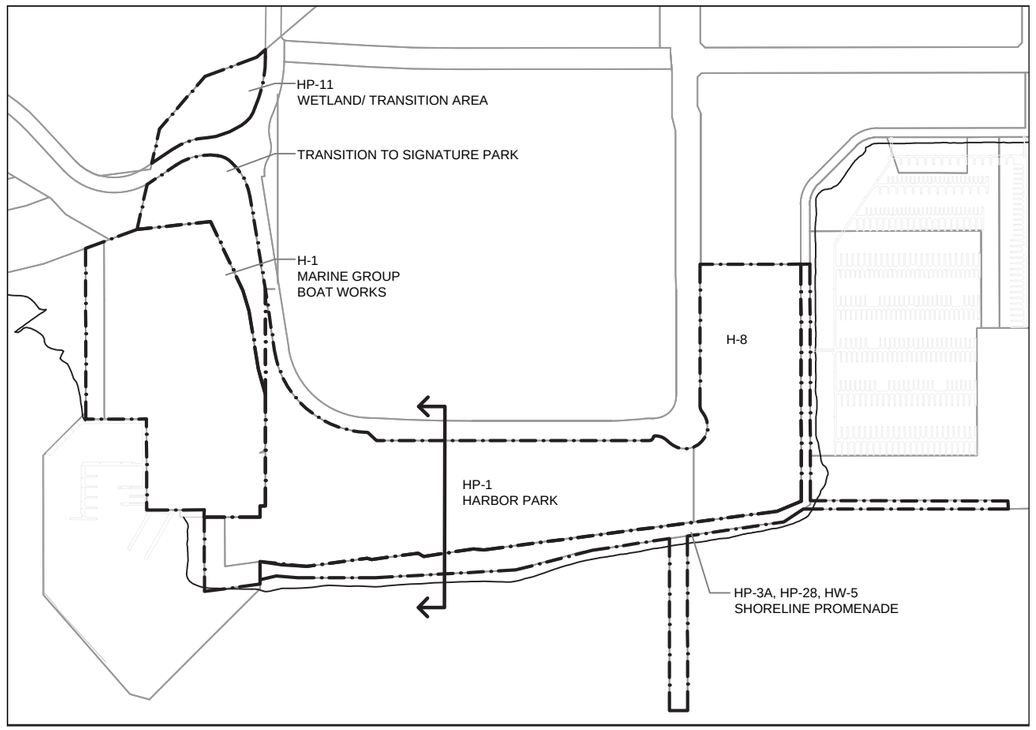
FACT CHART

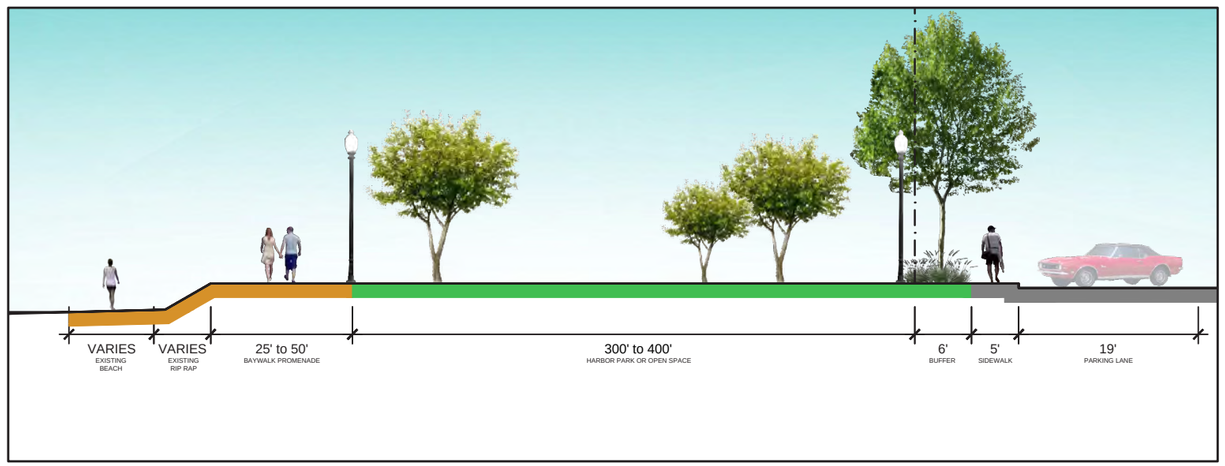
PARCEL - H-1A(N), HP-3D, H-1A(S), HP-1(N), HP-1(S), HP-11, HP-28, HP-3A, HP-2, HW-5, H-8
AREA TOTAL - 34.7 Acres AREA HP-1(S), H-8 - 18.3 Acres AREA H-1A(N), HP-3D, H-1A(S) - 8.2 Acres AREA HP-1(N), HP-11 - 3.7 Acres AREA HP-3A, HP-28, HW-5 - 4.4 Acres
LAND USE - Harbor Park, Baywalk Promenade, Buffer, Existing Wetlands, H Street Pier, Existing Fishing Pier
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

The Parks of the Harbor District make up part of the most publicly accessible waterfront of the whole CVB. The parks are generally intended to accommodate programmable elements which serve more active uses and larger groups than either of the other two districts. The parks are intended to take advantage of the marina setting and form the foreground to the mixed-use developments, hotels, convention center facilities, entertainment and retail which front onto the marinas. Unlike the other districts where protecting the environment of the natural habitats is the critical focus, the Harbor District parks are to be highly activated and designed to interact and support surrounding resort, hotel, and retail uses. The common elements in all the parks which include the pedestrian and bike paths and the details of furniture, signage and lighting should all come from the overall language palettes for the parks. (See appendix) These standards are devised to both feel part of a common language but be flexible enough to respond to the active, harder surface nature of the more man-made environment around the marinas of the Harbor District Parks.

HARBOR PARK PARCEL PLAN

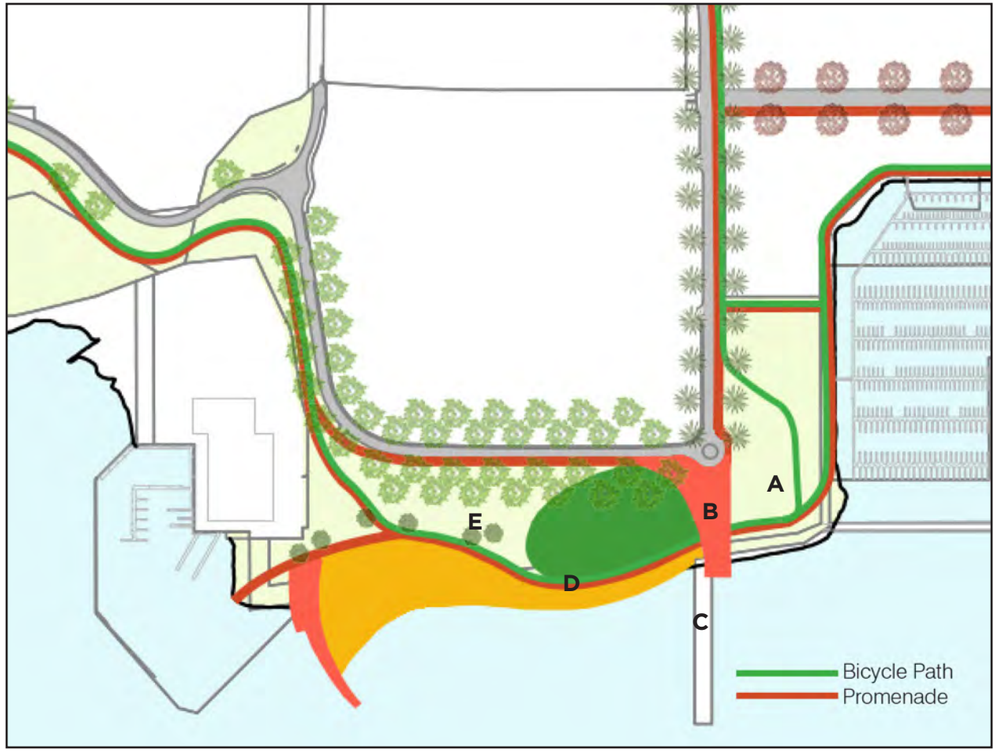




HARBOR PARK SECTION

HARBOR PARK DESIGN INTENT

HARBOR PARK ILLUSTRATIVE PLAN



E. Bayfront Event Area

A. Event Corner

B. Foot of H Street

C. H Street Pier

D. Baywalk Promenade

II.11.1 Bayfront Cultural Event Area - (HP-1(S), H-8)

CHAPTER II PARKS

FACT CHART

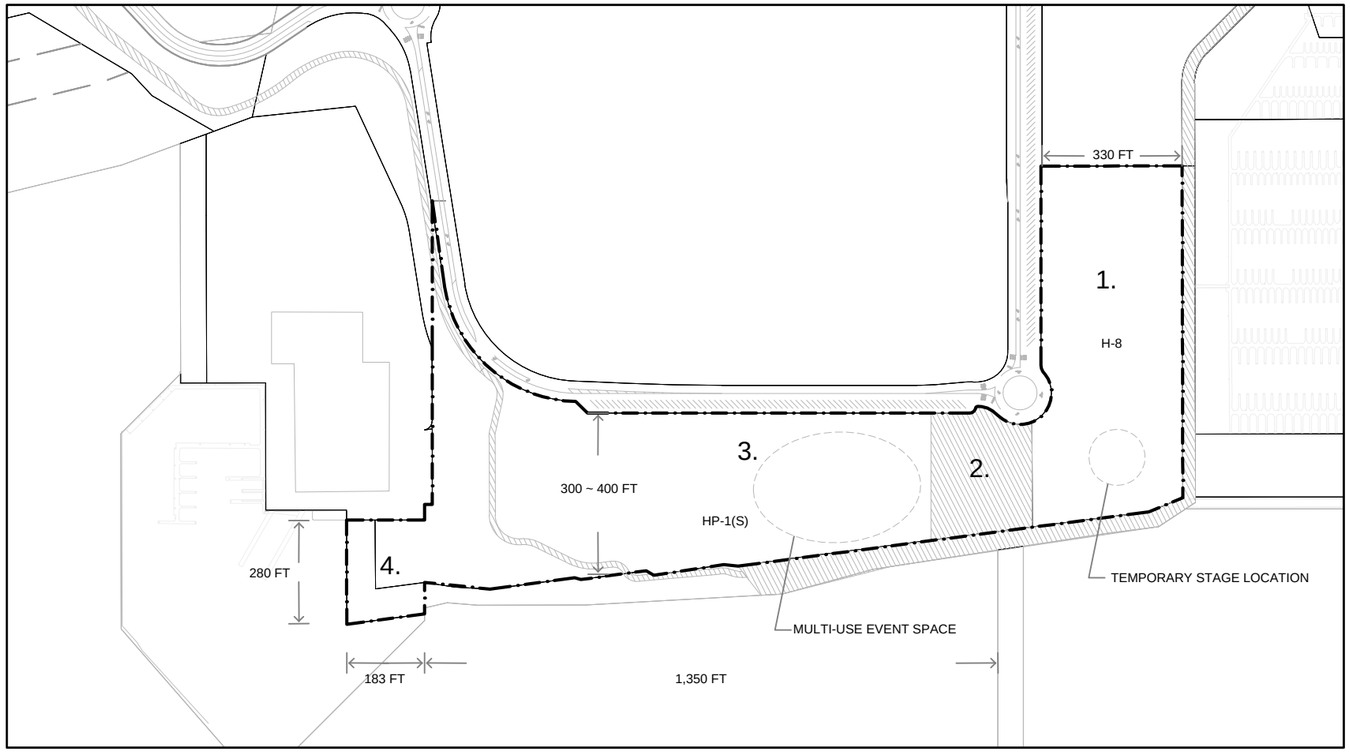
PARCEL - HP-1(S), H-8
AREA 13.5 (HP-1(S)) + 4.8 (H-8) = 18.3 Acres
LAND USE - Event space, Playground, Beach, Baywalk Promenade
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

These parks form the most substantial and at times the most active open space features which allow people to experience the Bay as the new face of the City of Chula Vista. The event context is intended to take advantage of the spectacular setting both within the active environment of the marinas, convention hotels, retail and the unique views of the Bay and the San Diego skyline in the distance. The connection to the City of Chula Vista through the new H Street extension and the buses which connect the town center to the waterfront are a big part of how the parks will function. While the park changes character, especially in the range of uses it is intended to facilitate there are some common elements. The land side of the parks are edged by the H Street extension and the E Street extension.

(E Street) These streets both have tree lined edges that are part of on-street parking, pedestrian sidewalks which lead into the parks and a Class 1 bike path that form part of the CVB continuous bike route. The water edge of the parks will be defined by the continuous 25 foot minimum wide pedestrian promenade, the Baywalk. The promenade will be composed of landscaping and walking surfaces finished with concrete pavers edged by the reinforced rip-rap of the water edge and include a range of furniture, lighting and interpretive signage that will be part of a common language for the full length of the Baywalk. (See Promenade framework.) It is recommended that an art program which enhances the character of special places along the Baywalk be employed. (See Public Art framework.)

1. Marine view event corner. This is where major events and celebrations for the whole region will be held. A temporary performance stage and audience seating will be facilitated on special occasions whereas a mostly flat grassed surface will be the setting for the day to day use of the park. Importantly the sub-surface should employ a reinforced lawn and the drainage system which will be substantial enough to withstand the assault of large crowds. The east of this park will be overlooked by the retail on parcel H-9, and will be facing southwards onto the marina. There is to be minimal park furniture so as maintain flexibility for different uses of the park. The source for most regular lighting needs will be provided by the promenade lighting, pier plaza lighting, and the street lighting from H-Street.



BAYFRONT CULTURAL AREA PLAN

1. MARINA VIEW EVENT CORNER
2. FOOT OF H STREET PIER PLAZA
3. HARBOR PARK (BAYFRONT EVENT AREA)
4. PLAZA WITH VIEW TO DOWNTOWN

1. Marina View Event Corner

2. Foot of H Street

3. Bayfront Event Area

4. Plaza with View to Downtown

2. Foot of H Street, H Street Pier Plaza. This will be the special place where the first-time and returning visitors will come to get close to the water. It is the key point which marks the end of H Street as it touches the water and extends on the pier into the Bay. It should be a uniquely designed hard surface paving which defines a place of meeting, watching, gathering and walking onto the pier. It would be a place for an interactive fountain should this become part of the program. The engagement with the pier should be emphasized by extending the matching finish surface of the pier onto the plaza. The pedestrian promenade should engage and move smoothly across the plaza. The plaza should be defined by an edge of trees along its northern and southern edge.

3. Bayfront Event Area. This is the major special event area that will accommodate the largest groups practical for the Bayfront Event Area. This should continue to employ a reinforced lawn and an adequate drainage system to withstand the impact of the occasional event crowd and staging elements. The park should achieve a fine balance between creating distinct areas for individuals and small groups to enjoy the edge of the bay area but at the same time be flexible enough to allow the staging of large events. The park design could include small structures limited to single story height, to support vending opportunities for food and beverage or specialty retail related to local culture and the history of the ecology of the bay. Restrooms should also be part of the program. These should be positioned at points of entry into the park from E Street and could include information kiosks seating and bicycle racks. Park furniture including seating, lighting and interpretive signage should be part of a CVB palette employing elements which are appropriate to the particular needs.

4. Plaza with View to Downtown. The location of this plaza, projecting out into the water makes it ideally positioned to take advantage of the spectacular views to San Diego. The plaza would be hard surfaced to allow for groups to gather with some seating on the edges. This is an ideal location for interpretive signage and public art. CVB landscape, furniture, signage and lighting palette to be employed.

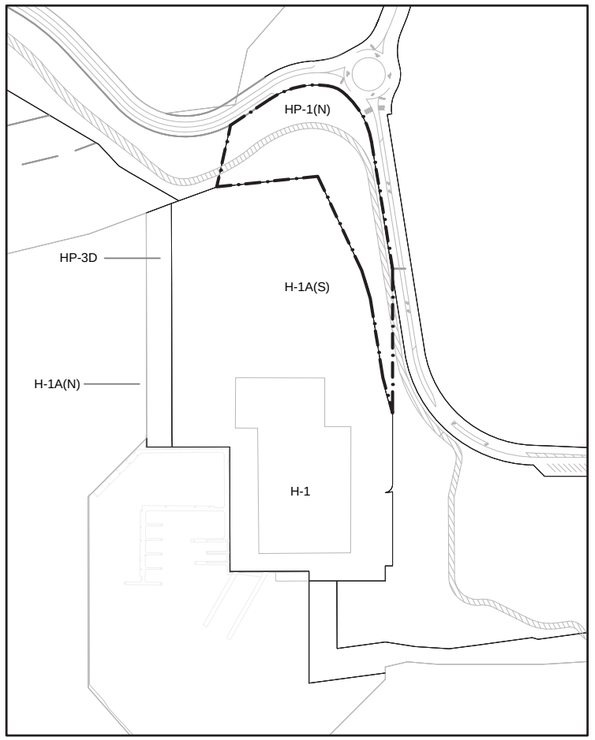
II.11.2 Transition to Signature Park- HP-1 (N)

FACT CHART

PARCEL - HP-1 (N)
AREA - 2.4 Acres
LAND USE - Park, Baywalk Promenade
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

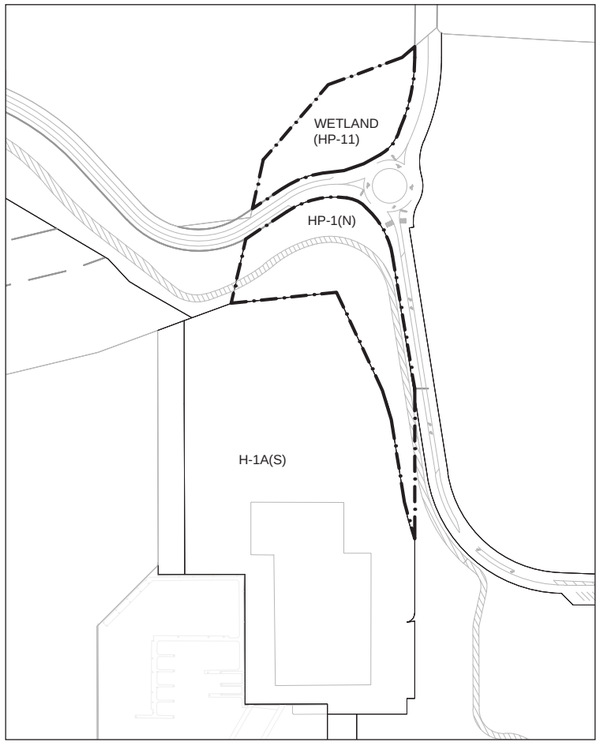
GENERAL INTENT

The transitional park area through parcel HP-1(N) will provide a landscape transition from the sensitive ecology of the Sweetwater District habitats and wildlife to the all the higher intensity human activities of the hotels, retail and the life of the marina. This will also be the opportunity for the character of the pedestrian promenade (Baywalk) while still holding the geometry and providing a strong pedestrian and bicycle access around the Marine Group Boat Works facility connecting Sweetwater Signature Park to Harbor Park.



TRANSITION TO SIGNATURE PARK PLAN

Existing Wetland Image



WETLAND TRANSITION AREA PLAN

II.11.3 Wetland/Transition Area - (HP-1(N), HP-11)

CHAPTER II PARKS

FACT CHART

PARCEL - HP-1(N), HP-11
AREA - 2.3 (HP-1(N)) +1.4 (HP-11) = 3.7 Acres
LAND USE - Wetlands, Park
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

These parks form the transition from the ecologically sensitive park system of the Sweetwater District to the more active parks of the Harbor District.

HP -1(N) will serve as the park transition between Sweetwater District and Harbor District. The eastern and southern edges of the park are defined by the extension of E Street (E Street). This edge would be defined by a tree lined street edge and the bicycle and pedestrian promenade on the north side of E Street that is part of the continuous Class 1 bike path which runs through the entire CVB.

II.11.4 Baywalk Promenade - (HP-3A, HP-28, HW-5)

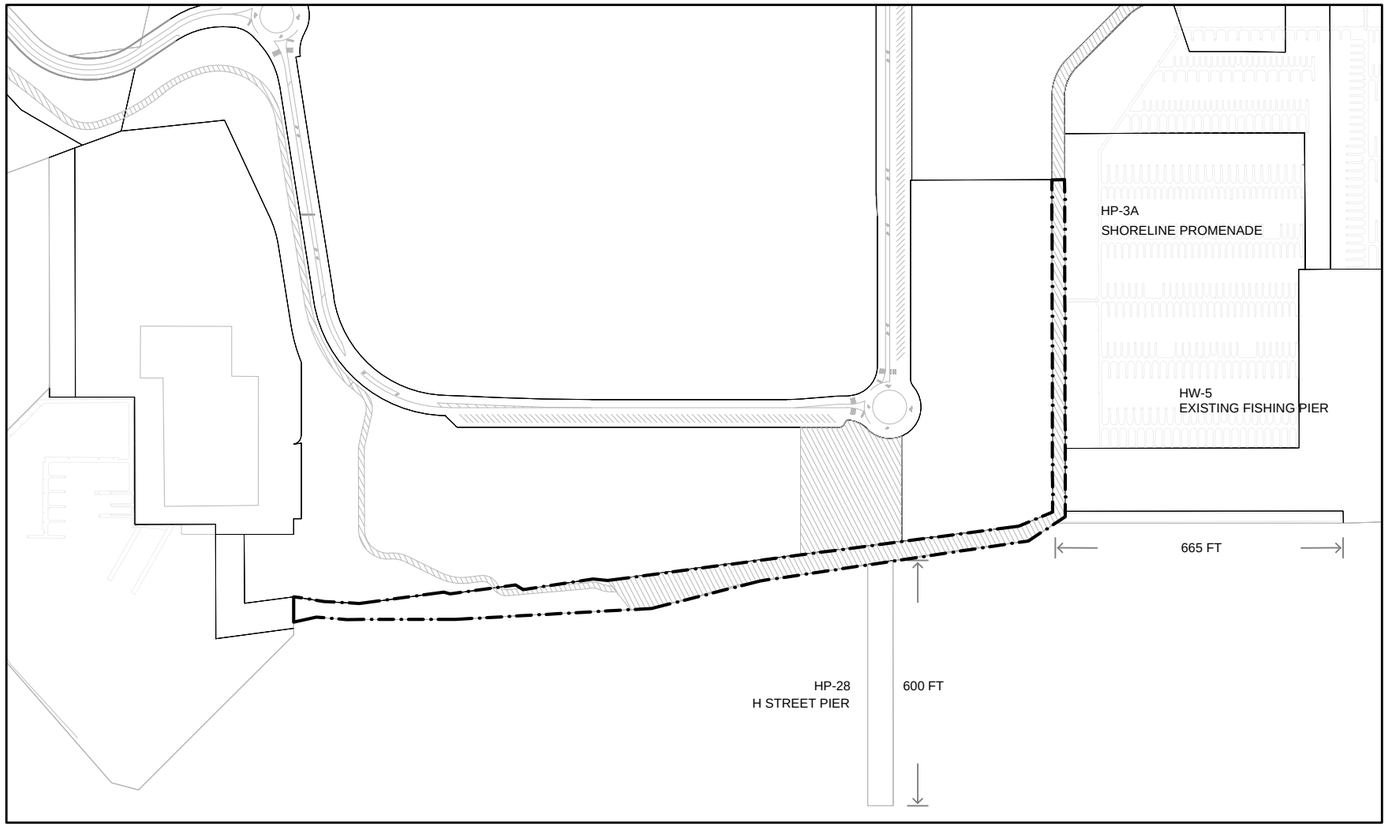
CHAPTER II PARKS

FACT CHART

PARCEL - HP-3A, HP-28, HW-5
AREA - 2.8 (HP-3A) + 0.8 (HP-28) + 0.4 (HW-5) = 4.4 Acres
LAND USE - Baywalk Promenade
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

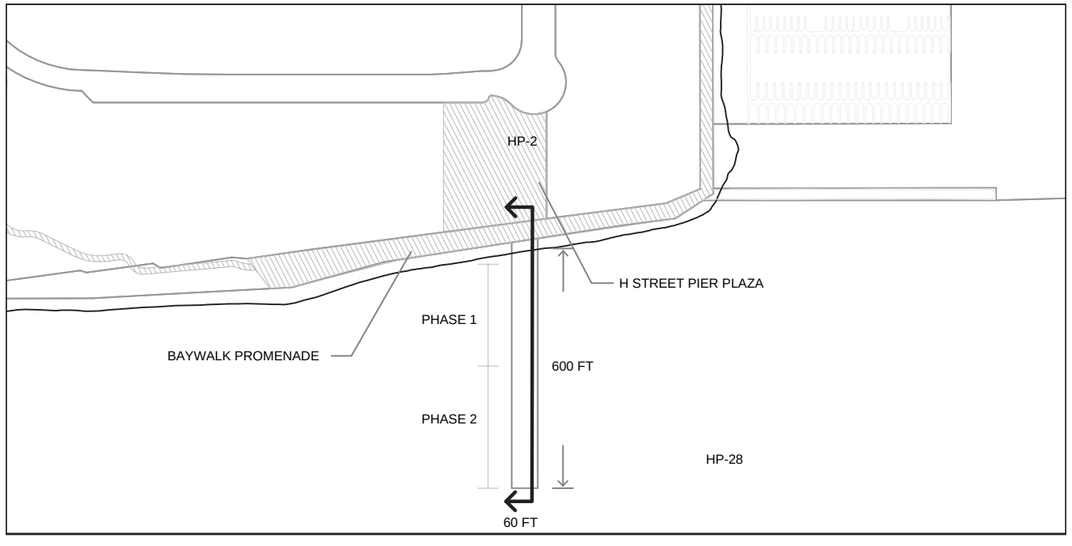
The baywalk promenade (Baywalk) presents the opportunity to create the place on the water edge which completely redefines the perceived extents of the City of Chula Vista. Select major east west streets of the city will now arrive at the water edge at the promenade. The Baywalk will provide an unparalleled waterfront experience through Harbor Park, connecting to the H Street Pier, and continuing to the marina and the retail and restaurant amenities along the marina edge. The Baywalk will afford visitors to the Bayfront with a variety of experiences from relaxing and meeting friends, to the unique educational and interpretive opportunities based on the ecological environment in their midst, to enjoying a rich environment entertainment, shopping, and restaurants.



BAYWALK PROMENADE PLAN

Existing Site Photo

Existing Site Photo



H STREET PIER PARCEL PLAN

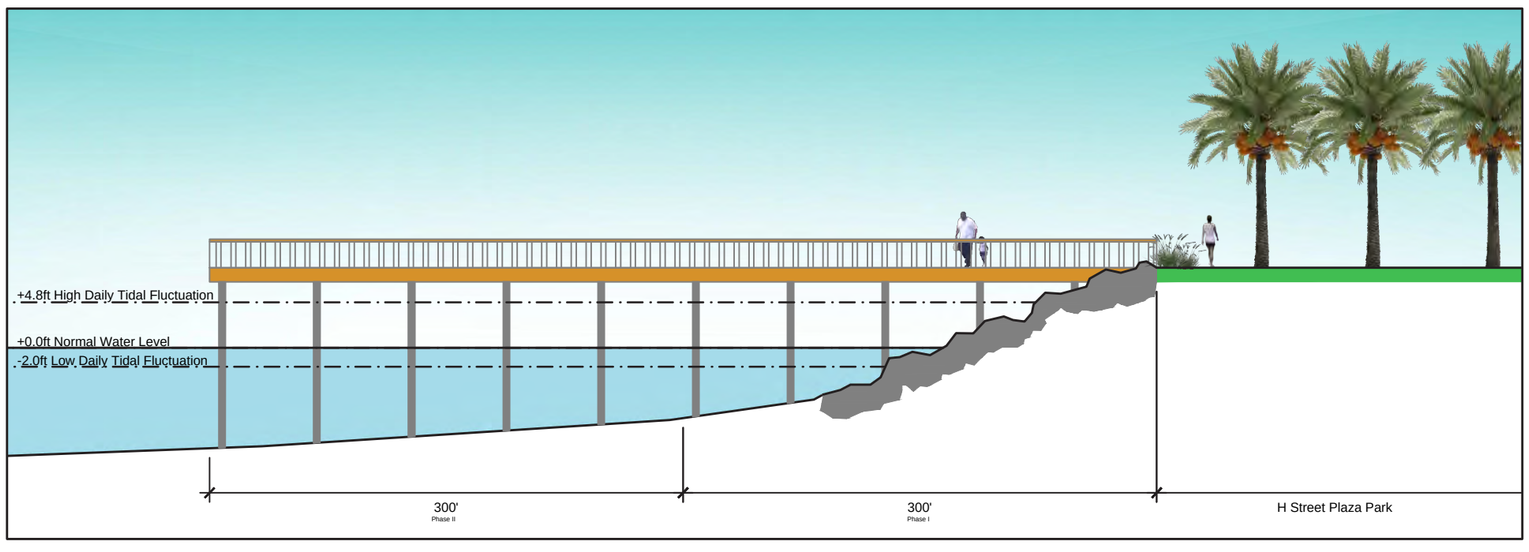
II.12 H STREET PIER - (HP-28)

FACT CHART

PARCEL - HP-28
AREA - 0.8 acres
LAND USE - H Street Pier

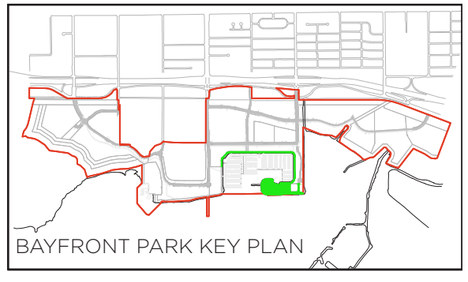
GENERAL INTENT

The H Street Pier is the culmination of the path from the center of the City of Chula Vista all the way to the water. Importantly the path is also a visual corridor down H Street which initially opens views to the Bay, but as one approaches widens to include the whole of San Diego Bay, up to the Coronado Bridge and the skyline of San Diego. The pier will be the preferred destination for people to go to experience the full ambiance of the Bayfront. As such it should facilitate walking, leaning on a rail and sitting, in small groups and alone. The pier is integrally connected to HP-2, which is the transition from H Street to the pier. The pier architecture is intended to be thought of with HP-2 and issues of visibility, entry, lighting and small scale retail amenities should all relate to that context. The continuous pedestrian promenade intersects the pier plaza at the head of the pier and the compatibility of land-scape, furniture, lighting and signage palettes should be considered as standards are established for the pier.



II.13 Bayfront Park

CHAPTER II PARKS

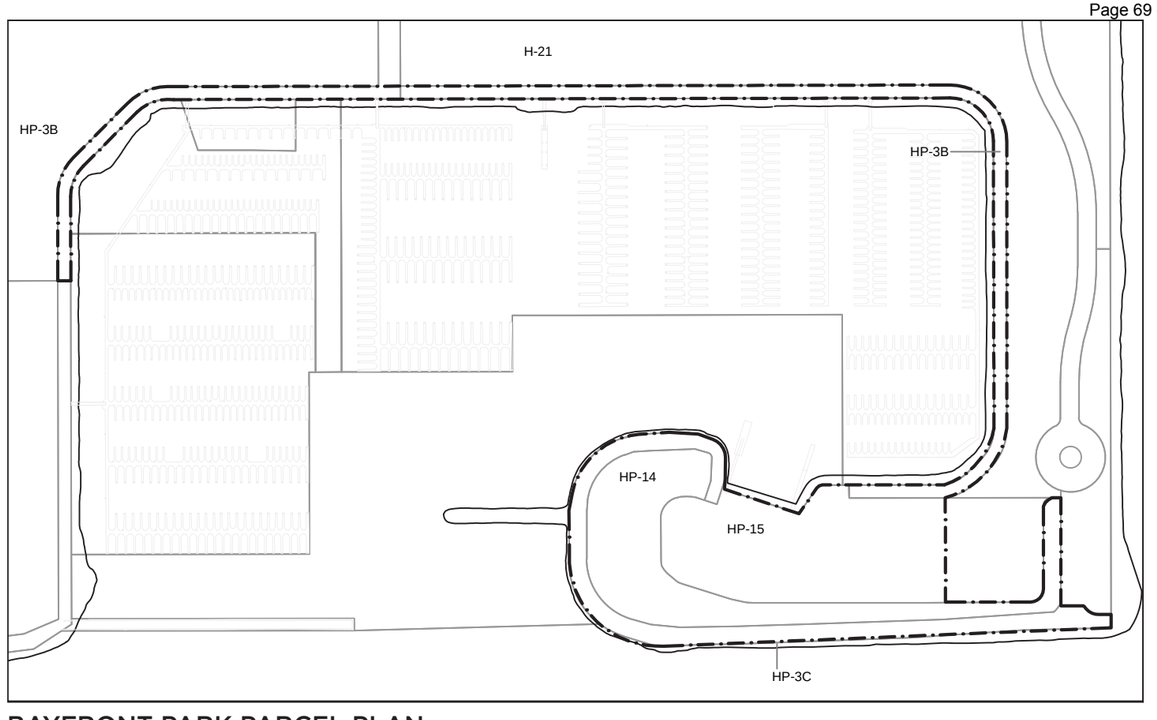


FACT CHART

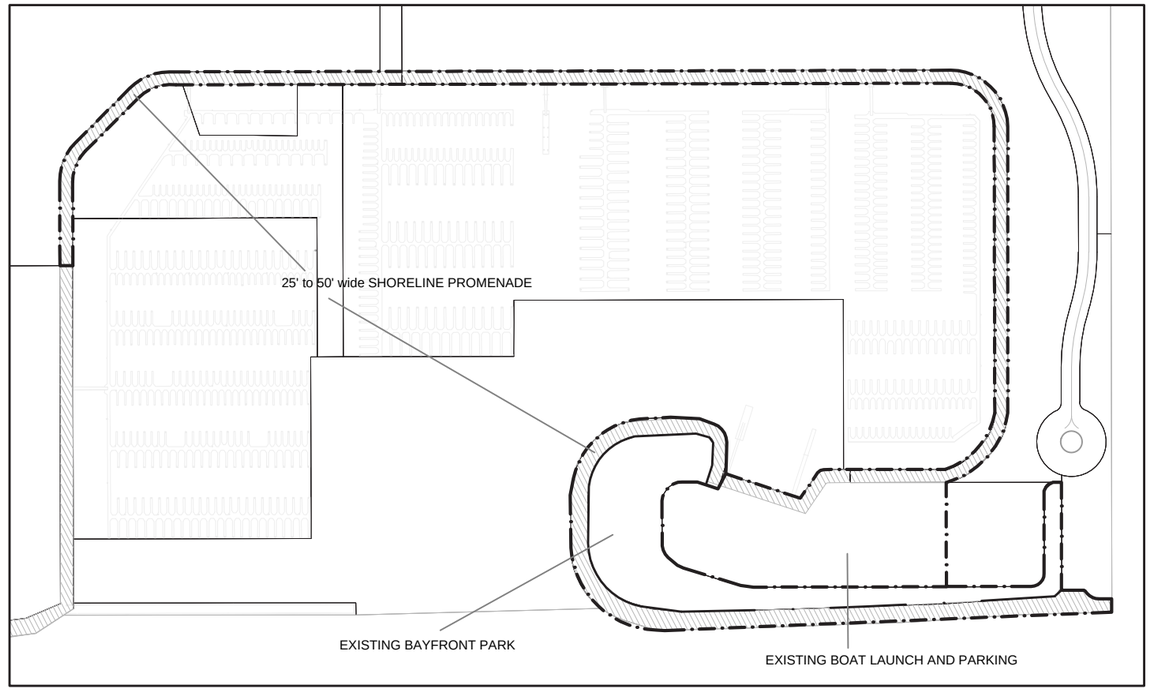
PARCEL - HP-3B , HP-3C , HP-14 , HP-15
AREA - 2.6 (HP-3B) + 1.8 (HP-3C) + 2.9 (HP-14) + 3.2 (HP-15) = 10.4 Acres
LAND USE - Bayfront Park, Boat Launch, Harbor Police, Parking, Baywalk Promenade
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

HP-3B and HP-3C constitute the continuation of the pedestrian promenade along the water edge overlooking and providing access to the Marina from HP-3B and overlooking the Bay from HP-3C. The public nature of the promenade should be evident to visitors in the many aspects which are common to the entire length of the promenade. This stretch of promenade will be 25-feet wide and will include standards for materials, lighting, furniture, signage, both informational and interpretive, the qualities of the marina to land edge may include features which emphasize the special nature of the maritime ambiance. This may include lighting, thick rope or metal linked chain barriers, mooring bollards and cleats and design for dock molding protection all of which will be part of the design review process. In addition, it is recommended that the Bayfront public art program (See Public Art Guidelines) be employed. Parking for the promenades will be provided in H-21 and HP-15.



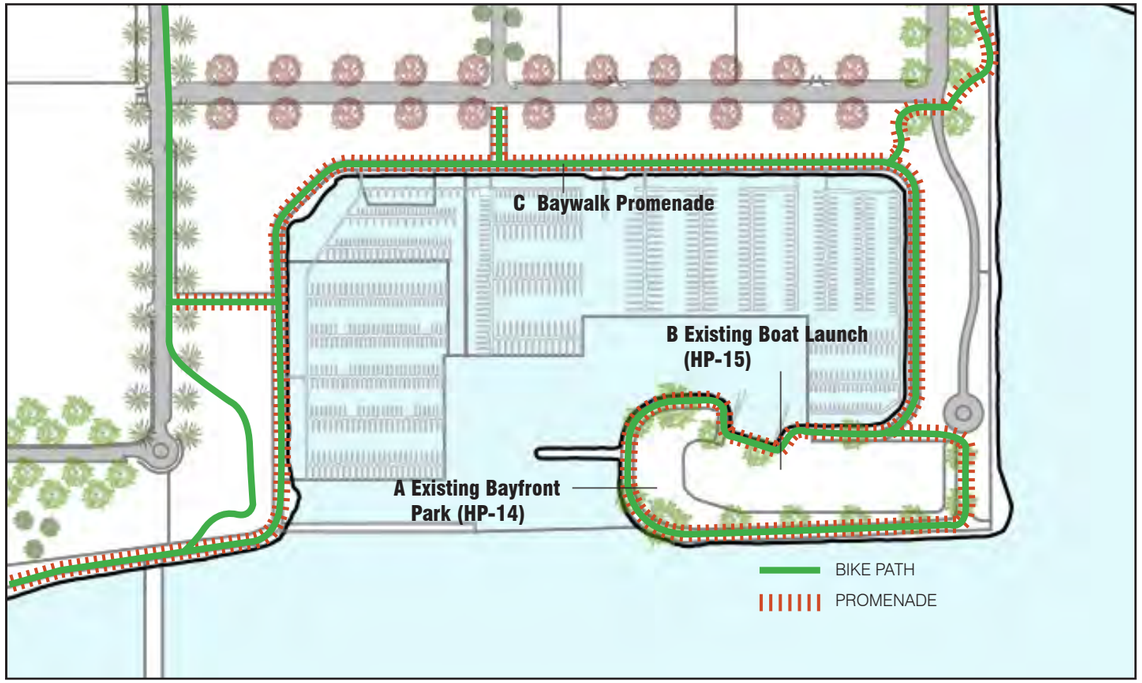
BAYFRONT PARK PARCEL PLAN



BAYFRONT PARK PLAN

BAYFRONT PARK DESIGN INTENT

ILLUSTRATIVE PLAN



A. Existing Bay Front Park

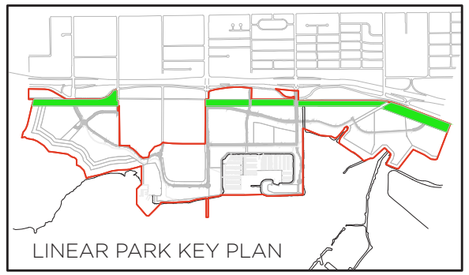
B. Existing Boat Launch

C. Baywalk Promenade Intent

C. Baywalk Promenade Intent

II.14 Linear Park

CHAPTER II PARKS



FACT CHART

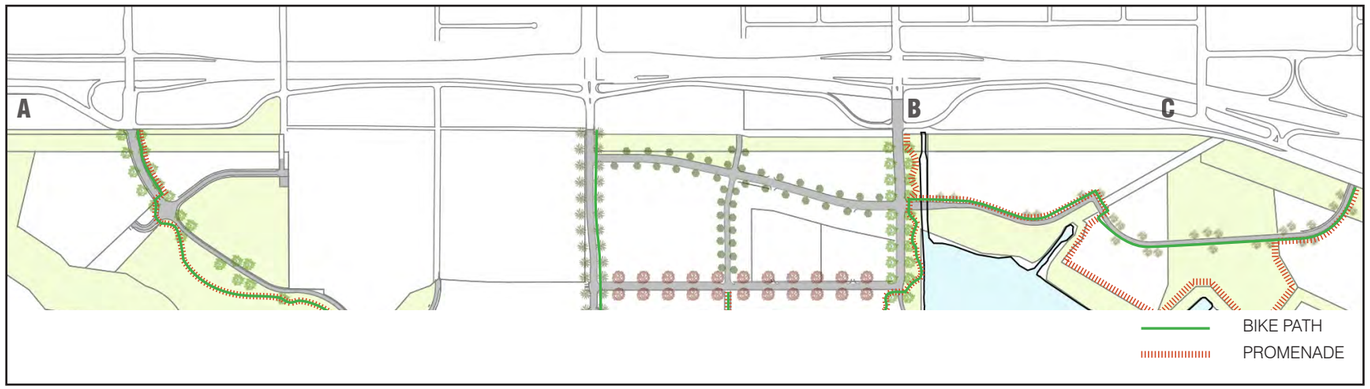
PARCEL - SP-4, SP-5, SP-6, SP-7, S-5, HP-12A, HP-13A, HP-23A, HP-12B, HP-13B, HP-9, OP-3
AREA - 4.1 (SP-4) + 1.1 (SP-5) + 4.1 (SP-6) + 1.1 (SP-7) + 1.3 (S-5) + 4.1 (HP-12A) + 1.1 (HP-13A) + 1.2 (HP-23A) + 4.4 (HP-12B) + 1.2 (HP-13B) + 0.8 (HP-9) + 19.0 (OP-3) = 43.6 Acres
LAND USE - Open Space, Promenade, Parks and Recreation, Industrial Bus Park
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

The Linear Park system runs along the eastern edge of the CVB which is in part the Coronado rail corridor ROW and a SDG&E transmission easement. Any proposed park development will be subject to the approval of the SDG&E Land Management Guidelines. Park design is intended to include a variety of indigenous planting which is not to exceed 15' in height at maturity and to contain decomposed granite surface paths for both bicycles and pedestrians. Improvements to the points where the road surfaces cross railway tracks will be part of the greenbelt strip development (as referenced in the District 7 Precise Plan) to ensure the continuity of the pedestrian and bike paths. In areas were landscape, seating and parking provision exists, these will remain with the exception of the Living Coast Discovery Center parking on SP-4 which will be moved to SP-3.

LINEAR PARK DESIGN INTENT

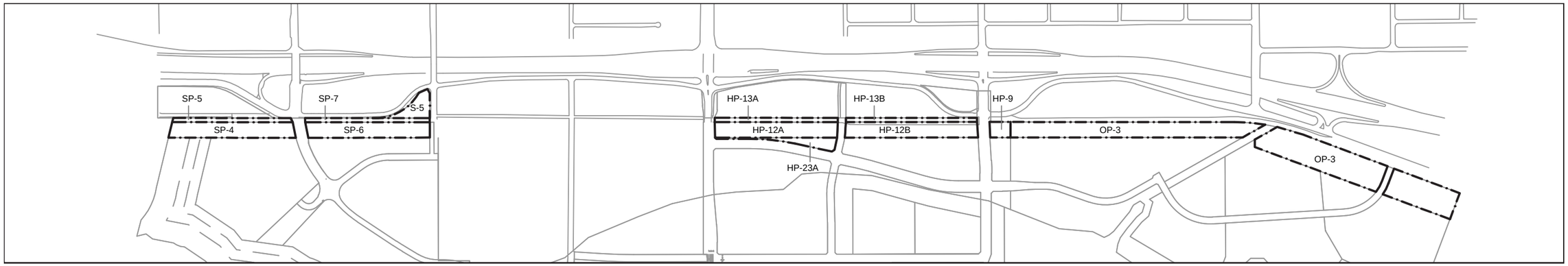
ILLUSTRATIVE PLAN



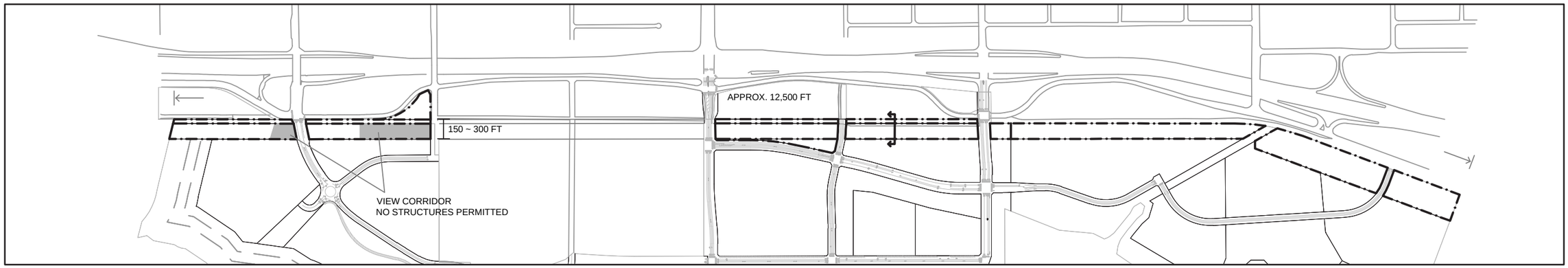
A

B

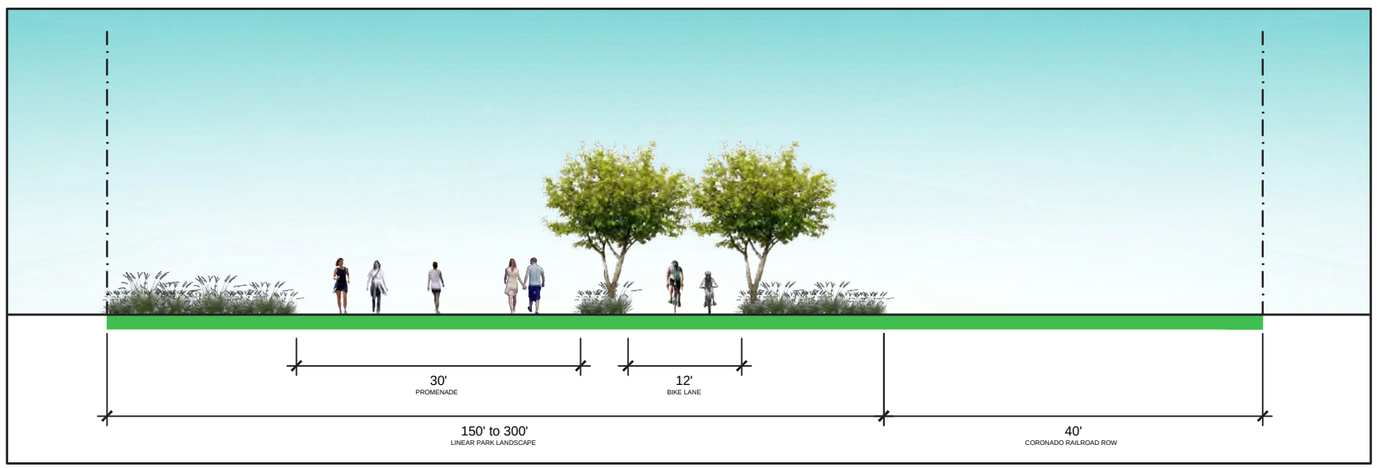
C



LINEAR PARK PARCEL PLAN



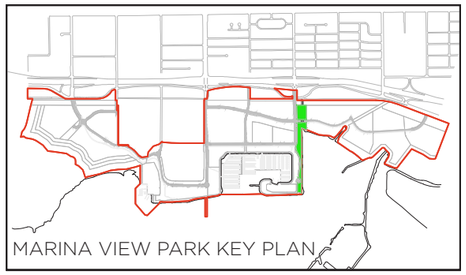
LINEAR PARK PLAN



LINEAR PARK STANDARD SECTION

II.15 Marina View Park

CHAPTER II PARKS



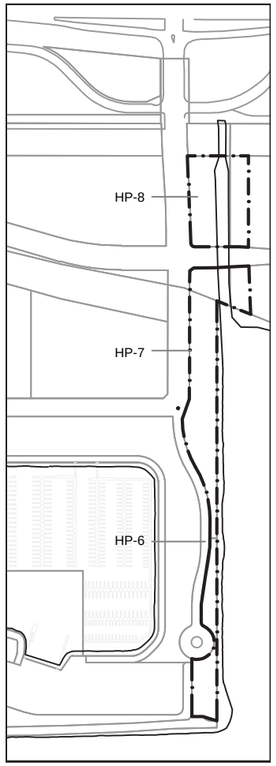
FACT CHART

PARCEL - HP-6 , HP-7 , HP-8
AREA - 2.4 (HP-6) + 3.5 (HP-7) + 1.5 (HP-8) = 7.4 Acres
LAND USE - Marina View Park
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

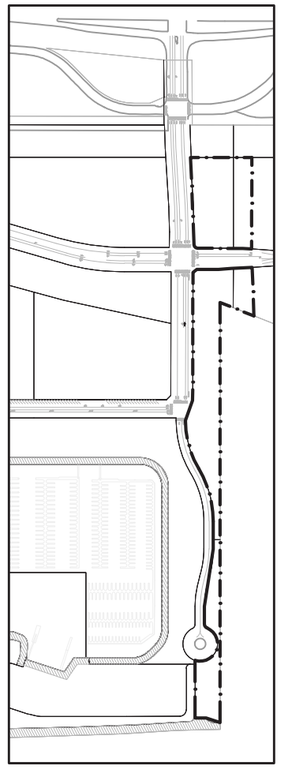
GENERAL INTENT

The Marina View Park forms the edge of the J-Street marshes and is intended to encourage both the enjoyment and learning opportunities from the natural habitats. Entry though, would be deterred with a continuous 4' high mesh fence along the southern edge of the pedestrian promenade. The existing park would remain with the following adjustments. The edge of the park would be adjusted to meet the reconfigured path of J-Street and Marina Parkway. The existing path in the park between Bay Blvd and Marina Parkway will be widened to an approximately 16-foot wide multi-use path. At the corner of Marina Way and Marina Parkway, a pedestrian crosswalk and 12' path will provide a connection to the Baywalk Promenade at the edge of the marina. Continuing west from Marina Parkway, the park will maintain the existing sidewalk width.

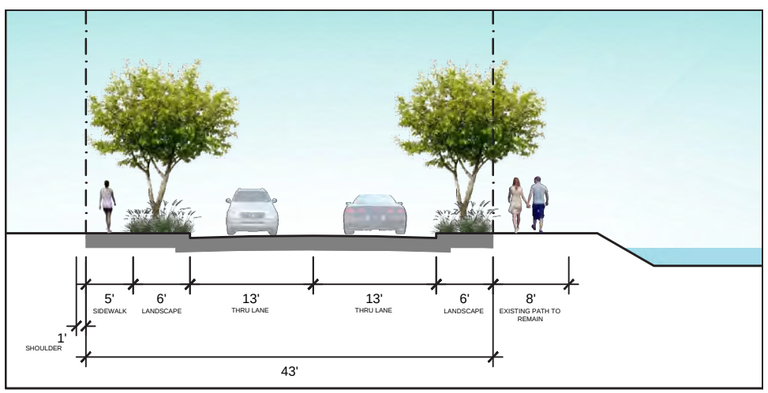
PARCEL PLAN



MARINA VIEW PARK PLAN



J STREET WATERFRONT - STANDARD SECTION

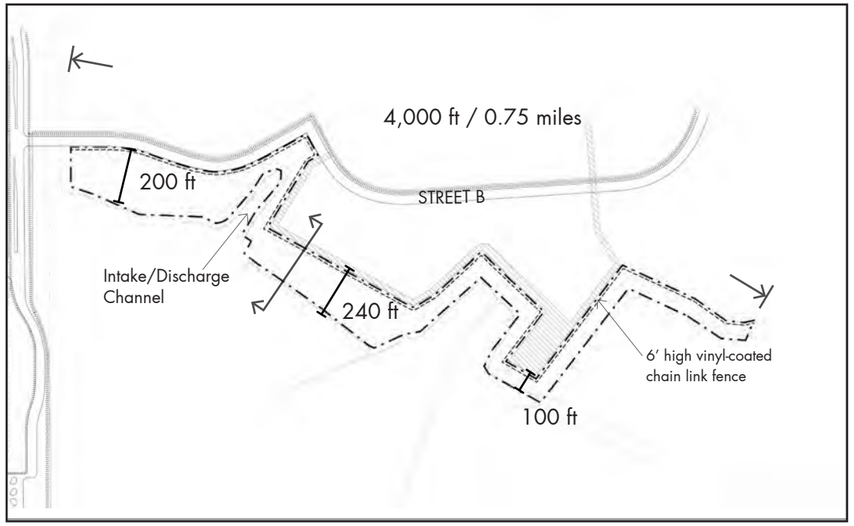


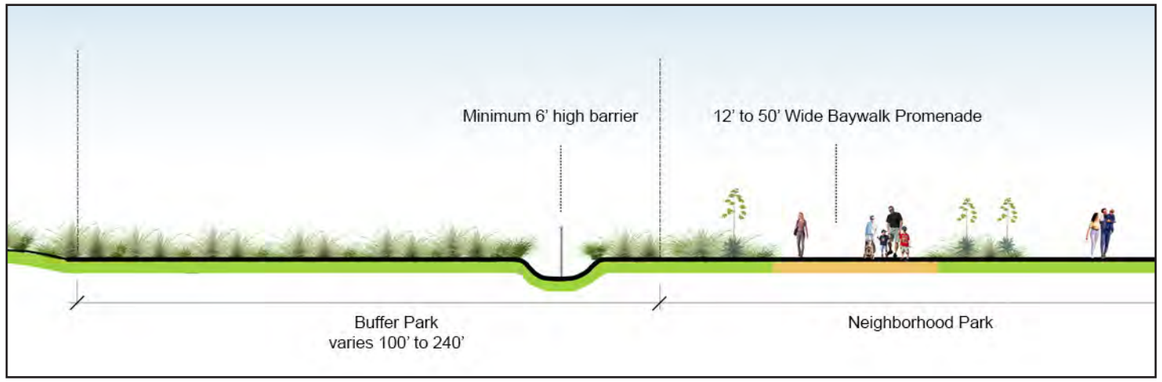
Potential Bird Watching Opportunities

Existing J Street and Marina View Park

Existing Site Photo

OTAY BUFFER PARK PLAN





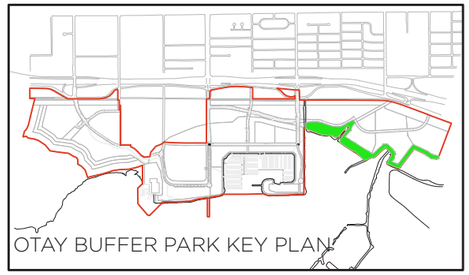
STANDARD SECTION

Existing Otay Wetland

Existing Otay Wetland

II.16 Otay Buffer Park

CHAPTER II PARKS



FACT CHART

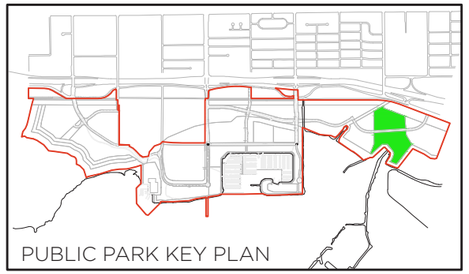
PARCEL - OP-2A
AREA - 25 acres
LAND USE - Ecological Buffer
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

The ecological buffer zones in the CVB are special assets which are integral to the unique character of the whole San Diego Bay region. As such the intention is for the sensitive habitats to be enjoyed and to provide educational opportunities while at the same time respecting the sensitive ecology by ensuring that the buffer zones have No Touch designations and that human or predatory animal access is prevented. To this end a 6' high black coated vinyl chain link fence will run along the eastern edge of the OP-2A buffer zone. As in the Sweetwater District, the fence will be in a depression so as not to be in the sight lines of public viewing. Land to the north of the existing intake/discharge channel is proposed for wetlands and upland habitat mitigation. Mitigation at the discharge channels, especially at the J Street Marsh should decrease the slopes so as to take advantage of tidal fluctuation to replenish habitat. The protective fence would turn east all the way to Street B, preventing access to the J-Street marsh. As part of the OP-1A and OP-1B, a 50' wide public boardwalk/observation area is proposed at the mouth of the existing intake/discharge channels.

II.17 Public Park

CHAPTER II PARKS



FACT CHART

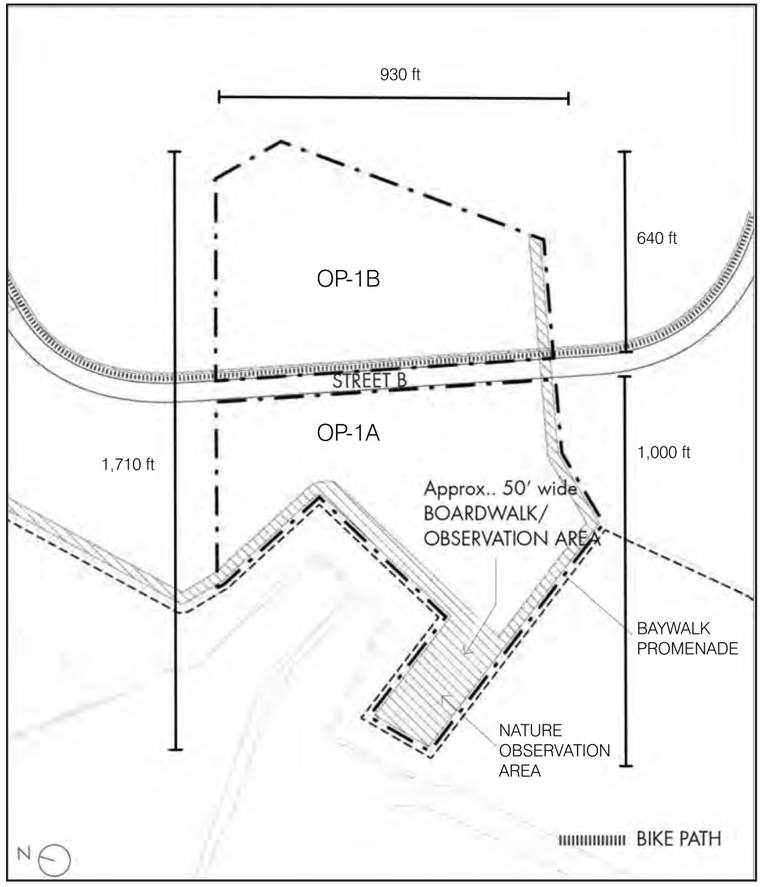
PARCEL - OP-1A , OP-1B
AREA - 24 acres
LAND USE - Park
LANDSCAPE PALETTE - Refer to Street Tree Framework on Page 16 and Landscape Intent on Page 26

GENERAL INTENT

Throughout the CVB the parks which form the edges of the sensitive ecological buffer zones are intended to allow only passive use and to be minimal impact parks. No big organized groups and activities or amplified sound will be permitted. Also no unattended food vending and no leash free areas for pets adjacent to the buffer zones. The parks are for the pleasurable experience of the Bayfront wildlife and their habitats and are intended to take advantage of the rich educational opportunities.

OP-1A and OP-1B will be intersected by Street B (See PUBLIC PARK PARCEL PLAN) and the continuous Class 1 bike path. The continuous waterfront Pedestrian Promenade should be a minimum of 12' wide and consistent with the CVB palette for seating, furniture, drinking fountains, lighting and signage, both directional and interpretive. As with the Sweetwater Parks, OP-1A and OP-1B should employ low water use, indigenous ground cover and should make use of berms and bioretention basins designed in part to integrate the landscape with changing water levels and to shield the ecological buffer fence from the public view. Paving, if any, should be minimally employed, most paths surfaced with decomposed granite. There is a one story height limit for restrooms and shading structures. Outlook areas, picnic areas and selective bench locations are to be encouraged.

PUBLIC PARK PARCEL PLAN



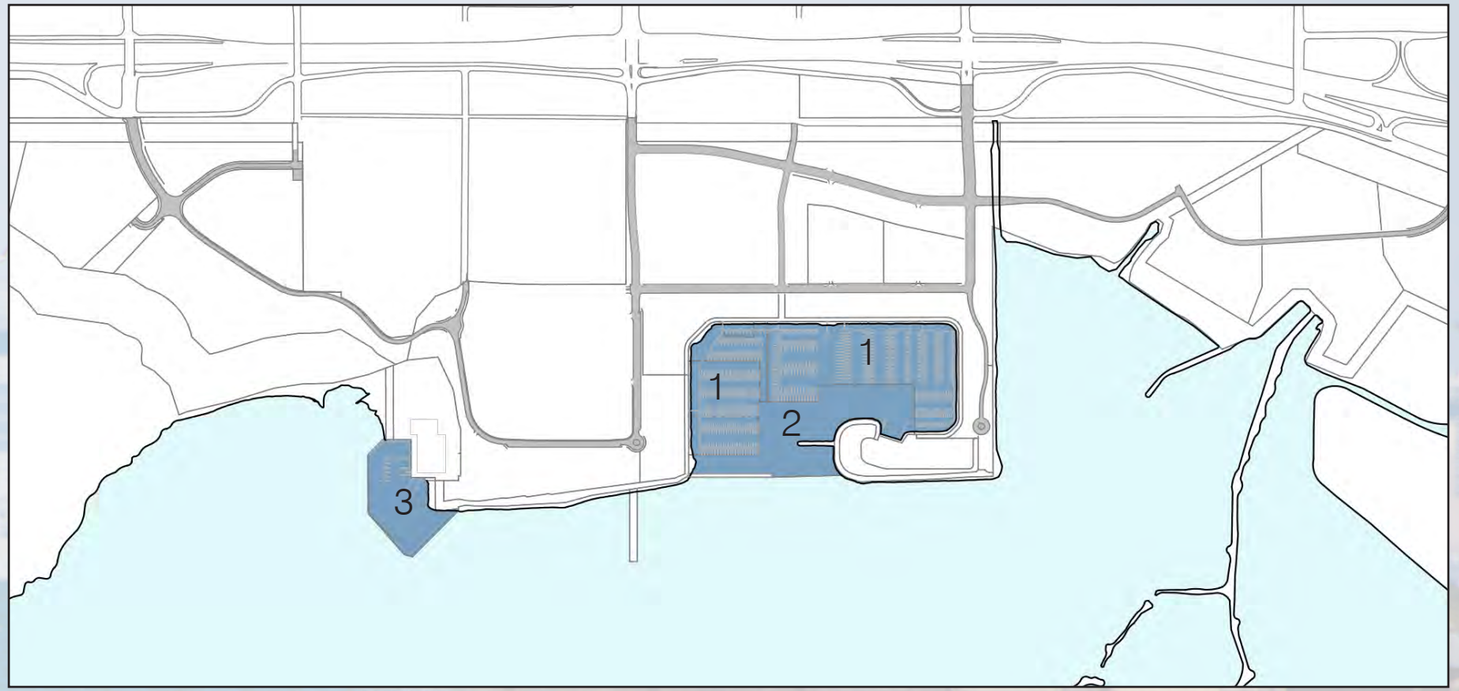
Public Park Image

PART THREE: WATER

WATER OVERVIEW

Consistent with the vision expressed for the 3 districts which describes the proposed land uses, the water parcels are intended to take on similar complementary characteristics. Most of the water edge of the Bayfront is an integral part of the ecology of the wildlife and their habitats and aside from limited restoration projects, these areas will remain largely untouched. Along the waterfront of the Harbor District though, a series of projects are proposed to enhance the public experience and enjoyment of the Bayfront. The intention is to make a special destination which will accommodate a range of private boating activities and also to be a tourist attraction which could potentially include ferry service and harbor cruises. Providing adequate parking and extending the Bayfront shuttle will be key elements which support future public uses. All these activities will be supported with boating services and visitor amenities along the shorefront. The overall character of the waterfront as a unique ecological environment is to be preserved and protected by limiting or in some areas precluding the allowable noise and speed, especially in the case of crafts such as jet skis whose effect will be to disrupt the indigenous bird life along the shore.

WATER NETWORK KEY PLAN

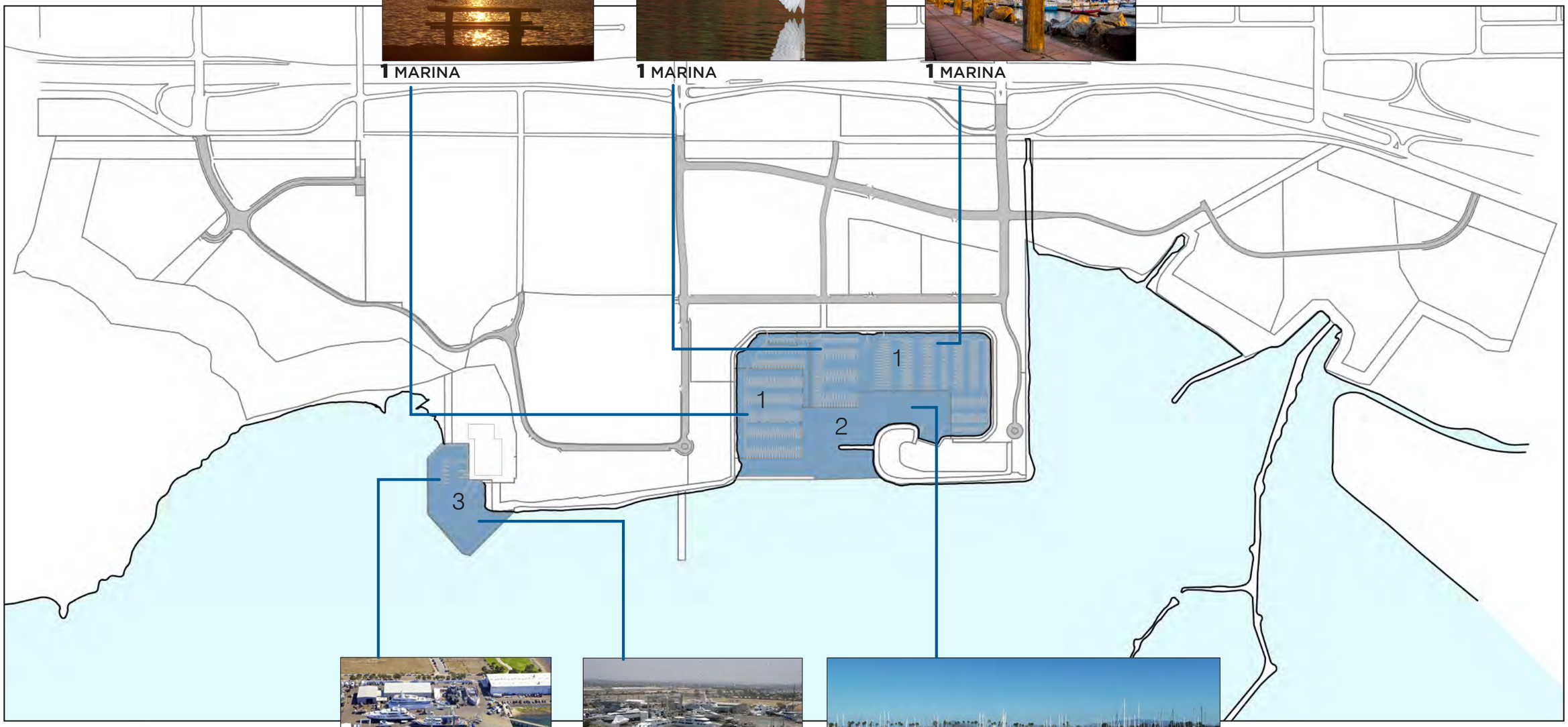


1. HW-1, HW-4 Marina	31.0 acres
2. HW-2 Boat Navigation Open Water Area	15.5 acres
3. HW-6 Boat Yard	8.6 acres
TOTAL:	**55.1 acres**

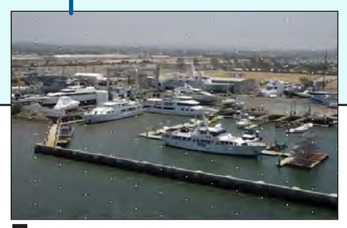
1 MARINA

1 MARINA

1 MARINA



3 BOAT YARD

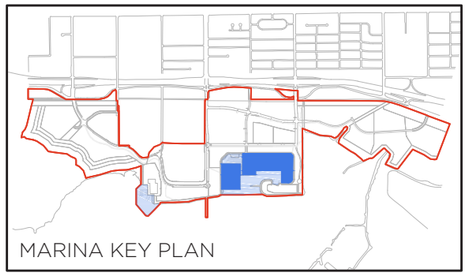


3 BOAT YARD

2 BOAT NAVIGATION OPEN WATER

II.18 MARINA

CHAPTER II WATER



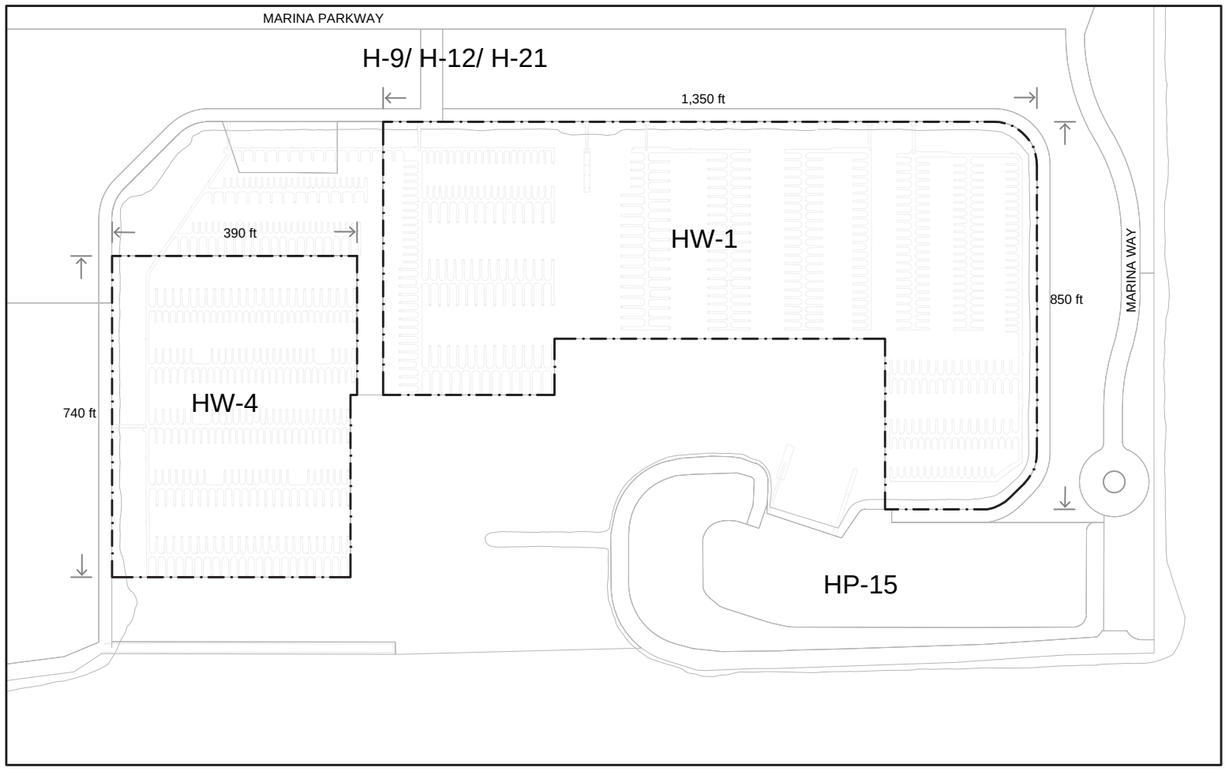
FACT CHART

PARCEL - HW-1 , HW-4
AREA - 21.5 (HW-1) + 9.5 (HW-4) = 31.0 Acres
LAND USE - Marina
EXISTING CONDITION - Approx. 900 Slips

GENERAL INTENT

These marina elements are existing.

MARINA PARCEL PLAN



Chapter III Private Development

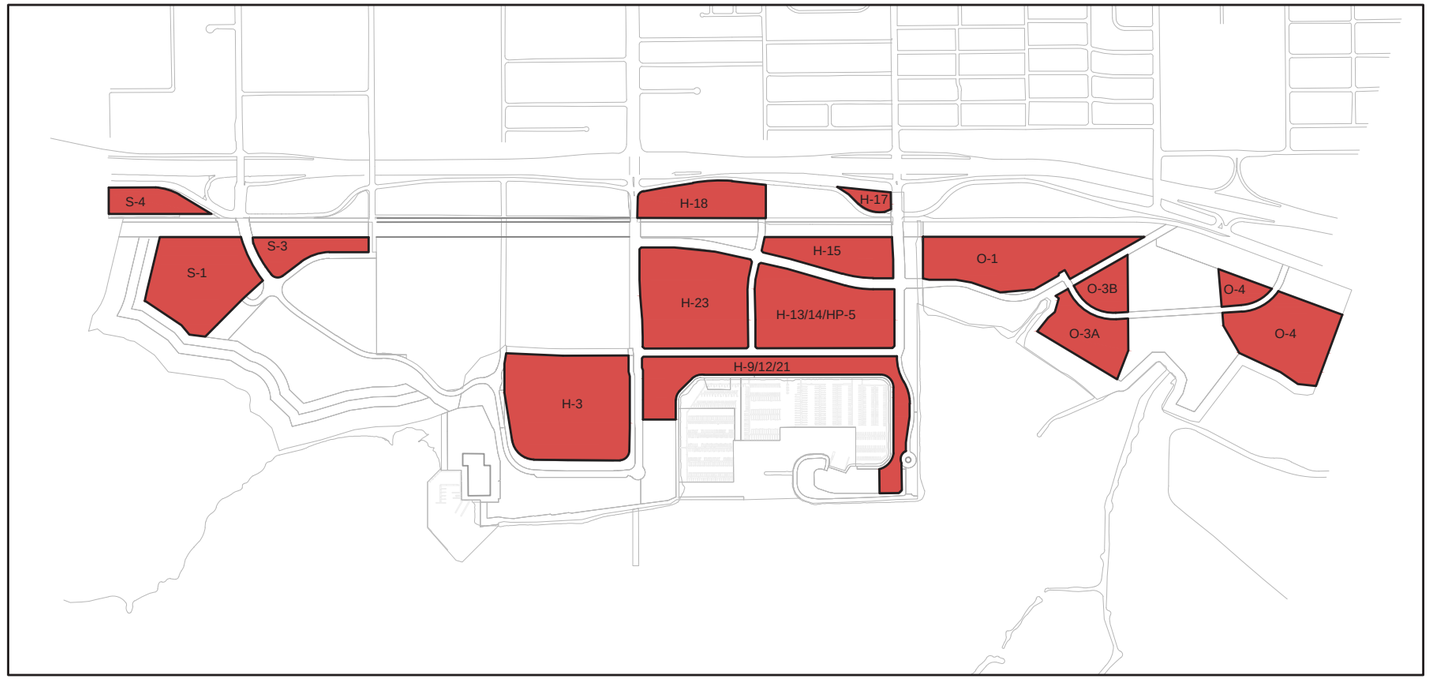
PRIVATE DEVELOPMENT

OVERALL GOALS OF PRIVATE DEVELOPMENT DESIGN GUIDELINES

Guideline Objectives Include:

- Connect the City of Chula Vista to the waterfront by way of access and visibility.
- Ensure direct and clear circulation for walkers, bikers, drivers, including adequate parking, and riders of mass transit, all to make the water-front development feel inviting to the public rather than restrictive and exclusive. Preserve the most valuable wildlife environments while making them visually accessible and physically reachable in a strictly limited manner.
- Ensure that the physical impact of the buildings and the landscaping on the natural environment is kept to a minimum, including the consumption of energy, noise, light, massing and bird strike potential.
- Encourage developments that are unique and creative yet respect and acknowledge the natural environment, scale, proportion and basic char-acter of the CVB, with attention to the project sites that adjoin natural habitat areas. These areas are particularly sensitive to the scale, design and impacts of development.
- Promote an attractive, inviting, imaginative and functional arrangement of buildings and parking areas through high quality architectural and landscape architectural design that provides for proper access, visibility, interest and identity.
- Recognize the importance of parking and circulation to the success or failure of commercial development in terms of ingress and egress and potential conflicts with street traffic, on-site circulation and potential conflicts between vehicles, bikes and pedestrians, and the overall configu-ration, efficiency and appearance of parking areas and circulation drives.
- The guidelines should not try to influence specific styles, themes, material choices, or design compositions. Private design is best left to design teams under the control of the private applicants.
- Uniformity of private development with public development is not required nor desired. Creativity, design branding and uniqueness should be encouraged. The only exceptions to this would be for areas where private improvements are inserted into the public right of way where uni-formity needs to be considered.

PRIVATE DEVELOPMENT KEY PLAY



1.	H-3 Resort Hotel and Convention Center	36.5 acres
2.	H-9/H-12/H-21 Harbor Retail	18.0 acres
3.	H-23 Hotel/Cultural Retail	24.6 acres
4.	H-13/H-14/HP-5 Residential	22.9 acres
5.	H-15 Mixed Use Office/Commercial Recreation and Hotel	9.5 acres
6.	H-18 Mixed Use/Commercial/Parking Structure	8.9 acres
8.	H-17 Public/Quasi Public Space	1.8 acres
9.	S-1 RV Park Campground	18.8 acres
10.	S-3 Mixed Use/Commercial	5.9 acres
11.	S-4 Office	5.9 acres
12.	O-1 Industrial Business Park	17.7 acres
13.	O-3A RV Park	8.7 acres
14.	O-3B RV Park	4.7 acres
15.	O-4 Industrial Business Park	15.9 acres
TOTAL AREA:		**201.9 acres**

Site Planning Principles (SP):

SP- 1: Compatibility

The arrangement of structures, parking, circulation areas and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality that have been set by surrounding development.

SP- 2: Building Placement

Structures should be sited in a manner that will complement adjacent structures. Sites should be developed in a coordinated manner to provide ordered diversity and to avoid a chaotic appearance. Whenever possible, new structures should be clustered and arranged with obvious symmetry, asymmetry or purposeful offsets for dynamic relationships between structures. This creates plazas and pedestrian malls and prevents long "barrack-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure.

SP- 3: Building Entrances

Freestanding, singular structures should be oriented with their major entrance toward the street that access is provided from. Primary structures should not be obscured by secondary or ancillary structures from the primary view as seen from the primary access street.

SP- 4: Spaces Between Structures

Recognize the importance of spaces between structures as "outdoor rooms" on the site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade benches and fountains.

SP- 5: Access and Circulation

Site access and internal circulation should promote safety, efficiency and convenience. Avoid conflicts between vehicles and pedestrians, minimize dead-end driveways, and provide adequate areas for maneuvering, stacking, truck staging and loading, and accommodating emergency vehicles.

Some additional guidance for access and circulation includes:

SP- 5.1: Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts.

SP- 5.2: Link structures to the public sidewalk where possible with walkways, high quality paving, plazas, promenades, landscaping, and trellises.

SP- 5.3: Continuous roadway and walkway circulation should be provided whenever possible. Turnarounds should be provided wherever dead-end driveways or parking aisles cannot be avoided.

SP- 5.4: Emergency vehicle access and turnarounds shall meet City of Chula Vista requirements.

SP- 5.5: Primary circulation drives should not, whenever possible, directly connect with surface parking lots or entrances to parking structures, but should first include looped driveways, drop-off / pick up zones and other areas with adequate landscaped public spaces and buffers between the building and the street.

SP- 6: Site Entries

Principal vehicular access into a project should be through an entry drive rather than a parking aisle. Project entry areas should be enhanced and obvious. Landscaped medians, enriched paving, decorative landscaped entry walls and low profile monument signs are encouraged. Physical design features need to make it clear that vehicles must yield to pedestrians when leaving the roadway.

Some additional guidance for site entries includes:

SP- 6.1: The number of site access points should be minimized and located as far as possible from street intersections. Whenever possible, provide at least two separate entry points, as far removed from one another as possible, in order to facilitate emergency access. Driveways should not be placed closer than 100' apart (measured centerline to centerline).The use of common or

shared driveways that provide access to more than one site or use area is encouraged and may in some cases be required to meet the requirement listed above. In some cases, low use emergency access, delivery and secondary driveways may be allowed if they are subordinate in scale, design and visibility to the primary driveways.

SP- 6.2: Delivery and service areas should not occur near the primary entrances or along the primary street, unless the lot is land locked with only one street edge. These driveways need to be subordinate to the primary entrances and clearly designed and signed to make it clear they are not public entrances.

SP- 6.3: On larger projects, curvilinear driveways or semi-circular driveways that interrupt the line of sight are preferred over long, straight drives, provided adequate sight distance is maintained.

SP- 6.4: In all cases where a driveway crosses over the public right of way, the pedestrian zone should be the continuous flat surface with colored, textured or modular paving schemes that highlight the pedestrian environment and make it clear that the vehicle is crossing a pedestrian zone versus a pedestrian is crossing a driveway..

SP- 6.5: Whenever possible, locate secondary site entries on side streets in order to minimize pedestrian/vehicular conflicts along the primary street, especially for streets with significant numbers of cyclists or pedestrians on them.

SP- 6.6: Driveway widths and depths need to be adequate to stack at least one vehicle past the sidewalk without the need for blocking the pedestrian path of travel. Larger projects with higher driveway access may need significantly more stacking area to avoid walkway blockage.

SP- 6.7: A triangular shaped open vision zone (15' by 15' on two sides) is needed at all driveways and intersections with only low visual obstructions (under 2 feet) or thin vertical obstructions no larger than 10" diameter poles allowed in this zone.

SP- 7-Parking

Parking should not be the dominant visual element of the site, especially as seen from public streets and walkways. It is recommended that surface parking areas that accommodate a significant number of vehicles (more than 100) must be divided into a series of connected smaller lots (maximum of 100 spaces per smaller lot). 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.

Some additional guidance for parking includes:

SP- 7.1: Introduce decorative paving and canopy trees to add visual interest to surface parking lots by breaking up the monotony of continuous lots and to provide visual definitions of appropriately sized parking lots. All surface parking that is visible from the street or other areas exposed to public view must be screened around its visible edges with landscape treatments earth berms, low screen walls, or a combination thereof.

SP- 7.2: The parking area should be designed in a manner that links the parking lots to the structures and to the street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and special landscaping treatment and plaza or promenade spaces.

SP- 7.3: Design surface parking areas so that pedestrians walk parallel to moving cars. The need for pedestrians to cross parking aisles and landscape areas should be minimized.

SP- 7.4: Surface parking areas should be separated from structures by a landscaped strip and raised concrete walkway. Continuous concrete curbs delineating walkways or landscape planters may be used in lieu of wheel stops.

SP- 8: Pedestrian Circulation

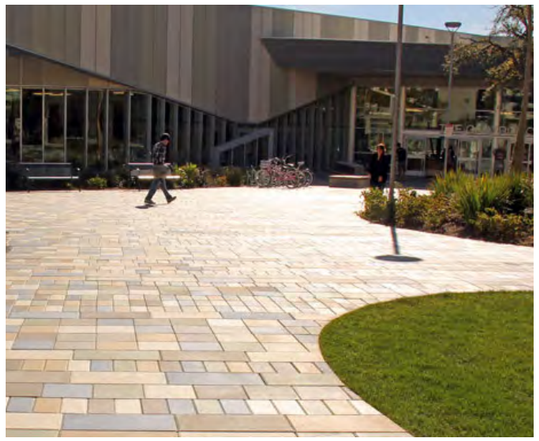
The CVB (and its associated developments) is intended to be in a walkable area that would allow a person to access the waterfront by vehicle and hopefully park once (or by transit, by foot or by bike) and utilize the proposed pedestrian environment to connect with other parts of developments and districts throughout the waterfront. This primary goal will not be obtained if there are disjointed walkway systems that are poorly marked, lighted and designed. As such, the pedestrian circulation network is the most important component of the development of the waterfront and the viability and quality of life for businesses, residents, employees and visitors. Where possible, separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between separate uses in developments should be emphasized, including distinct pedestrian access from the street and parking areas into and through larger developments ultimately connecting with smaller developments, spaces, and parklands. Each development will need to identify a connected pedestrian system that includes publicly

invited and accessible routes around and through the development, semi-public areas where tenants, residents and guest can access and restricted private exterior areas of pedestrian circulation where only employees or owners would be allowed.

Some additional guidance for pedestrian circulation includes:

SP- 8.1: Use raised pathways, landscape planting and/or bollards to separate pedestrian walkways from vehicle circulation drives and parking aisles to the maximum feasible extent. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Walkways should be well lit and wide enough for intended use levels, with no publicly accessible walkway of less than 6 feet in width, with 12 feet preferred.

SP- 8.2: All publicly and semi-private walkways will need to consist of non-slip walking surfaces that meet all ADA requirements and principles of universal access.



SP- 8.3: Unless restricted by a controlling document, it is recommended that lighting of at least ½ foot candle for all public walking areas will be maintained.

SP- 8.4: Reflectivity of the walking surfaces needs to be a 10% gray value equivalency but no more than 40% gray value to avoid absorbing excessive heat gain from the sun. The use of shade from trellises, trees, awnings or buildings will be taken into account for allowing pavement surfaces to be brighter than 10% gray.

SP- 8.5: The use of brick, interlocking pavers, enhanced concrete or other similar surface is encouraged to establish a hierarchy of circulation paths. At a minimum, decorative paving (scored, or colored or textured) should be used to delineate all pedestrian crossings of roadways, lanes, drives and parking aisles.

SP- 8.6: Amenities such as sidewalk cafes, seating areas and shelters should be incorporated into the pedestrian system wherever possible. Allow for visual and physical separation between active and passive use areas through the use of landscape planters, low wrought iron fences or similar edge defining design treatments.

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 private 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.

Some additional guidance for fencing walls and screening includes:

SP- 9.1: Walls should be kept to a minimum and held as low as possible while performing their screening and security functions.

SP- 9.2: Where walls are used at property frontages, or screen walls are used at parking areas or to conceal storage and equipment areas, they should be designed to blend with the site's architectural form and materials. Both sides of all perimeter walls or fences should be architecturally

treated. Landscaping should be used to soften the appearance of fences and walls and to deter graffiti.

SP- 9.3: When security fencing is required, it should be a combination of solid walls with pilasters and decorative view segments, or short solid wall and wrought iron grill work combinations. Standard chain link or barbed/razor wire fencing is not acceptable. Special fencing requirements for areas near natural or protected wildlife areas are indicated in the Natural Resource Management Plan guidelines. They include preventing bird perching and small animal entrance or exiting under the fence. The goal of fencing that is found in natural areas or next to or around public open space is to restrict and control movement, not to block visual access. Adequate visibility through fencing for visual access must be provided. Highly visible fencing as seen by the public from public spaces will need to be well designed and will not be allowed to use standard fencing fabric and mounting techniques. Creative design will be required and higher quality materials and design treatments are expected.

SP- 9.4: Long expanses of wall surfaces should be offset and architecturally designed to prevent monotony. No walls that have a continuous flat plane surface with the same material and color that add up to more than 2,000 square feet are allowed. The walls can be broken up using offsetting planes, changed materials, windows, fenestration detailing, colors, textures, scoring or impressions. Landscape screening or green walls will count towards breaking up these wall spaces.

SP- 9.5: Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping. The height should be determined by the height of the material or equipment being screened. Chain link fencing with redwood or neutral colored slats are an acceptable screening material for areas not visible from public view.

SP- 9.6: Exterior storage should be confined to portions of the site least visible to public view.

SP- 9.7: Any outdoor equipment, whether on a roof, side of a structure, or on the ground, should be appropriately screened from public viewing streets and walking areas. The method of screening should be architecturally integrated with adjacent structures in terms of materials, color, shape and size. Where individual freestanding equipment is provided, a continuous screen is desirable.

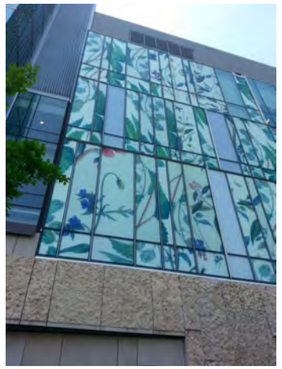
SP- 9.8: Screening and walls should avoid creating hidden areas that make it difficult to provide site security.

SP- 9.9: Loading and service areas should be located and designed to minimize visibility, circulation conflicts, and potential adverse noise impacts to the maximum feasible extent. Location at the rear of the site with separate access and circulation is preferred wherever possible.

SP- 9.10: Screen loading areas with portions of the building, architectural wing walls, freestanding walls and landscape planting. Ensure adequate noise attenuation for adjacent incompatible land uses.

SP- 9.11: Trash storage must be fully enclosed and incorporated within the main structures or separate freestanding enclosures. Locations should be unobtrusive and conveniently accessible for trash collection but not block circulation drives during loading operations. Recommended placement is to the rear of structures within service and loading areas screened from public view and positioned to protect adjacent uses from noise and odors.

SP- 9.12: Enclosures should provide a concrete surface and be of steel reinforced masonry construction with frame and face doors of heavy gauge metal finished to complement the project architecture and materials. Enclosures should provide clear interior dimensions of



6 ft. x 9 A. x 5 ft. high with metal wheel guides or interior curbing, and fronted by a 12 A. wide concrete apron of adequate thickness to protect asphalt paving. All freestanding enclosures visible to the public should be well screened with landscaping.

SP- 9.11: Recycling collection and loading areas should be fully enclosed and designed to accept the number and size of containers deemed adequate to serve the project in accordance with the standards of the local recycling collection company.

SP- 9.12: Whenever feasible, locate recycling areas adjacent to trash collection areas. Use signs to clearly distinguish between recycling and trash containers and the materials that can be placed within them. Enclosures or containers should be designed to protect recyclables from the elements.

SP- 9.13: Enclosures should be designed to complement the project architecture and materials, and be in convenient and accessible but unobtrusive areas well screened with landscaping. Protect adjacent uses from noise and odors.

Architectural Design (AD)

There is no particular architectural "style" mandated by these guidelines. High quality, innovative and imaginative architecture is encouraged. The use of standardized "corporate" architectural styles associated with chain-type facilities is acceptable provided the design complies with these guidelines. The designer is expected to employ variations in form, building details and materials in order to create visual interest. In all cases, the chosen architectural style should be employed on all building elevations within the associated complex of buildings. On first look all elements should be seen as similar and related. However, closer looks will discover variations and uniqueness of some of the parts, to help punctuate parts of buildings and to set a hierarchy of building importance and public invitation. The focus is expected to be on the development of a high quality built environment. The architecture should consider compatibility with surrounding character, including harmonious building style, form, size, color, material and roofline. New projects should meet or exceed the standards of quality that have been set already by previously built adjacent development.

AD- 1: Architectural Scale and Detailing

Building scale can best be addressed through the proper fenestration of window openings, planes of flat surfaces, roof overhangs, awnings, trellises, wall materials, colors, moldings, fixtures and other architectural ornamentation or simple forms. One goal should be to relate the larger building elements to human scale by the proper detailing and scale of the building elements themselves. Building articulation, architectural detailing and fenestration are particularly important in creating an inviting and human scale at the ground level of structures, especially around entrances.

Some additional guidance for architectural scale and detailing includes:

AD- 1.1: Repetitive and uniform building placement and massing creates an uninteresting and uninviting site plan and street scene. Cluster buildings and vary their orientation in order to create visual interest and to encourage inviting spaces.

AD- 1.2: The use of arcades, trellises and other open structures can be introduced to provide a visual and physical link between individual buildings and to lower the scale of elements to a more human scale for areas where pedestrian activity from or into the buildings may occur.

AD- 1.3: Although simplicity strengthens simple forms and design style, in some cases detail can provide visual interest, attract customers, and provide cues for wayfinding and cognitive understanding of the layout of the built environment. Areas where people are next to architecture should be handled with this detail and visual interest in mind.

AD- 2: Building Façade and Fenestration

Heights and setbacks within the same building should be varied, and wall planes should be staggered both horizontally and vertically in order to provide visual relief from monotonous, uninterrupted expanses of wall. Bird Friendly Building Design concepts (published by the American Bird Conservancy) should be incorporated into building facade design. Building facades and glazing should be designed to prevent and minimize bird strikes as outlined in the Chula Vista Bayfront Settlement Agreement, the Mitigation Monitoring and Reporting Program for the Chula Vista Bayfront Master Plan (MMRP), the California Coastal Development Permit for the Chula Vista Bayfront (CCDP), and the Chula Vista Bayfront Master Plan Natural Resources Management Plan (NRMP).

Some additional guidance for building façade and fenestration includes:

AD- 2.1: Building entries should be readily identifiable. Use recesses, projections, columns and other distinctive architectural elements, as well as materials and colors, to articulate entries.

AD- 2.2: Building facades may be broken up with building fenestration, color variations, scoring and patterning, material changes, as an alternative to offsetting vertical and horizontal planes. No more than 2,000 square feet of blank wall space should be used unless they are part of offsetting planes.

AD- 2.2: Building fenestration refers to the arrangement and design of windows, doors and other openings on a building's surface. The size of windows and doors and associated structural detailing should be coordinated and relate to the scale of the elevation on which they appear.

AD- 2.3: Avoid highly reflective surfaces that will create reflected glare from the sun. Polished metal and window reflective films should be avoided. Design consideration should be given to window treatments to avoid bird strikes. Architectural solutions can include the following: avoiding reflective coatings, providing angled glass tilted downward, glass coatings perceivable by birds, awnings and exterior sun-shading devices, and window stenciling.

AD- 3: Roof Articulation

Nearly vertical, mansard or pitched roofs applied at the structure's edge should be avoided. Flat roofs, when combined with sloping roofs, should be integrated into the structural design and should be of a scale and proportion so as not to appear as an afterthought or appendage.

AD- 4: Materials and Colors

These guidelines do not intend to dictate materials and colors other than the variety should not be excessive that could result in a chaotic appearance, nor so limited that could also result in monotony. Materials for projects should be durable and require low maintenance. They should be consistently applied and work harmoniously with adjacent materials. Piecemeal embellishments, and frequent changes in materials should be avoided. Materials tend to appear substantial and integral when material changes occur at changes in an elevation plane. Colors and changes in materials should be used to articulate entries or other architectural features. The use of color or color combinations to transform the building or any of its elements into a sign, such as "corporate color striping", is strongly discouraged. Graffiti deterrence/protection should be considered in the selection of building materials, paints and other protective coatings.

AD- 5: Mechanical and Utility Equipment

All mechanical equipment, whether mounted on the roof, side of a structure or on the ground, shall be screened from view. Utility meters and equipment should be placed in locations that are not exposed to view from the street or be suitably screened. All screening devices should be compatible with the architecture, material and color of the adjacent structures. Backflow preventers should be anticipated and accommodated for in the site plan so that they may be screened within a landscape area and not placed within the walking environment.

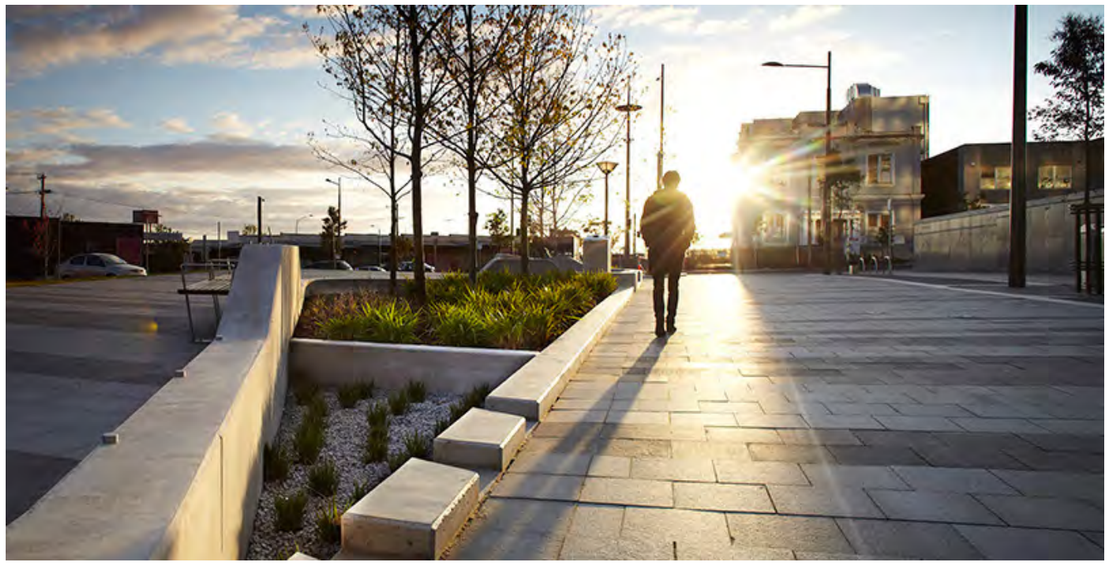
Some additional guidance for screening mechanical and utility equipment includes:

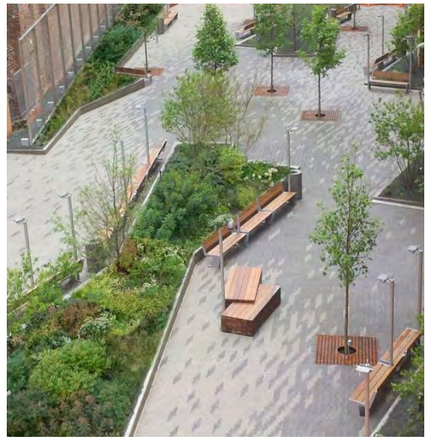
AD- 5.1: The screening of roof-mounted equipment is expected to be incorporated into the design of the roof. Full parapets, sloping roofs and low parapets with supplemental screens may be used to screen roof equipment provided that roof-mounted screen walls are fully integrated with the buildings architecture; “fence-type” screening is generally considered unacceptable.

AD- 5.2: Mechanical equipment is expected to be located below the roofline. Equipment visible from the upper floors of adjacent buildings or other elevated locations should be installed in an orderly, compact manner and should be colored to coordinate with the color of the roof surface on which it is placed. Noise attenuation should be considered in the case of adjacent incompatible uses.

AD- 5.3: Solar panels should be integrated into the roof design. Solar panels placed on sloped roofs should be parallel to and resting on the roof slope. Frames should coordinate with roof colors.

AD- 5.4: Sloped and racked solar collectors may be used on flat roof areas if collectors are located in the interior portion of the roof, well away from the perimeter, and the racks are enclosed on the sloping and back sides and colored to coordinate with roof colors.





AD- 6: Lighting

Lighting should be used to provide illumination for the security and safety of on-site areas such as entries, parking, loading, shipping and receiving, pathways and working areas. The design of light fixtures and their structural support should be architecturally compatible with the main structures. Building illumination and architectural lighting should be indirect and concealed from view. Indirect wall lighting (wall "washing" from concealed fixtures) and landscape lighting is encouraged provided it is subtle and with careful consideration of light spill over and avoiding getting light directly into the eye of the pedestrian, cyclist or driver. As a result, all exterior lighting shall be selective and shielded to confine light within the site and prevent glare onto adjacent habitat areas, properties or streets. Lighting should provide a visual clue on the hierarchy of public, semi-public, semi-private and private spaces as well as to highlight entrances, public spaces and features of the site.

AD- 10: Signs

Every structure and complex should be designed with a precise concept for signage. Provisions for sign placement, sign scale in relationship with the site and building, and sign readability are expected to be considered in developing the project design and signing concept. All signing should be highly compatible with the building and site design relative to size, color, material, and placement. All development will need to submit a signage plan for Tier 2 and Tier 3 project site signage that is compatible and coherent within the project development but will also need to show how it will work with CVB Tier 1 signage.

Some additional guidance for signs includes:

AD- 10.1: Signs should be characterized by restraint and designed as supportive elements to land use. They are intended to "identify" businesses and assist in directional choices and not to advertise products or display information not part of the name of the business.

AD- 10.2: Low-profile monument signs and individually cut (channel) letter signs are the preferred alternative for business identification whenever possible. Freestanding top mounted signage on poles are prohibited except for Tier 3 regulatory or informational signage along roadways and parking lots.

AD- 10.3: Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development and address.

AD- 10.4: Roof signs or wall signs that extend above the roofline are strongly discouraged. Standardized "corporate" signs are acceptable only if they comply with these guidelines. Painted wall signs and exposed sign "cans" that are not incorporated into the structure of the building or a ground monument are generally considered unacceptable.

Landscape Architectural Design (LA)

All areas not covered by structures, drives, parking or paving should be appropriately and professionally designed by a landscape architect with both an intent for functional and aesthetic benefits. Functional aspects include shade, windbreak, wayfinding, spatial definition, screening, and avoiding urban heat island gain. Aesthetic aspects include softening, providing visual interest and helping to establish human scale.

Some additional guidance for landscape architecture includes:

LA- 1.1: Landscaping for uses should be used to define specific areas by helping to focus on entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for parking, loading and equipment areas.

LA- 1.2: Landscaping should generally constitute no less than 15 percent of the gross site area, and a minimum of 10 percent of parking areas. Use dense formations and layering of plants to achieve immediate effect when planting is used as the primary means to screen parking.

LA- 1.3: Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose. Use larger specimen trees at major entrances, along street frontages and larger open space areas. Flowering and multi-trunk species are encouraged.

LA- 1.4: Landscaping should be used around the base of buildings, walls and fences to soften the transition between pavement and structures. A minimum clear width of five feet is generally required in order to provide an appropriate planting space. Additional width is needed increased height of the overall building. Landscaping areas should be enlarged at building entrances to provide focus.

LA- 1.5: Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

LA- 1.6: Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Appropriate paving should be used where pedestrians are likely to cross landscaped areas. Consider the use of "turfstone" for areas used exclusively for emergency vehicle turnarounds.

LA- 1.7: Use plants in permanent containers for enhancement of sidewalk shops, plazas, and courtyards.

LA- 1.8: Use specimen trees and multi-trunked trees with unique structural qualities whenever possible to highlight special areas.

LA- 1.9: Landscaping should be planned and maintained to avoid creating "hiding places" for possible criminal activity. The application of CPTED (Crime Prevention through Environmental Design) should be applied to all exterior areas where the public is invited into.

Private improvements in the public right of way (RW)

Private developers may be required to generate improvements for the general public in the public right of way. This section refers to private benefit improvements within the public right of way. As a general rule, the public right of way needs to dominate the street scene and the private improvements should be punctuations and short breaks between the consistency and harmony of design improvements in the right of way. These contrasts and breaks in continuity can serve to make driveways and other site features more prominent by having a break in consistency of design treatments. On the other hand, the punctuations should still be subservient to the design of the public right of way as seen and used by the general public.

RW- 1: Streetscape requirements (trees, lighting, signage, street furnishings, transit stops)- see other sections of the guidelines.

The following elements that need to be included in all public right of ways includes:

- Street Trees: See page 16
- Landscape Palettes: See page 26
- Street Furnishings and Lighting: See page 19
- Wayfinding Signage: See page 18
- Bayfront Shuttle Stops: See page 23
- Bioretention and Storm Water Treatment: See page 25

RW- 2: Driveways crossing pedestrian sidewalks and bike paths or lanes

Driveways crossing public sidewalks and bicycle facilities shall be designed and detailed so as to protect the safety of pedestrians and bicyclists in the right of way. Driveways crossing sidewalks and bike routes should be subordinate to the pedestrian and bike paths of travel. Entry and exist driveways should include signage and pavement markings to alert drivers to yield to pedestrians and bicyclists as vehicles enter or exit the public right of way.

RW- 3: Permitted use of public right of way for public gathering

Retail and restaurant seating areas and special event gathering areas within the public right of way contribute to creating a vibrant and activated public realm. Seating and gathering areas should be carefully designed to create inviting and comfortable spaces that encourage visitors to patronize shops and restaurants in the Bayfront. Seating and gathering areas should be designed to protect public safety and welfare by avoiding amenities such as high walls, screens, and plant material that inhibit visibility and create blind spots. If approved and appropriate seating and gathering areas that extend more than three feet (3') into the public right of way, and/or those of establishments that serve alcohol, shall be enclosed by a barrier to separate the space from the public right of way. Barriers shall not exceed three feet (3') in height and shall be transparent or semi-transparent to prevent full screening of seating areas. Furnishings should be high quality, commercial grade and not be permanently affixed to the pavement.

Private Improvements in Publicly Accessible Areas (PA)

PA- 1: Continuity of walkways into publicly accessible private development

Walkways and sidewalks extending from public right of ways into publicly accessible private development should function as extensions of the public sidewalks. Walkways and sidewalks on private development may receive a more enhanced treatment of integral color and/or paving texture than public sidewalks, however, walkways and sidewalks on private development shall adhere to ADA requirements for accessibility and safety, and shall be lit to lighting levels comparable if not better than public right of ways.

PA- 2: Coastal access signage and pathway requirements

Private development shall foster public access to accessible, public spaces in and around the waterfront and shorelines. Publicly accessible sidewalks and bike paths within private development shall include coastal access signage that clearly indicates the public is invited to use the access routes to the CVB shoreline.

PA- 3: Use of exterior seating, tables and gatherings accessible to the general public

Publicly accessible plazas and gathering areas within private development should provide site furnishings and improvements for seating and gathering. Improvements should include seat walls, benches, and café table and chair groupings. These improvements should be designed and arranged in a manner that clearly indicates to the public that they are intended and available for public use.

PA- 4: Minimum tree canopy and shade elements over publicly accessible private areas

Publicly accessible gathering areas should be inviting and offer areas of sanctuary and shelter from exposure to direct sunlight. Exterior plaza and gathering areas should strive to achieve a minimum of 30% shade coverage on paved areas. Shade should be achieved by trees, shade structures, or a combination of both.

PA- 5: Minimum percentages of non-building covered areas for landscape or permeable surfaces

Publicly accessible areas within private developments should include paved plazas and gathering areas that should be sized appropriately to facilitate the intended uses and volume of users. Care should be taken to avoid large expanses of open paving that exceed the demand of the programmed use of the space. Plazas should incorporate areas of landscape and/or permeable surfacing to reduce storm water runoff coefficients, reduce heat island effect, and provide visual interest.

PA- 6: Preserving solar access

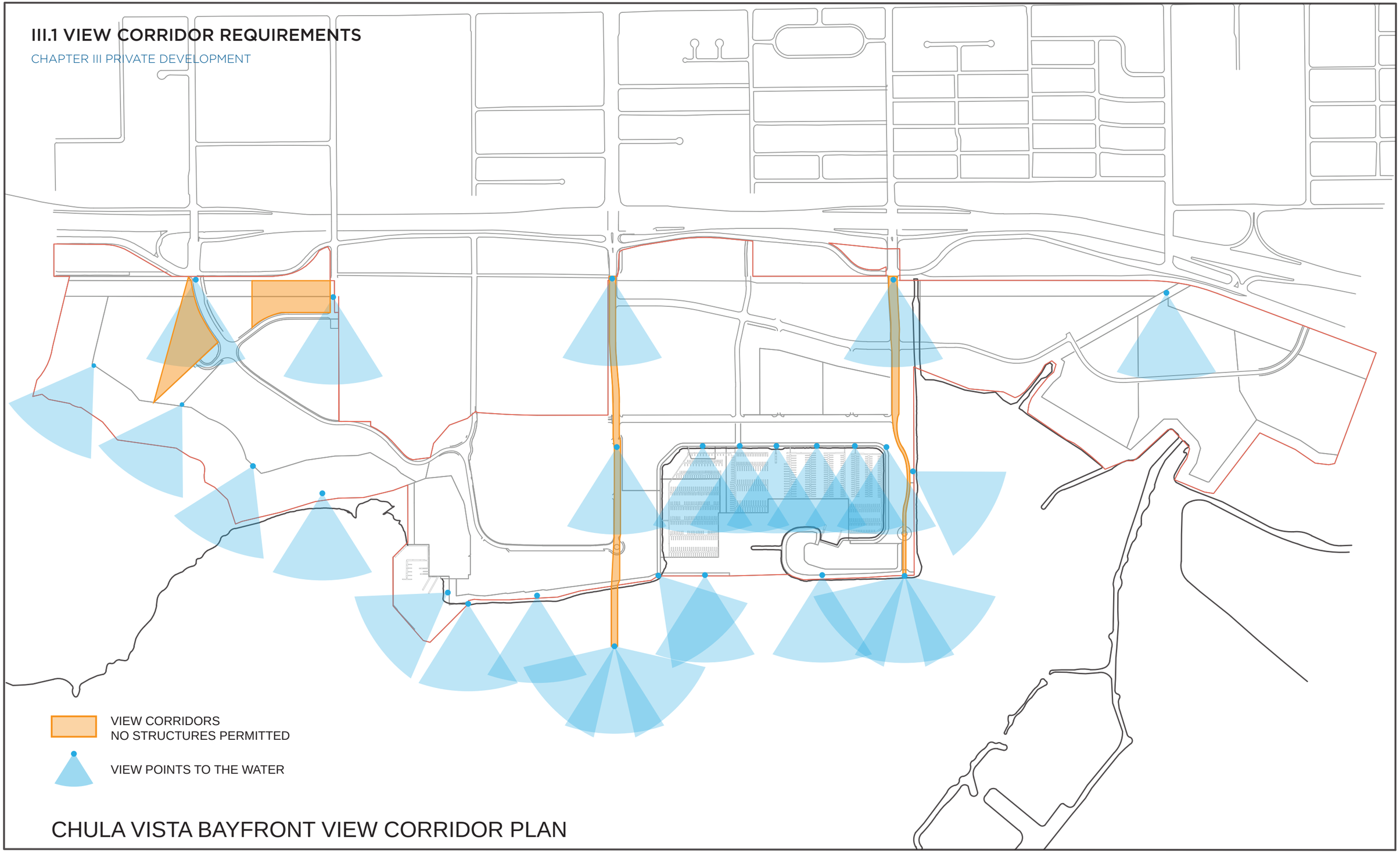
Buildings should offer protection and preservation of access to solar exposure for photovoltaic (PV) opportunities for nearby properties that would fall into shadow casting from the development. PV systems should be considered to be placed on rigid shade structures and building rooftops. Careful consideration should be given to building massing and arrangements in order to maximize solar exposure on-site along with careful consideration to prevent blocking solar access to adjacent parcels.

PA- 7: Minimum requirements to implement CPTED (Crime Prevention Through Environmental Design) principles for public safety

Site design should foster principles of CPTED to deter criminal activity and improve public safety. Minimum goals should include maximizing distances of unobstructed views and use the least sight-limiting fence and screening as possible. Provide complete and consistent security level lighting, ensure problem potential problem areas are well lit, and avoid blind spots. Create landscape designs that provide surveillance, prevent hiding spaces, and are maintained in a manner that communicates an alert and active presence.

III.1 VIEW CORRIDOR REQUIREMENTS

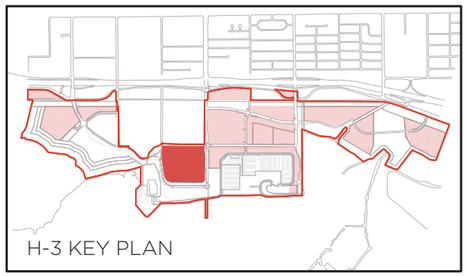
CHAPTER III PRIVATE DEVELOPMENT



CHULA VISTA BAYFRONT VIEW CORRIDOR PLAN

III.2 H-3 RESORT HOTEL AND CONVENTION CENTER

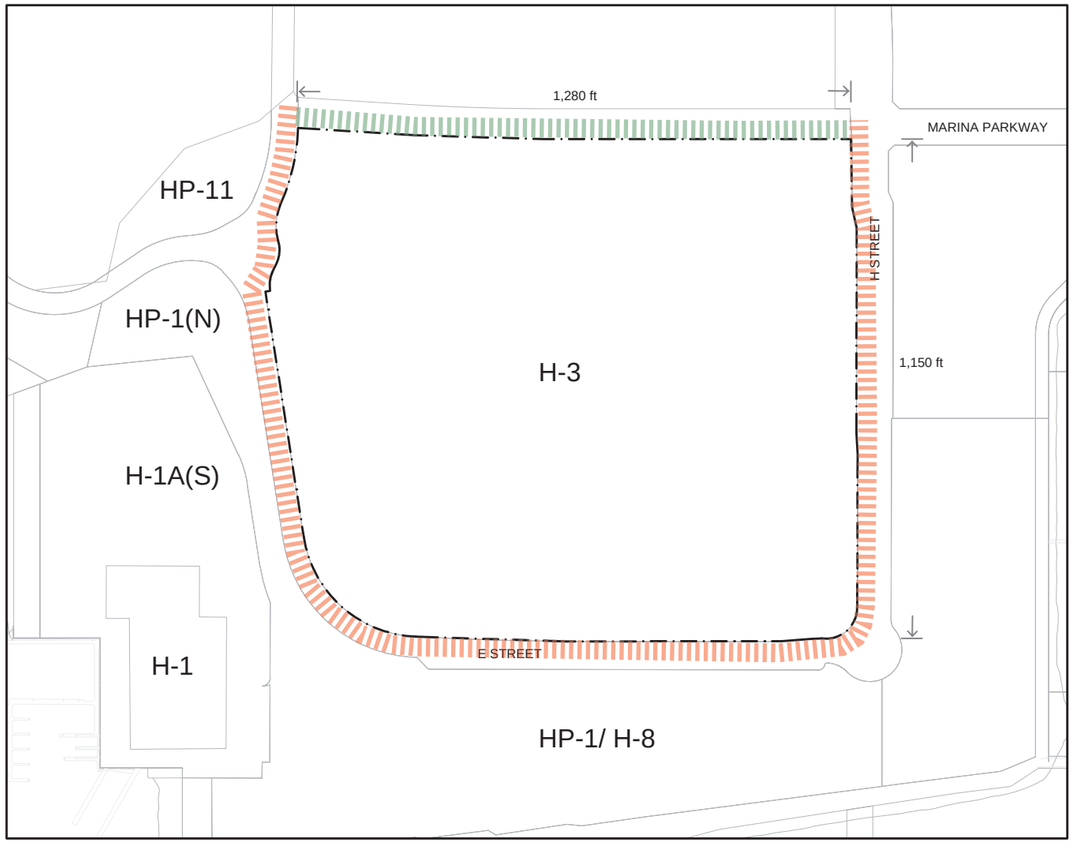
CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

PARCEL - H-3
AREA - 36.5 Acres
LAND USE - Resort Hotel and Convention Center
HEIGHT LIMIT Hotel Tower - 240 ft Convention Center - 120 ft Atrium - 140 ft REQUIRED SETBACKS Minimum building setback from H Street ROW -50’ Minimum tower setback from H Street ROW - 75’ Average setback from the E Street ROW -west edge - 100’ Minimum setback from E Street ROW - north - 50’

PROPOSED PLAN



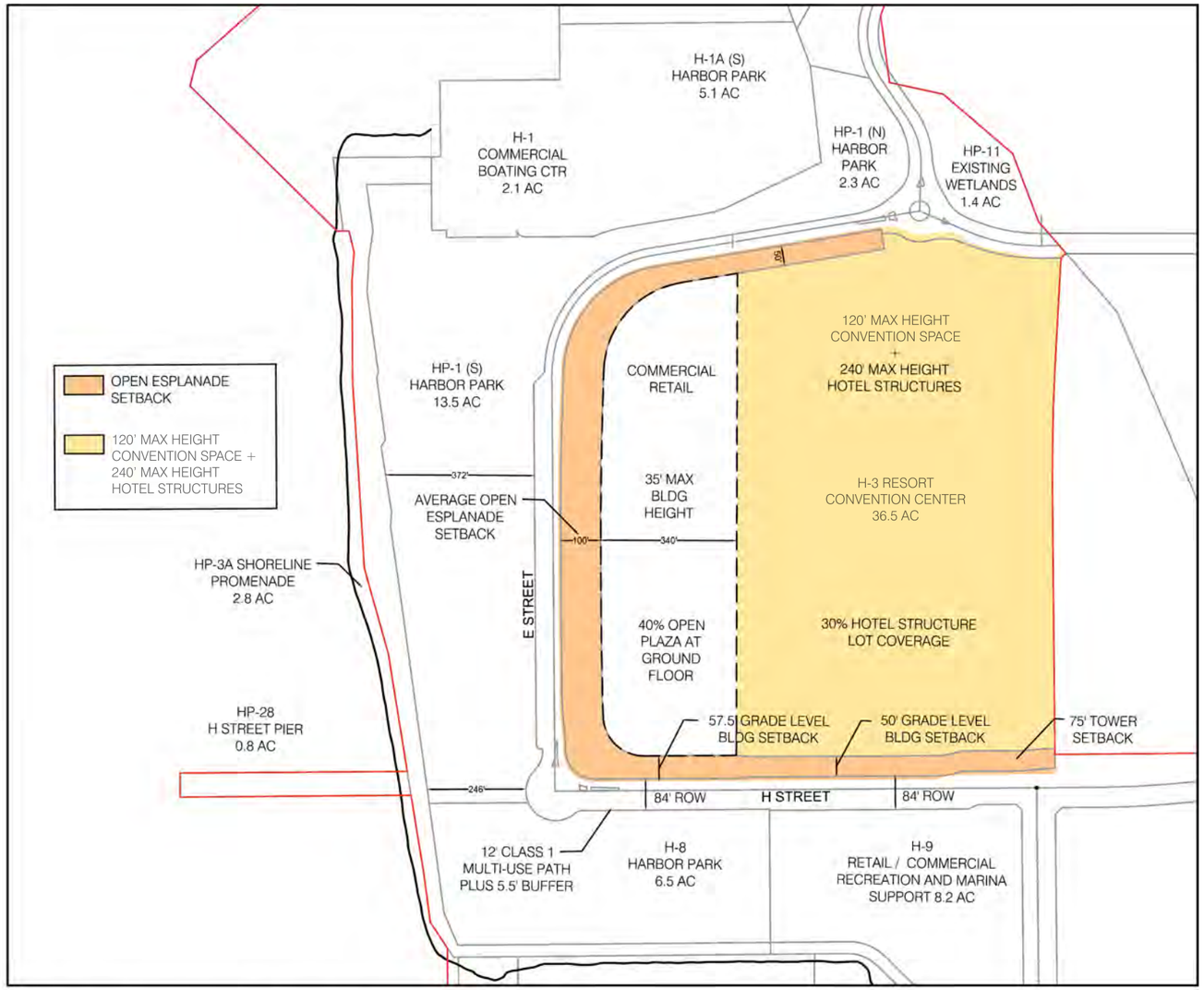
Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

RESORT HOTEL AND CONVENTION CENTER DESIGN INTENT

There are specific intentions related to both the street level environment and to the massing of the building.

The RCC is one of the key developments which frame the public space where H Street arrives at the intersection with Marina Parkway. This special place is where the arriving visitor has views open up to the Marina and to the Bay and is also intended as the most active public place in the whole CVB where people, hotel guests, local residents and visitors can shop, dine, watch and walk to activities on the waterfront. The other important face of the development is the Bay facade overlooking the Harbor Parks and the Bay itself. This frontage is intended as active retail, restaurants and optionally, the front door arrival for the Resort Hotel and Convention Center. The intention is for the landscape treatment, the building forms and the activities they support to blend in with the Harbor Parks and E Street (E Street Extension). It is intended for all the architectural treatment to both minimize the impact on the Bay ecology, especially addressing issues of bird flight, and to strive for the best sustainability practices as specified in the Port of San Diego: Chula Vista Bayfront Development Policies. This will include a protective fence along the northern edge to protect HP-11 and HP-1 (N). It is assumed that access to the site may occur off H Street and lead to an internal circulation arrangement which will include a drop-off for the convention center, service and access to a parking structure. It is assumed that service functions will face onto the Goodrich site to the east and will make use of the H-3 service driveway to the north of the site. Any additional parking needs should make use of the parking provided on H-18 to ensure that all the on-street parking is available for the public visiting the waterfront.

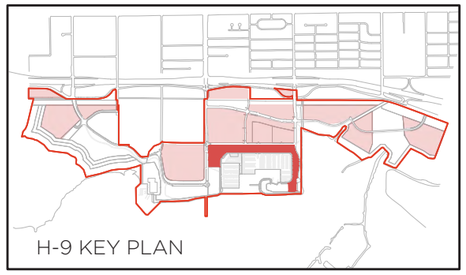
The intention for the building massing is for the taller building elements to be as far away, in this case toward the southeast, from the sensitive ecological areas in the Sweetwater District. The 3 height zones as indicated (see diagram) are intended for the height to be limited on the north and get progressively taller toward the south. The other goal is for the towers on H-3 and H-23 to form a composition to make a special place at the H Street 2 intersection.



RESORT HOTEL AND CONVENTION CENTER H-3 DEVELOPMENT

III.3 H-9/12/21 HARBOR RETAIL

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

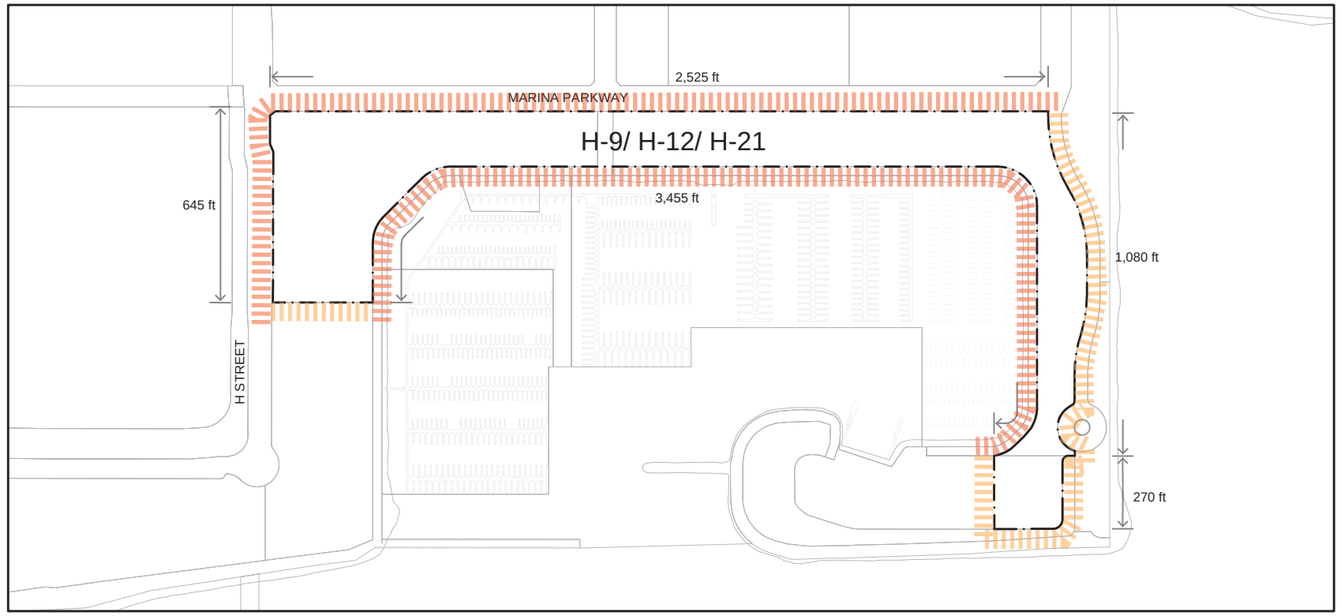
PARCEL - H-9, H-12, H-21
AREA - 8.1 (H-9) + 9.9 (H-21) = 18.0 Acres
LAND USE - Retail, Commercial Recreation and Marina Support, Ferry Terminal
HEIGHT LIMIT - 25 ft

GENERAL INTENT

It is intended that all of the retail program for the marina frontage on H-21 will be shifted to H-9 to add to the richness and focus of public activity at the H Street and Marina Parkway intersection. Among the development options this would follow the illustration in option 2.

The intention is for the design to take full advantage of the rich variety of experiences afforded by the proximity of the water and the marine culture. Between the retail and the water there are to be opportunities for sitting, eating, strolling, jogging, viewing, both at grade and elevated, being shaded or covered both in groups and as individuals. Retail and restaurants which expand beyond their glass lines are to be encouraged, but without encroaching onto the pedestrian promenade. Shading devices which are both attached to the building and freestanding are encouraged.

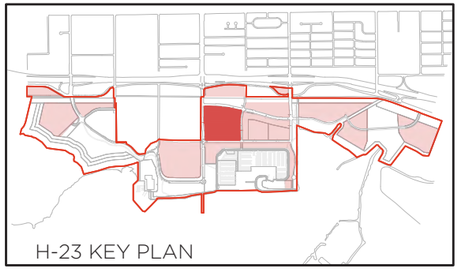
PARCEL PLAN



Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

III.4 H-23 RESORT HOTEL AND CULTURAL RETAIL

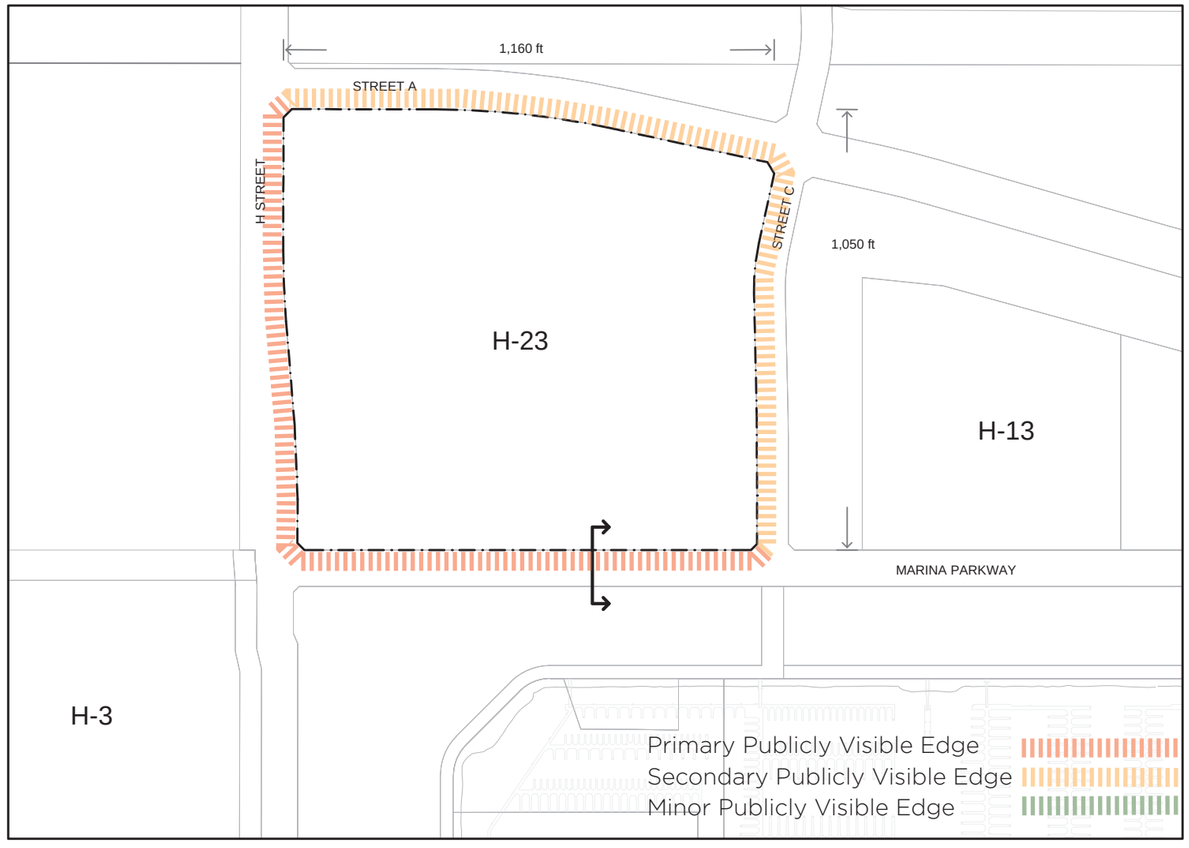
CHAPTER III PRIVATE DEVELOPMENT



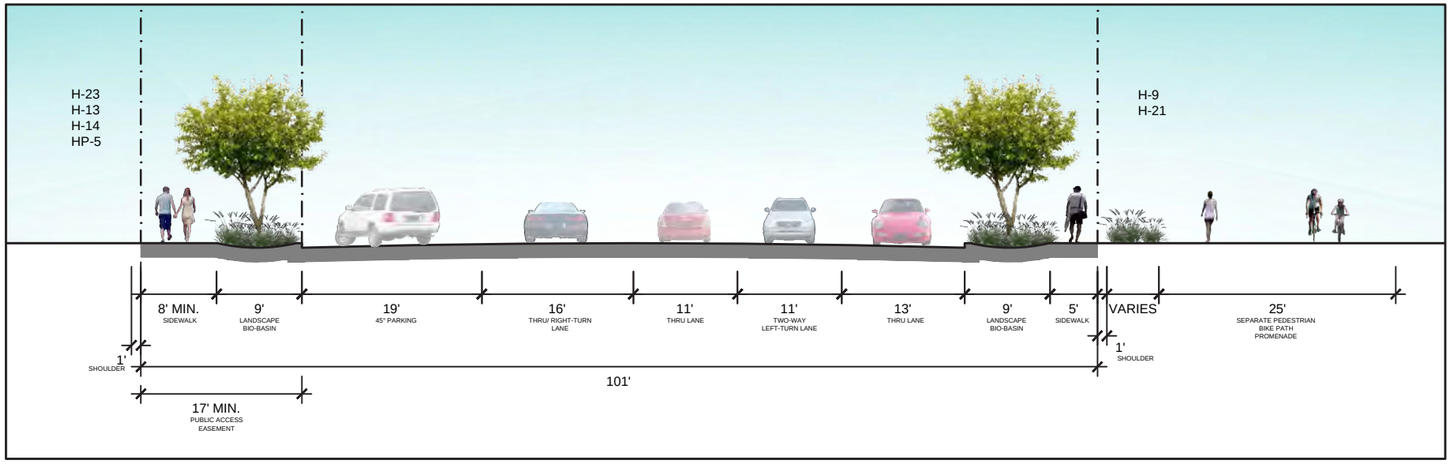
FACT CHART

PARCEL - H-23
AREA - 24.6 Acres
LAND USE - Resort Hotel and Cultural Retail
REQUIRED SETBACKS Setback from H Street ROW - 30’ to 100’ Minimum tower setback from H Street - 75’ Setback from Marina Parkway ROW - 15’ Tower Setback from Marina Parkway
HEIGHT LIMIT Hotel Tower - 300 ft Cultural Retail Use 30 - 65 ft.

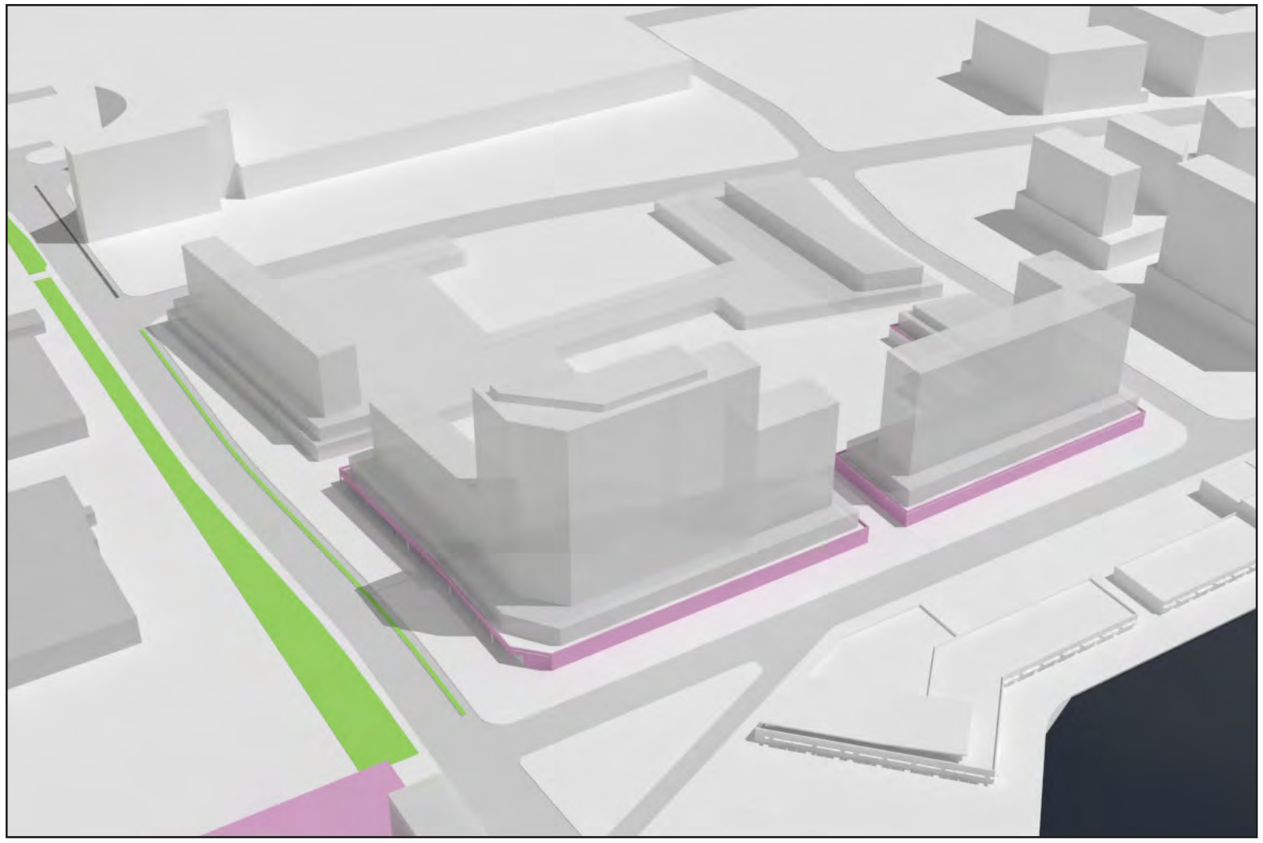
PROPOSED PLAN



SECTION OF MARINA PARKWAY



ILLUSTRATIVE MASSING



RESORT HOTEL AND CULTURAL CENTER DESIGN INTENT

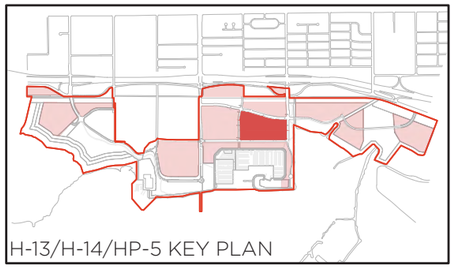
The major role as it reinforces the public realm is to form the eastern edge of the junction of H Street and Marina Parkway. The most active public space in the CVB is surrounded by H-23, the Resort Convention Center to the north and the H-9 Harbor retail to the south. Ground level is intended to have active frontage which includes retail, restaurants and entrances to hotels, convention facilities and shopping areas. The intention is for the tower to set back as indicated (See PROPOSED PLAN) but to be thought of in relation to the H-3 RCC tower and how they define the H Street view corridor to the bay at an upper level.

It is intended for the retail uses to add to a critical mass of activity and so be located near to the northwest corner. The cultural uses could take advantage of the significant landscape possibilities in the interior of the site, but also the frontage possibilities on H Street and Marina Parkway. The parking, both surface and structure should be land-scaped so as to minimize their impact on H Street and Marina Parkway.

Hotel Retail Image

III.5 H-13/H-14/HP-5 RESIDENTIAL

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

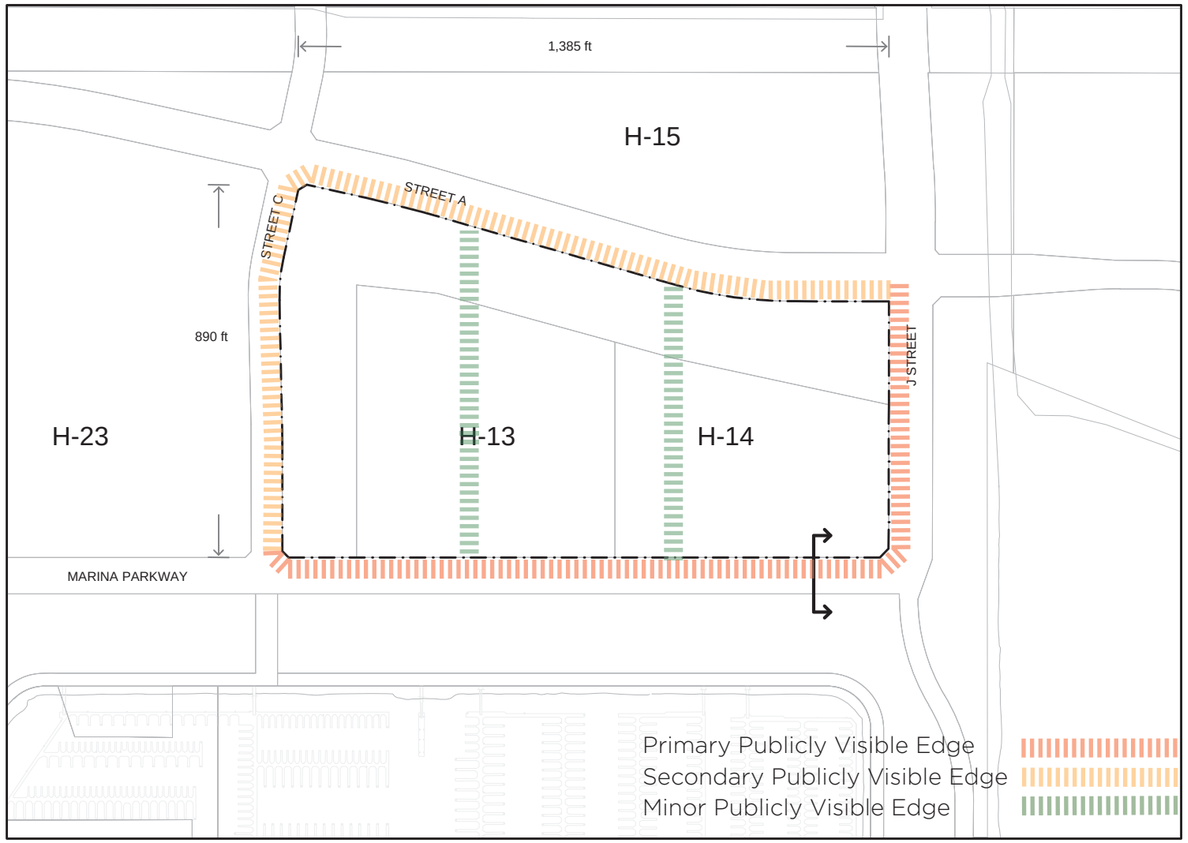
PARCEL - H-13, H-14, HP-5
AREA - 22.9 Acres
LAND USE - Residential
REQUIRED SETBACKS Setback from Marina Parkway ROW - 15' Setback from J Street north curb - 50'
HEIGHT LIMIT Residential Towers/Slabs 70 - 220 ft Podiums 15 - 45 ft

GENERAL INTENT

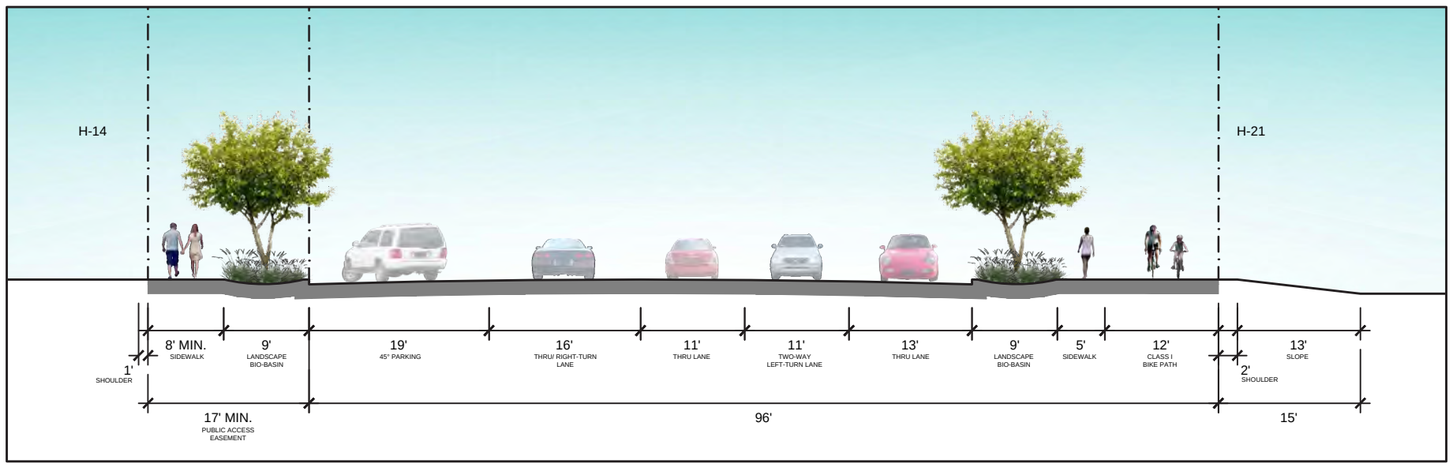
It is intended for the housing component to have the characteristics of a residential neighborhood but at the same time to reinforce the larger ideas of the CVB. These include the required setbacks from J Street to preserve the view corridor from I-5 and Marine Parkway as the pedestrian setting linking J Street to the key intersection at H Street. This setback is intended to match the setback on H-23 to produce continuity of the street wall. The taller of the residential slabs are to be on the north of the site, with a gradual reduction in height to the south. The retail should be located so as to reinforce the pedestrian activity, especially along Marine Parkway. It is intended for parking structures to be surrounded by buildings as much as possible so as to limit their visible impact on public spaces. East west view corridors should be a minimum of 60 feet continuous width all the way through to the Marina and be no more than 350 feet apart.

All the building design should comply with all the sustainability practices (see EIR) and comply with best practices with regard to the habitat protection, in particular the preservation of bird life. These parcels are under the jurisdiction of the City of Chula Vista.

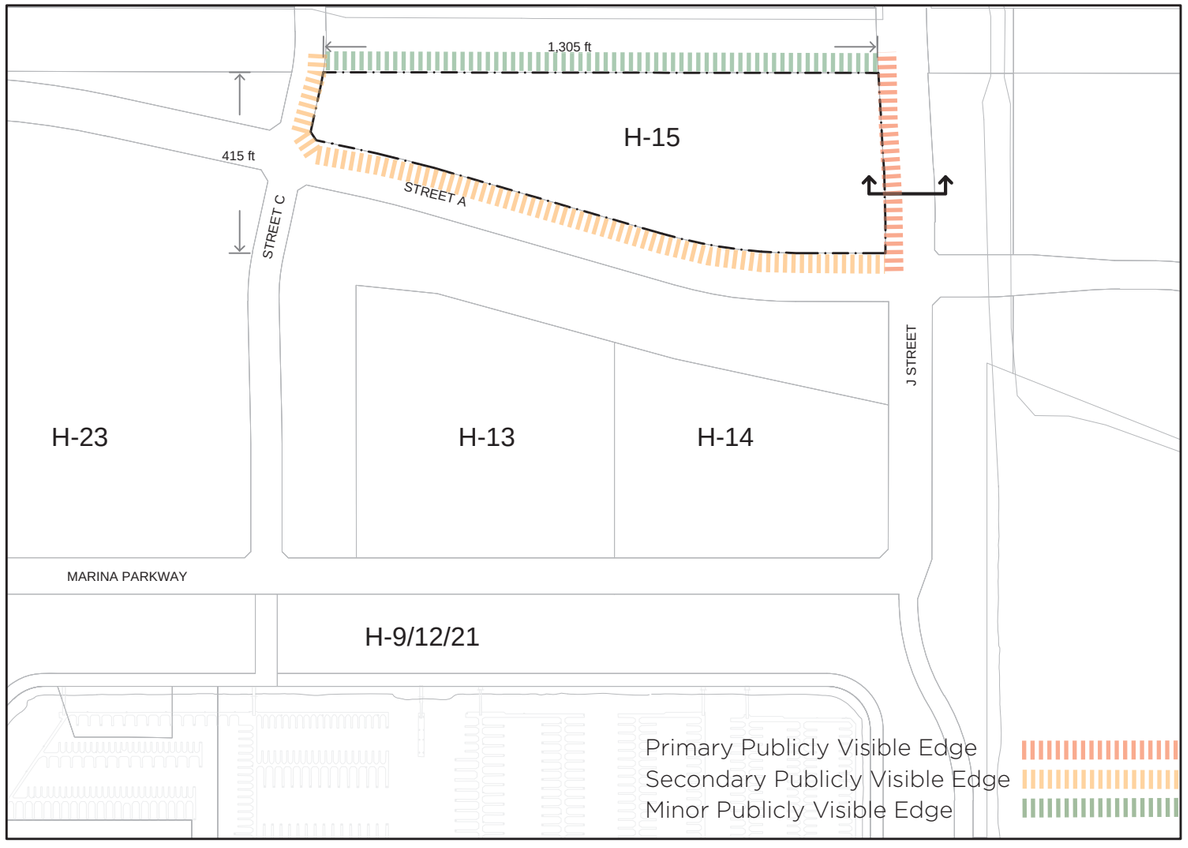
PROPOSED PLAN



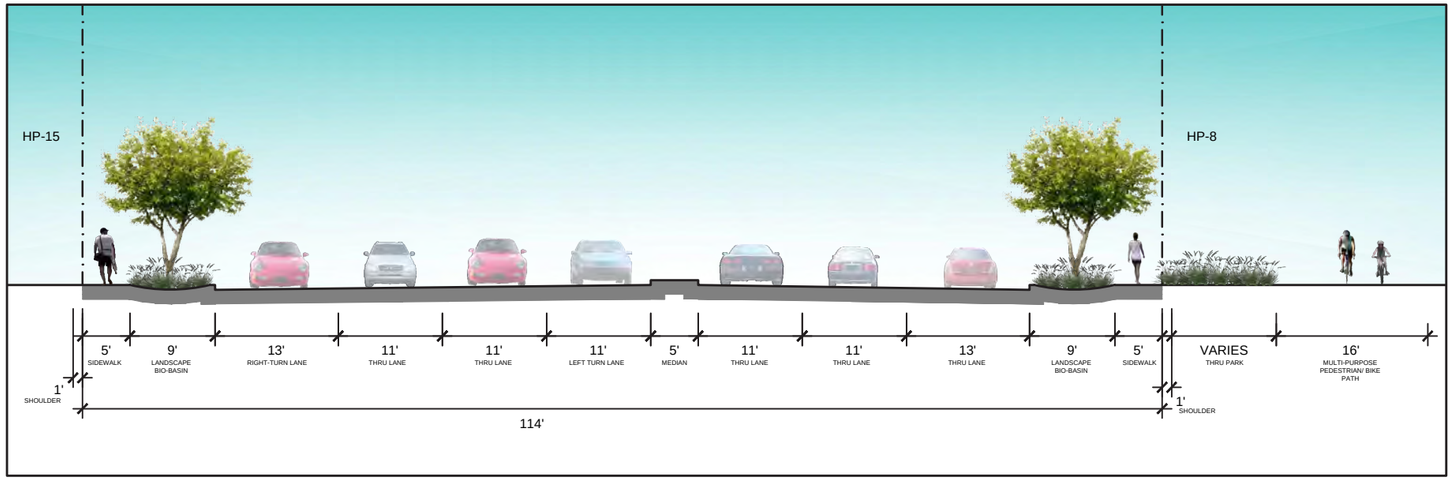
SECTION OF MARINA PARKWAY



PROPOSED PLAN

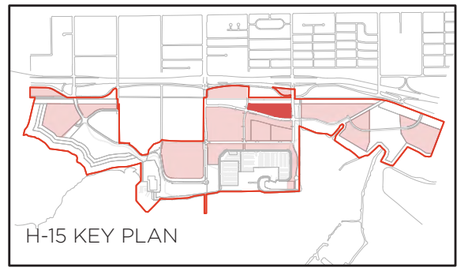


J STREET-1 STANDARD SECTION



III.6 H-15 MIXED USE OFFICE/COMMERCIAL RECREATION AND HOTEL

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

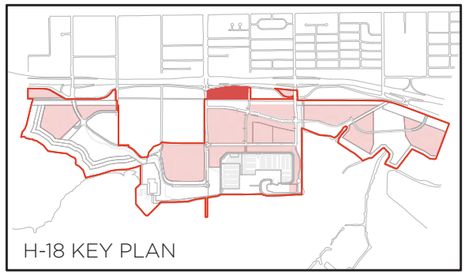
PARCEL - H-15
AREA - 9.5 Acres
LAND USE - Mixed Use Office, Commercial Recreation, Hotel
REQUIRED SETBACKS Setback from J Street north curb - 65’
HEIGHT LIMIT - 90 - 130 ft

GENERAL INTENT

It is intended for the mixed use development to reinforce the larger ideas of the CVB. These include the required setbacks from J Street to preserve the view corridor from I-5. The development is to reduce in height from the north to the south. The retail should be located so as to reinforce the pedestrian activity. It is intended for parking structures to be surrounded by buildings as much as possible so as to limit their visible impact on public spaces. East west view corridors should be a minimum of 60 feet continuous width all the way through to the Marina and be no more than 350 feet apart. All the building design should comply with all the sustainability practices (see EIR) and comply with best practices with regard to the habitat protection, in particular the preservation of bird life. This parcel is under the jurisdiction of the City of Chula Vista.

III.7 MIXED USE COMMERCIAL

CHAPTER III PRIVATE DEVELOPMENT



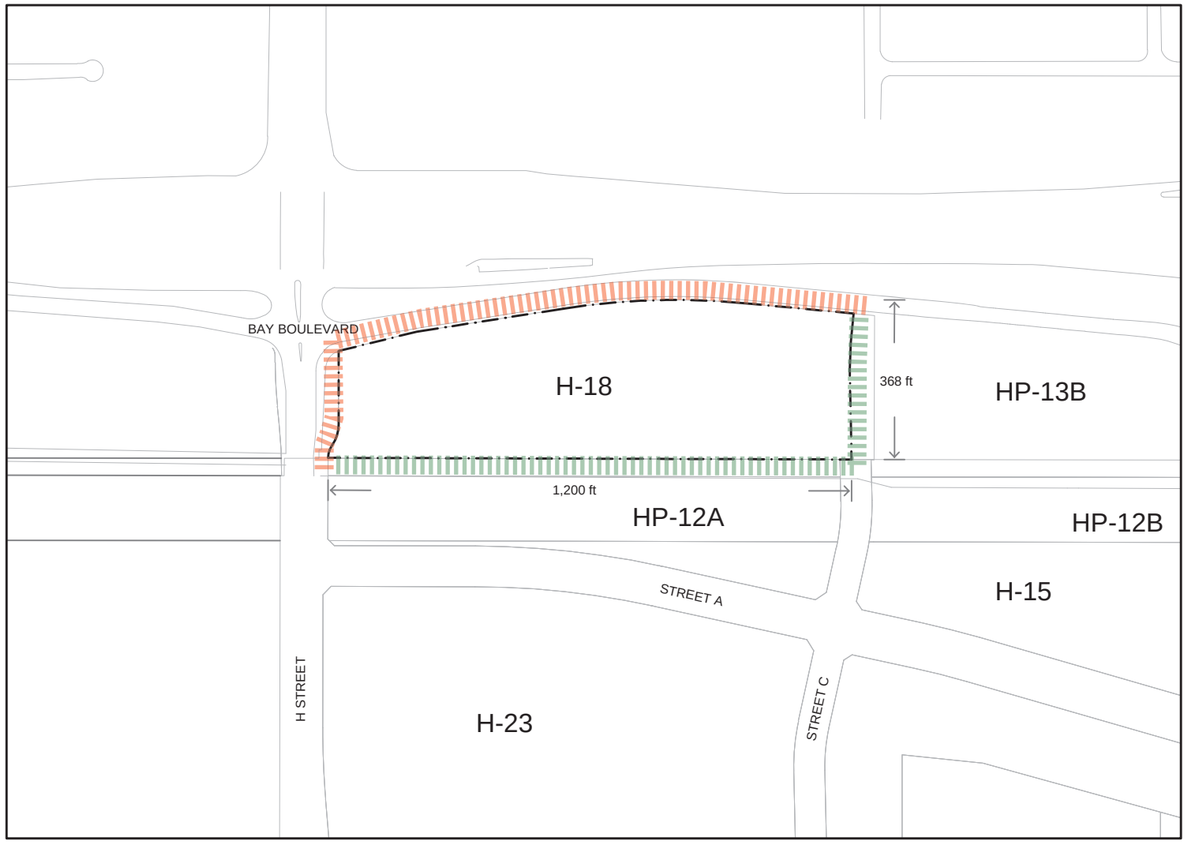
FACT CHART

PARCEL - H-18
AREA - 8.9 Acres
LAND USE - Mixed Use Office, Commercial Recreation
HEIGHT LIMIT - 155 ft

GENERAL CRITERIA

The H-18 development is proposed to be a mixed use, commercial, recreational structure with a height limit of 155' which should be thought of as the signature entrance building on H Street to the whole Bayfront development.

PROPOSED PLAN

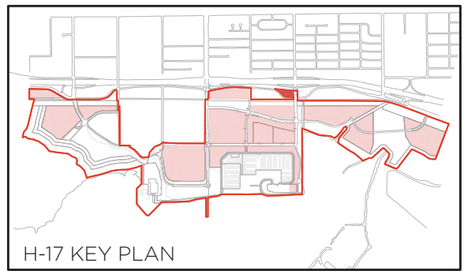


H-18 PROPOSED PLAN

Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

III.8 H-17 PUBLIC/QUASI-PUBLIC

CHAPTER III PRIVATE DEVELOPMENT



H-17 KEY PLAN

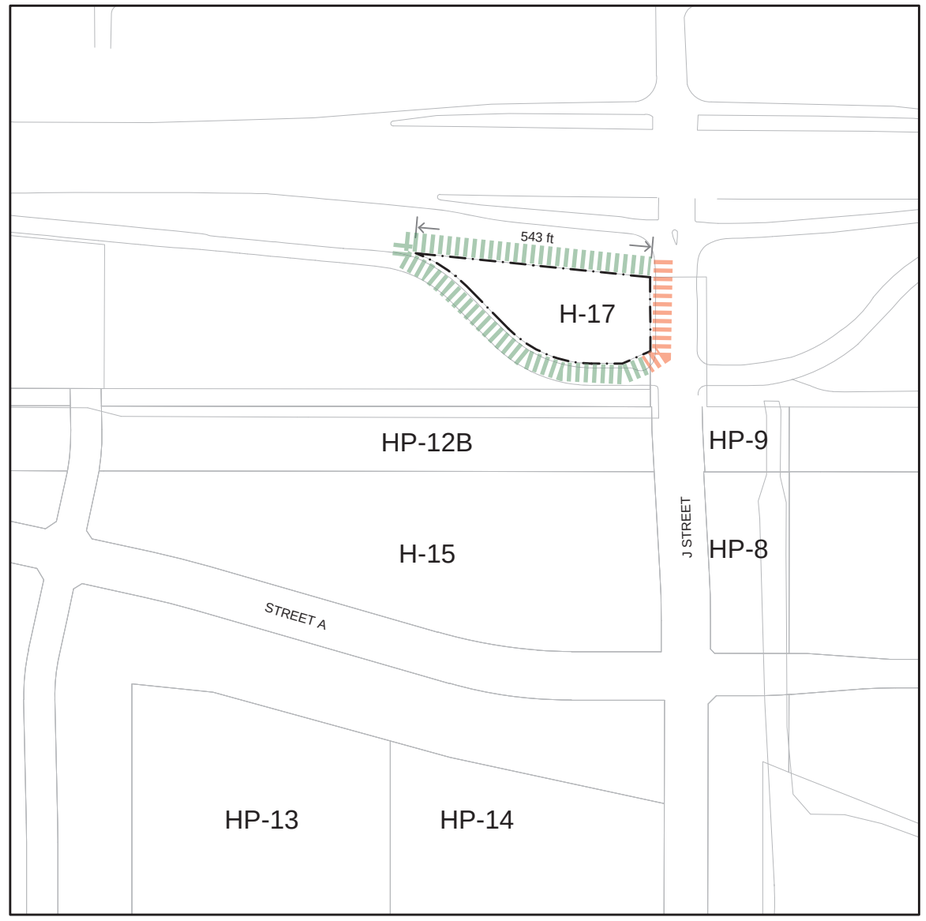
FACT CHART

PARCEL - H-17
AREA - 1.8 Acres
LAND USE - N/A
HEIGHT LIMIT - N/A

GENERAL CRITERIA

N/A.

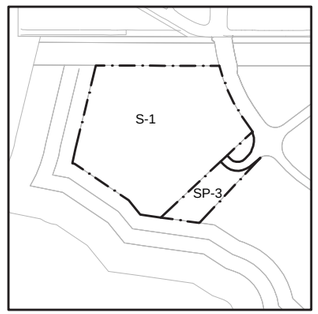
PROPOSED PLAN



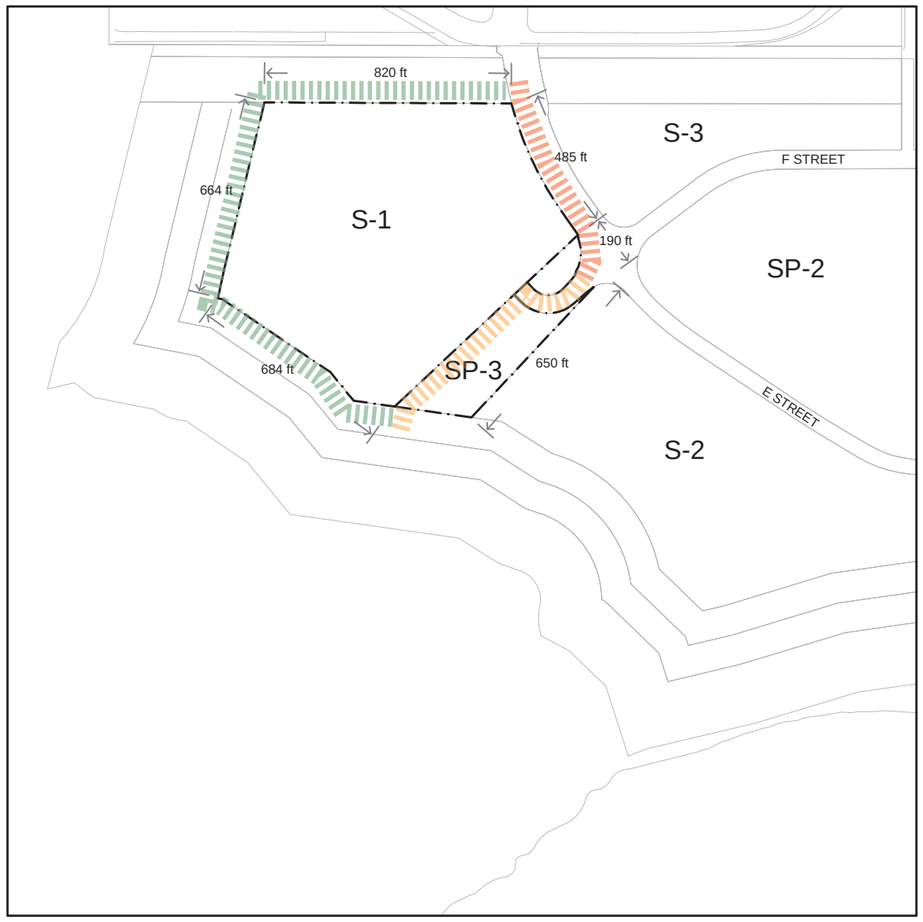
H-17 PROPOSED PLAN

Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

PARCEL PLAN



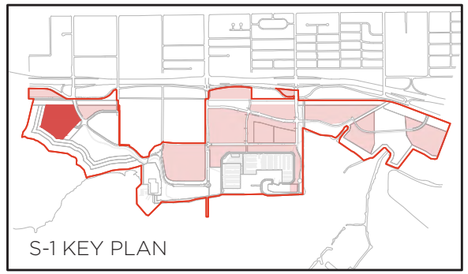
PROPOSED PLAN



Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

III.9 S-1 RV PARK/CAMPGROUND

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

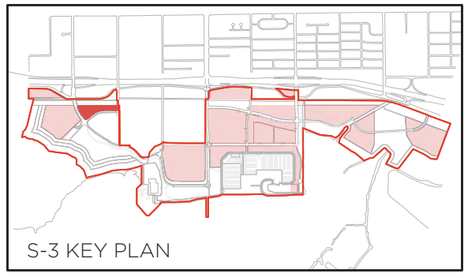
PARCEL - S-1
AREA - 18.8
LAND USE - RV Park, Living Coast Discovery Center Parking and Access Road
HEIGHT LIMIT - 25’ (1 story)

GENERAL CRITERIA

S-1:
RV Park

III.10 S-3 MIXED USE OFFICE/COMMERCIAL RECREATION

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

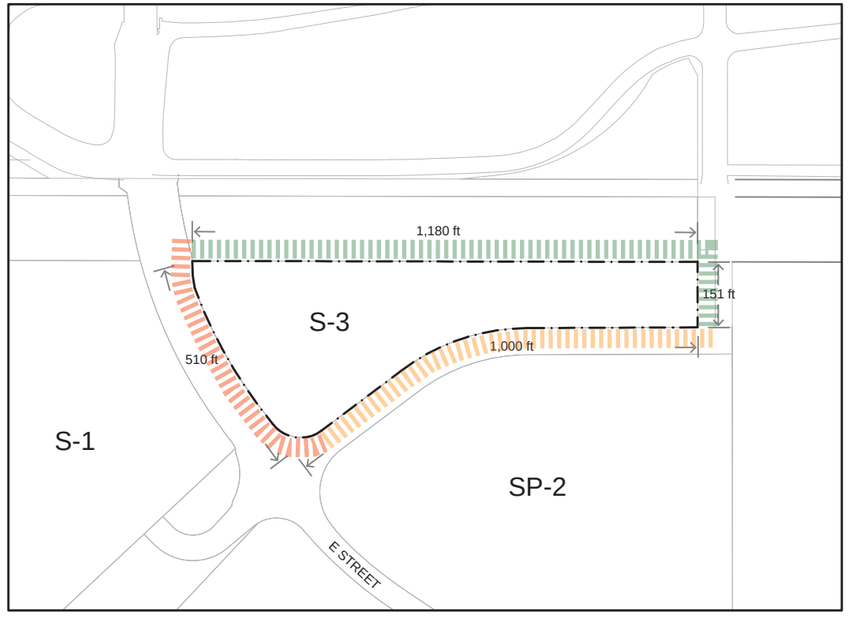
PARCEL - S-3
AREA - 5.9 Acres
LAND USE - Mixed Use Office, Commercial Recreation
HEIGHT LIMIT - 45 ft

GENERAL CRITERIA

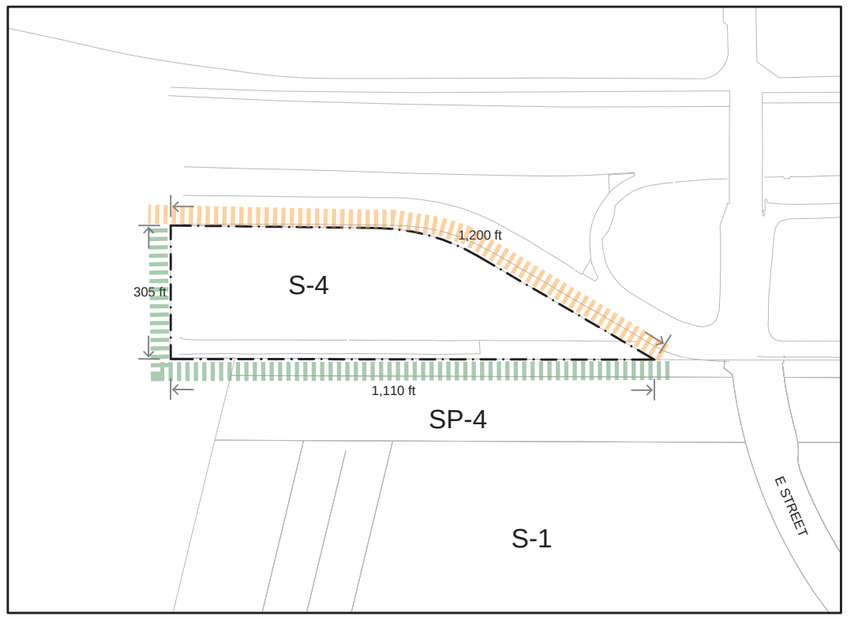
Mixed Use Office/commercial and recreation space, 60,000 to 120,000sf.

Height limit of 30’ to 45’.

PROPOSED PLAN



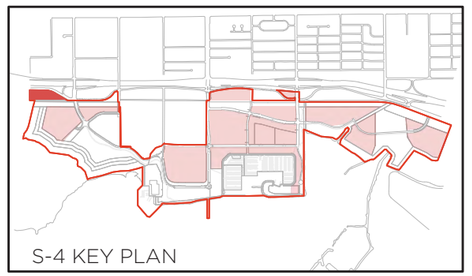
PROPOSED PLAN



Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

III.11 S-4 OFFICE

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

PARCEL - S-4
AREA - 5.9 Acres
LAND USE - Hotel / Office
HEIGHT LIMIT - 44 ft

GENERAL CRITERIA

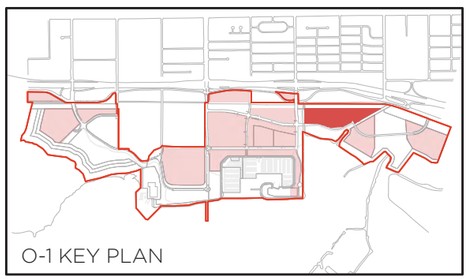
Maximum height 44’ (4 floors.)

6ac. 120,000 sf of general office use. Max building height of 125’ 8 stories, parking spaces within a surface parking lot and structure.

100’ wide fenced no use , no touch habitat buffer on north end of the parcel to buffer the sensitive habitat to the north. Shading impacts as well as the appropriate setbacks and/or height restrictions a part of the required environmental review. This parcel is under the jurisdiction of the City of Chula Vista.

III.12 O-1 INDUSTRIAL BUSINESS PARK

CHAPTER III PRIVATE DEVELOPMENT



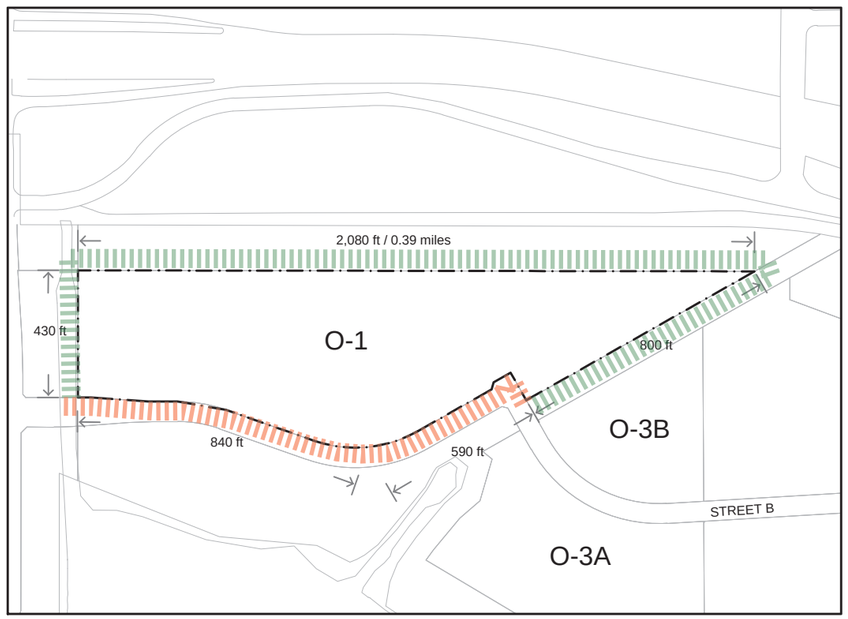
FACT CHART

PARCEL - O-1
AREA - 17.7 Acres
LAND USE - Industrial Business Park

GENERAL CRITERIA

18ac. Uses in this Industrial Business Park may include: Industrial activities, wholesale sales, retail sales that are incidental to permitted uses, transportation and communication uses, parking, industrial construction, government and business services, research and development.

PROPOSED PLAN



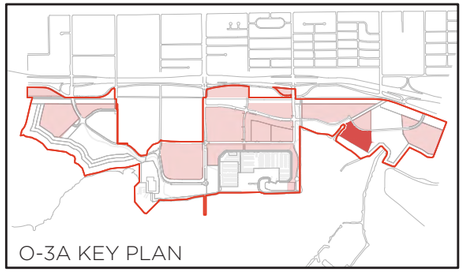
Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

PROPOSED PLAN

Primary Publicly Visible Edge
Secondary Publicly Visible Edge
Minor Publicly Visible Edge

III.13 O-3A RV PARK

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

PARCEL - O-3A
AREA - 8.7 Acres
LAND USE - RV Park
HEIGHT LIMIT - 25 ft

GENERAL CRITERIA

RV camper site.

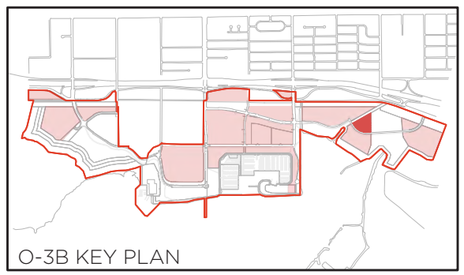
Low cost visitor services including facilities for camping. Uses may include an RV park with RV parking spaces, camping and food services, gathering and play facilities appropriate to serving campers. Natural restoration of the Telegraph Canyon Creek channel will be done. 14ac. Low cost visitor and recreation use RV park with offices, pool/spa snack bar, general store, meeting space, game room, laundry room, visitor parking spaces and playground equipment.

15-35’ high. Construct wall along west to separate RV Park from OP-2A pedestrian trail and no use zone.

10’ wide pedestrian trail around the RV park that would connect to the rest of the trail system in Otay district. The bicycle path and Street B would bisect the RV Park O-3A and O-3B could be combined with the adjacent OP-1A and OP-1B.

III.14 O-3B RV PARK

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

PARCEL - O-3B
AREA - 4.7 Acres
LAND USE - RV Park
HEIGHT LIMIT - 25 ft

GENERAL CRITERIA

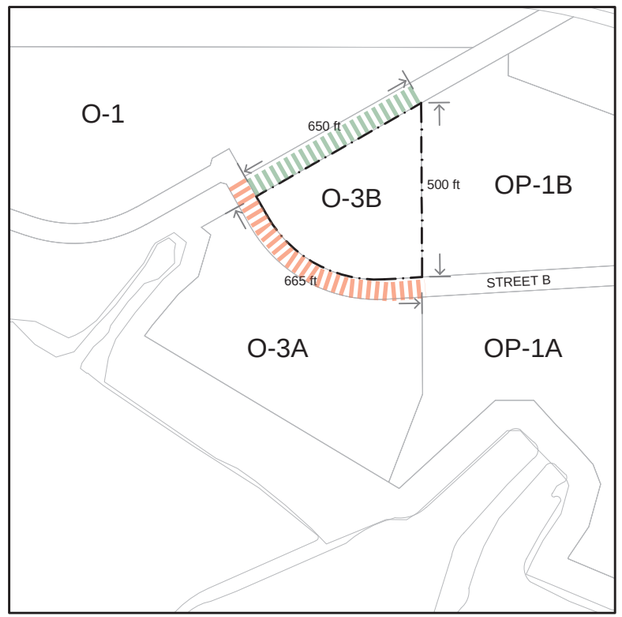
RV camper site.

Low cost visitor services including facilities for camping. Uses may include an RV park with RV parking spaces, camping and food services, gathering and play facilities appropriate to serving campers. Natural restoration of the Telegraph Canyon Creek channel will be done. 14ac. Low cost visitor and recreation use RV park with offices, pool/spa snack bar, general store, meeting space, game room, laundry room, visitor parking spaces and playground equipment.

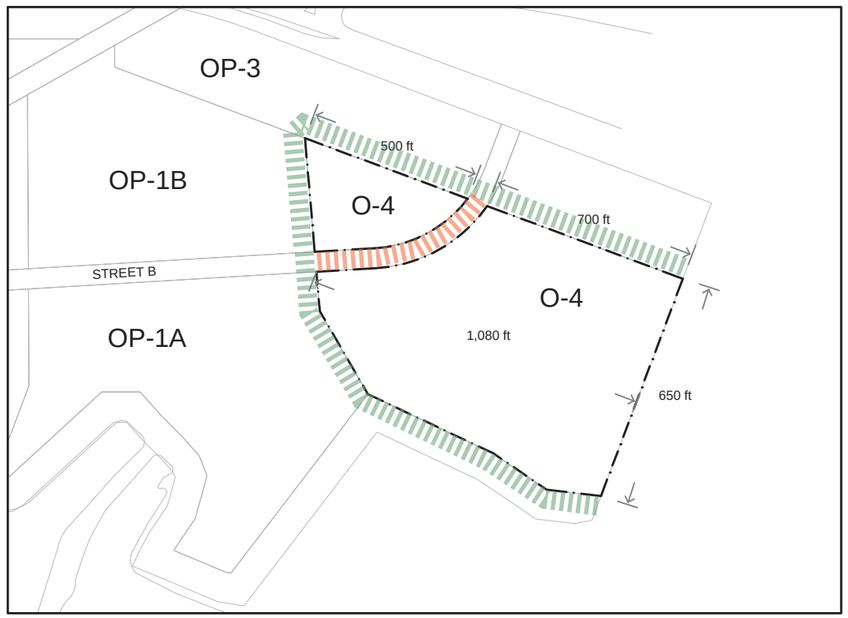
15-35’ high. Construct wall along west to separate RV Park from OP-2A pedestrian trail and no use zone.

10’ wide pedestrian trail around the RV park that would connect to the rest of the trail system in Otay district. The bicycle path and Street B would bisect the RV Park O-3A and O-3B could be combined with the adjacent OP-1A and OP-1B.

PROPOSED PLAN



PROPOSED PLAN



Primary Publicly Visible Edge
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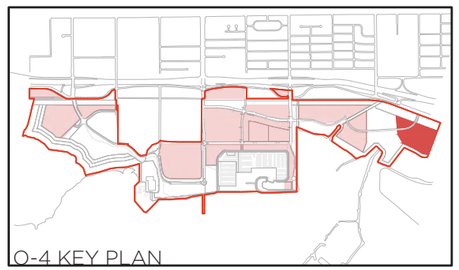
III.15 O-4 INDUSTRIAL BUSINESS PARK

CHAPTER III PRIVATE DEVELOPMENT



FACT CHART

PARCEL - O-4
AREA - 15.9 Acres
LAND USE - Industrial Business Park

GENERAL CRITERIA

Uses under the proposed PMP Industrial Business Park: Industrial activities, wholesale sales, retail sales that are incidental to permitted uses, transportation and communication uses, parking, industrial construction, government and business services, research and development. (Possible relocation of the existing SDG&E switch-yard).

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