

Main St. Streetscape Master Plan



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Kelly Broughton *Director of Development Services*

Patricia Fermán *Landscape Architect / Project Manager*

Miguel Tapia *Senior Planner*

Frank Rivera *Principal Civil Engineer*

Tom Adler *Principal Civil Engineer*

Dave Kaplan *Civil Engineer*



Kurt Carlson *Principal*

Mike Singleton *Principal*

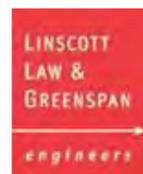
John Taylor *Senior Associate*

Michael J. Johnston *Associate*

Tim Henderson *Associate*

Joe Punsalan *Associate*

Matt Wilkins *Senior Designer*



John Boarman *Principal*

KC Yellapu *Senior Transportation Engineer*

Erika Carino *Transportation Engineer*

Mario Flores *Engineering Aide*

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Chapter One: INTRODUCTION

1.1 PROJECT FRAMEWORK

The purpose of the document is to develop a “Complete Street” conceptual framework for Main Street, Chula Vista between Industrial Blvd. And I-805. A Complete Street is a balanced, connected, safe, and convenient transportation network designed to serve all users regardless of their mode (via walking, biking, and transit). Improved bike and pedestrian connections along Main Street will help to connect with nearby recreational activities and facilities, such as the Otay Valley Regional Park, schools, parks, South Chula Vista Library, and Otay Recreation Center. An additional goal of the project is to promote water conservation by incorporating green street design elements such as curb extensions, medians with drought tolerant vegetation, and shade trees.

The purpose of the project is to create a vision and develop a conceptual design plan as the initial phase of the Main Street Streetscape design process. This plan has been accomplished by combining work efforts with the City’s current management staff, community Progress Meetings, and consultant development of the Conceptual Design Plan.

This document establishes the vision, goals and objectives for Main Street and adjacent segments of north/south streets. It establishes a street theme and identity by creating focal points, streetscape design elements and the potential use of signage and public art, as well as creating a functional street plan that includes pedestrian

connections, integration of land uses, and provisions for multi-modal access (via walking, biking, and transit) to nearby recreational activities and facilities.

1.2 GENERAL PLAN INFORMATION

The City’s General Plan adopted 2005, Chapter 5, Section 8, Southwest Area Plan provides one notion of the Main Street District, describing Main Street in the Montgomery Community Planning District between Industrial Blvd. And Hilltop Drive/Auto Park Way as a primary gateway to Chula Vista. This gateway provides access to the Auto Park east of 805 and commercial recreation venues within the Otay Valley, including an amphitheater and water park.

The 2005 General Plan Update, describes the Main Street District in the southwest area of the City of as: “the focus of limited uses within Western Chula Vista. The appearance of this heavily traveled thoroughfare has improved over the years due to conformance with design standards that encourage attractive buildings and street frontages, and that provide protection of adjacent residential area. Light or limited industrial uses extend within previously disturbed development areas south of Main Street to the edge of the Otay River Valley open space. Mining activities within and adjacent to open space areas have ceased. With the implementation of mining reclamation plans for these areas, there is a balance between restoration of habitat for sensitive biological species, new employment, and other recreation uses.

The General Plan stated objective in this District is to: “provide for and enhance a strong business district along Main Street that can be balanced

between meeting the community’s economic needs and establishing a strong open space connection with the nearby neighborhoods”.

Policies include the following:

LUT 45.5 The City shall prepare, or cause to have prepared, a specific plan or plans, for the Main Street District area that address an increase in depth of Limited Industrial designated land uses on the north side of Main Street back to Zenith Street; establishes design and landscape guidelines and zoning-level standards; and addresses the interface of the Otay Valley Regional Park with land uses on or near Main Street.

1.3 PROJECT BACKGROUND

On April 6, 2012, SANDAG issued a call for projects from local jurisdictions in San Diego County wishing to apply for the Active Transportation (AT) funding for use on planning

projects meeting specific transportation selection criteria. The City of Chula Vista was awarded the grant on March 28, 2013 from SANDAG and in turn, issued an RFP on June 20, 2013. The City of Chula Vista selected KTU+A for the development of the “Main Street Streetscape Master Plan” on July 11, 2013.

The project scope consists of:

- 1) the continuation of previous community participation efforts;
- 2) mobility objectives using complete street concepts;
- 3) promotion of a community identity through context sensitive design; and
- 4) demonstration of quality through the use of livability and sustainability principles.

In 2007, the City began the “Southwest United in Action” community strengthening process to

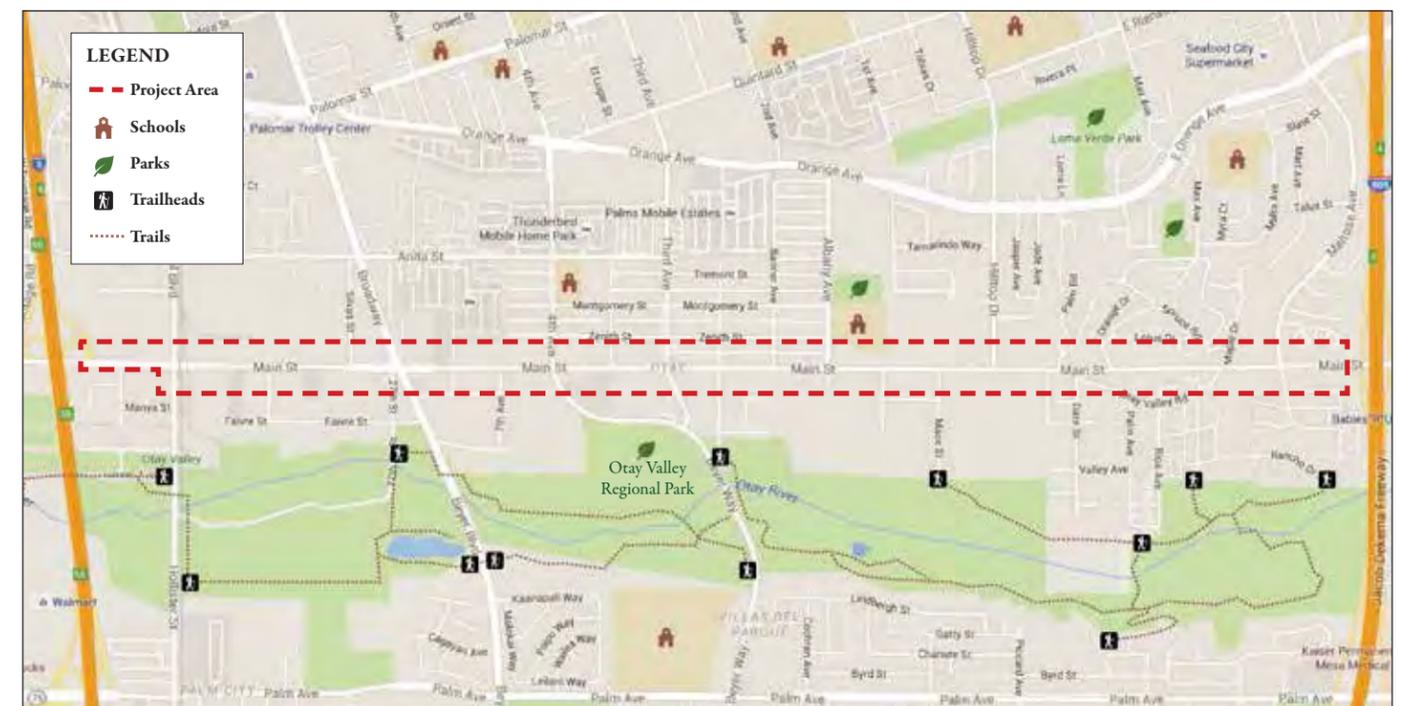


Fig. 1-1: Main Street Project Area

foster early dialogue between the City and the Southwest community. Through community events, surveys, and meetings, the Southwest United in Action process worked to clarify priorities of the community. This phase culminated in a “Southwest Leaders’ Conference” which was held in the summer of 2009. As an outgrowth of the Southwest Leaders’ Conference and the urban design workshop, the City formed a group of interested individuals, knowledgeable of the area, with leadership abilities to participate in the Southwest Working Group (SWWG). The SWWG represents a cross-section of the southwest community, including members from community organizations (e.g. Crossroads II, Northwest Civic Association, and Walk San Diego), businesses and local developers, and residents.

Attendees at these informative meetings were provided information on a variety of subjects ranging from planning to municipal financing to leadership opportunities. In July 2009, the Development Services Department sponsored an urban design workshop focused on Main Street was conducted. Participants listened to an informational presentation and took a walking tour along Main Street and the surrounding neighborhoods. They corroboratively worked to map

out the future vision for the area. The results of this workshop are summarized in booklet titled “Main Street District Urban Design Workshop Summary,” July 25, 2009. The planning effort was subsequently suspended for approximately three years’ for funding reasons.

The funding from the SANDAG Active Transportation grant program, has allowed the City to continue this previous planning effort.

1.4 PROJECT STUDY AREA OVERVIEW

Chula Vista is located at the center of one of the richest cultural, economic and environmentally diverse zones in the United States. It is the second-largest City in San Diego County with a population of nearly 250,000. Chula Vista contains more than 50 square miles of coastal landscapes, canyons, rolling hills, mountains, and a variety of natural resources and quality infrastructure.

Chula Vista is growing at a fast pace, with major developments taking place throughout the City. Multiple Interstates and California State Routes serve the City. Interstate 5 begins to the south of the city and runs through its western edge. Interstate 5 connects Chula Vista to North County and beyond to Greater Los Angeles and North-

ern California. Interstate 805 serves as a bypass to Interstate 5, linking to the latter interstate in Sorrento Valley. Route 905 runs from the Otay Mesa Port of Entry and is one of three auxiliary three-digit Interstates to meet an international border. State Route 905 connects to State Route 125, Interstate 805 and Interstate 5. State Route 54 and State Route 125 serve as highways to East County cities via north and northeastern corridors.

The Main Street study area functions as a commercial-industrial service area and interfaces with the Otay residential neighborhoods north of Main Street and the Otay River Valley open space to the south. The area’s focus is generally located between Industrial Boulevard on the west and I-805 on the east. The Otay River extends from San Diego Bay all the way to the Otay Lakes. Eventually Main Street will extend easterly from Heritage Road, across SR-125, and connect to Hunte Parkway at the intersection with Eastlake Parkway. For further information, refer to the City of Chula Vista Greenbelt Master Plan dated September 16, 2003, or General Plan.

1.5 MAIN STREET PLANNING CONTEXT

The purpose of the project is to develop a streetscape master plan for a “complete street”, which is a balanced, connected, safe, and convenient transportation network designed to serve all users regardless of if they are driving cars or trucks, walking, bicycling, or taking transit. Another purpose of the plan is to improve access to nearby recreational activities and facilities, such as the Otay Valley Regional Park and Otay Recreation Center. The project needs to be designed to promote water conservation by incorporating green street design elements as well.

1.5.1 FREIGHT AND GOODS MANAGEMENT

Freight and goods movement are important elements of every circulation element roadway. This is especially true for Main Street. The Main Street Master Plan should be consistent with planning efforts happening at the State (Caltrans 2014 Freight Mobility Plan), and Regional levels(SANDAG’s 2050 Goods Movement Strategy).

1.5.2 COMPLETE STREETS LEGISLATION

On September 30, 2008, Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The act states:

“In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.”



1.5.3 COMPLETE STREETS INCREASE SAFETY

Complete streets create a safe environment for all users and reduce crashes through comprehensive safety improvements. A Federal Highway Administration review of the effectiveness of a wide variety of measures to improve pedestrian safety found that simply painting crosswalks on wide high-speed roads does not reduce pedestrian crashes. But measures that design the street with pedestrians in mind – sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers – all improve pedestrian safety.

Roadway design and engineering approaches commonly found in complete streets, create long-lasting speed reduction and greater safety. Speed reduction has a dramatic impact on safety for all road users, reducing both the number and seriousness of crashes. Methods to increase safety include enlarging sidewalks, installing medians, and adding bike lanes. All road users – motorists, pedestrians, and bicyclists – benefit from slower speeds and better design.



1.5.4 COMPLETE STREETS FOR CYCLISTS AND PEDESTRIANS

The project seeks to increase the safety for bicyclists and pedestrians thereby improving the quality of life for nearby residents, visitors and businesses. Use of the street can also be improved by upgrading the basic street surface, sidewalks, bikeways, and overall streetscape. The 2010 City of Chula Vista Pedestrian Master Plan and 2011 Bikeway Master Plan, provide data regarding bicycle collisions and pedestrian crashes that have occurred along Main Street and connecting streets such as Fourth and Third Avenues. Based on these adopted plans, this project recommends areas that need replacement of inadequate or non-existent public improvements. The plan calls for upgraded or new sidewalks within the existing public right-of-way that will improve accessibility and mobility for pedestrians and bicyclists alike. In addition, the 2010 Pedestrian Master Plan identified pedestrian and bicycle safety needs in the vicinity of two elementary schools (Montgomery and Otay) within the project's sphere of influence. The deficiencies were based on a "Kids Walk and Bike to School" audit. The project will incorporate recommendations from that study to improve safety for school children.

Complete streets encourage safer driver and bicycling behavior. Sidewalk bicycle riding, especially against the flow of adjacent traffic, is more dangerous than riding in the road due to unexpected conflicts at driveways and intersections. A recent review of bicyclist safety studies found that the addition of well-designed bicycle-specific infrastructure tends to reduce injury and crash risk.

1.5.5 CHULA VISTA ECONOMIC CONTEXT

The project seeks to act as a catalyst for economic development and redevelopment by designing capital improvements that will provide an incentive for private investments, thereby contributing to the removal of blight. The project would increase residential amenities and provide needed public Active Transportation Grant Program - Non-Capital Grants City of Chula Vista Main Street Streetscape Master Plan improvements for the area. Implementation of these measures will increase the desire for residents to live, shop and play and businesses to establish and expand operations in the area. The project seeks to improve accessibility to goods and services for residents within the residential neighborhood north and south of Main Street, the Main Street business district, adjacent Montgomery and Otay Elementary schools and enhance way-finding to recreation resources including the Otay Valley Regional Park and Otay Recreation Center.



1.5.6 COMPLETE STREETS: REDUCTION IN GREENHOUSE GAS EMISSIONS

The project will promote energy efficiency by designing and re-constructing the street to provide alternative travel choices, thereby reducing reliance on the automobile, and decreasing fuel consumption. The project would incorporate greenhouse gas reduction measures by planning improvements for bicycles and walking, enhancing access to transit, and reducing the amount of asphalt and impervious surfaces along the three mile long transportation corridor. The project would promote energy efficiency by incorporating green street design elements such as cool paving, vegetated curb extensions, sidewalk planters, landscaped medians and shade trees (pursuant to the City's new shade tree policy). Landscaping is a critical component to help shade the area to lower summer time heat, since plants contribute to cooling the air through the evaporation of water from their leaves. Lower temperature and shade will result in a more comfortable bicycling and pedestrian environment making this mode a more preferred travel choice.





Chapter Two: EXISTING CONDITIONS

The Main Street study area is described by the City’s General Plan as a major industrial and commercial corridor. These corridors provide direct connections to other commerce and urban centers such as the Bayfront, Autopark and Otay Ranch. The general plan notes that some properties are underutilized and deteriorated, representing a lack of private investment in the area. The physical characteristics of Main Street study area are of a vibrant and diverse corridor of activity and commerce, typified by both large and small businesses. These conditions were confirmed through field walks, data base investigation, and are shown on existing conditions mapping on the following pages.

2.1 ROADWAY CONDITIONS

Much of the area contains partial asphalt sidewalks with no curb or gutter. In many cases gutters or sidewalks are entirely missing. Other areas along the street are characterized as having good quality concrete sidewalks. In still other areas, sidewalks are in average condition and demonstrate minor deterioration. In general, achieving the goals of a complete street will entail providing a comprehensive system of pedestrian connections that are supported by a usable and durable walkway system. Main Street has a current speed of 40 mph and an average daily traffic volume range between 20,000 - 30,000 average daily traffic (ADT) traffic volumes. The City of Chula Vista Pedestrian Master Plan (2010) ranks Main Street as a high to very high priority for attention because of the missing sidewalks, ADA pedestrian ramps, gutters, parkways, street

furniture, landscaping, lighting and crosswalks. Additionally, the General Plan also identifies over 20 crashes involving pedestrians between 2002 and 2007 along this segment of Main Street. One of the findings of a complete streets review is that by providing infrastructure for non-vehicular trips will help in reducing overall ADT as well as reducing vehicular speeds.

2.1.1 ROADWAY RIGHT-OF-WAY WIDTHS MATRIX

This matrix refers to the largest to smallest existing and proposed right of ways at each intersection along the 3-mile stretch of Main Street. The widths are measured from back of existing and/or proposed walkways. Multiple options were developed for the concept plans for Main Street. Each option dealt with different dimensions for right of way (ROW). (Refer to Appendix B)

This plan proposes two options for the circulation element that directly affect the ROW discussion. Option “A” shows traffic calming solutions including Roundabouts, road diets (the reduction of lane widths), protected pedestrian crossings and striped bicycle facilities. This option also attempts to smooth out the existing ROWs by removing the existing jagged edge effect, while protecting structures along the 3-mile project corridor.

Option “B” shows similar traffic calming solutions to Option “A”. However, Option “B” shows a two-lane solution starting 300’ east on the eastbound lane (EB) from Broadway and ending 390’ after Albany Ave. on the west bound lane (WB). (Refer to Fig. 2-1)

Intersection at Main St.	Existing Mapped R.O.W. in feet	Proposed Option "A"	Proposed Option "B"
Broadway W	102	104	104
Industrial E	104	104	104
Industrial W	102	104	104
Jacqua E	101	104	104
Jacqua W	101	104	104
Silvas St. E	102	104	104
Silvas St. W	102	104	104
Maple Dr. E	84	100	100
Maple Dr. W	84	100	100
Melrose Ave. W	99	100	100
Otay Valley Rd. E	84	100	100
Otay Valley Rd. W	84	100	100
Albany Ave. E	103	97	97
Date St. W	85	97	97
Hilltop E	102	97	97
Hilltop W	102	97	97
Mace St. E	104	97	97
Mace St. W	91	97	97
Reed Ct. E	91	97	97
Reed Ct. W	99	97	97
7th St. W	102	95	96
Broadway E	102	95	100
Fresno E	91	93	88 (100 bus stop)
Albany Ave. W	102	90	90
Banner Av. E	91	90	90
Banner Av. W	91	90	88
Date St. E	84	90	90
Del Monte Ave. E	90	90	88
Fourth Ave. E	91	90	88
Fourth Ave. W	80	90	96
Fresno W	91	90	88
Sycamore Dr. E	84	90	90
Sycamore Dr. W	79	90	90
Third Ave. W	91	90	88
Del Monte Ave. W	80	84	88
Third Ave. E	91	84	88
7th St. E (House)	80	82	82
Mapped R.O.W. Average	93	95	96
Roadway R.O.W. Widths	Narrowest	Median	Widest

Fig. 2-1: Roadway Right-of-Way Widths Matrix

The three-mile long, four-lane major road has a patchwork of improvements such as: various levels of concrete curb and gutters, concrete sidewalks, raised medians with asphalt fill or integral color stamped concrete. Different sections also have varying degrees of planting, bus stop improvements, parallel parking zones and non-parking zones. Most of Main Street is composed of four 12' lanes (two in each direction) with turn pockets at intersections and center left turn lanes in certain areas. These mid-street left turn lanes are described as a Two-Way Left Turn Lane (TWLTL) in the center of the roadway (Refer to Fig. A-2).

2.2 STREET EDGE FORM

The edge of the roadway beyond the curb supports important functional aspects such as: access to driveways, entries to parking, locations for signage, street furnishings, plantings, and dry or wet utilities.

2.2.1 STREET TREES

One function of a street is to provide an urban forest edge made up of street trees that helps to provide an appropriate scale for a street and to provide a safer and more comfortable walking environment for pedestrians.

There is no specific City document for formal street tree planting plans for Main Street. Street tree planting is sporadic and often has large gaps (frequently entire blocks) between regularly spaced trees. The scale of tree plantings range from older mature trees to medium and small trees. Additionally, there are no street medians in the project areas in which trees occur.

Trees that are evident on Main Street include: Arbutus, Cypress, Eucalyptus, Ficus, Liquidambar, Melaleuca, multiple Palm types, Podo-

carpus, and Sycamore. The Eucalyptus were from an earlier agricultural period. The Sycamore trees express the proximity of low-lying, moist areas similar to the nearby Otay River. The sparse tree spacing and the random quality of the planting contribute to the overall automobile-centric impression of the area. The small number of trees do little to provide shade or other potentially sustainable qualities that promote a more usable street for pedestrians.

2.2.2 STREET FURNISHINGS

There are very limited street furnishings such as benches and trash receptacles found along Main Street. Existing street furnishings are primarily found at transit stops, and are limited to occasional benches, trash cans, and bus shelters. These items are limited throughout the length of the corridor.

2.2.3 SIGNAGE

Signage is primarily limited to regulatory signs and directional signs, particularly those to the east and west of the study area that provide direction to major freeways. Signage is dominated by commercial signs of private businesses. There are no designed or organized signage programs that express the character of the area.

2.3 URBAN FORM

The urban form consists of the relationship of building masses interfacing the roadway and streetscape edges. In general, the district is characterized by low-rise post WWII commercial buildings with some intermittent areas of single-story residential homes. Main Street itself is a well-traveled light industrial corridor carrying vehicles of all types that use and service the businesses along the corridor.

2.3.1 BUILDING MASSING

East of the project is dominated by single story residential buildings set back from Main Street and do little to form an urban edge condition. Moving towards the west, some larger public facilities such as MTS (see photo below) take up an entire block, but do not provide a distinct edge since they are dominated by needs for vehicular movement. Moving further west, commercial businesses, often related to automotive services dominate the street. These light industrial businesses are typically single story and also have larger scale outdoor space functional needs for storage, staging and repair that perforate the street edge. Light or limited Industrial uses extend in areas south of Main Street to the edge of the Otay River Valley open space. Some empty lots also contribute to the inconsistency of the building massing. In addition, a distinct pocket of residential buildings dominate the central area of the project, offering a series of driveways and single story homes that are set back from the right-of-way. It isn't until businesses reach the proximity of the I-5 that commercial structures achieve a critical mass that forms a recognizable, consistent street wall of buildings forming a distinct edge.



There is great variation along the length of Main Street in terms of building size. Most structures are typically single story. New development has created a few two and three story residential units and commercial buildings located mid-way in the corridor and also to the west. Different purpose buildings appear to be above 20' in height. A number of older homes are two story with just a few at three story, which are typically "Victorian" period estates.

2.3.2 BUILDING SETBACKS

Building setbacks vary significantly along the corridor. The setbacks range from approximately 7' to 35' from face of curb to face of structure. The variation in setbacks conveys an image that is slightly less urban than the tightly defined infill found in the most traditional, pedestrian-centric downtown areas. The types of development too, such as storage facilities or businesses oriented towards a regular flow of tractor trailers, take up large amounts of street frontage. This dominance of curb cuts and varying building setbacks makes the edge of the street less regular.



2.3.3 EMPTY LOTS

Of the several hundred parcels found in the study area, there are few underutilized or empty lots. Some of these lots contained buildings that have been demolished, while others contain land uses that do not require structures. In some cases, a structure is on one parcel while other uses exist on the next parcel. For the most part, Main Street is an active, well-utilized light industrial area where businesses are active and making full use of their land resources. Empty lots along Main Street represent a future opportunity for infill development.

2.3.4 PERCEIVED DISTRICTS

A district is a planning term for an area of land that has consistent character, urban form, architectural styles, scale and other building elements. A node is an area where activities come together. These connecting points of urban form and activities shall exude a strong sense of place with distinctive elements.

The intent of this study is to identify and enhance districts and nodes that may already exist. The creation of the district will be accomplished by building on the inherent elements of the area, and employing urban elements including the use

of signage, monumentation, planting, pavement, street geometry, and site furnishings to enhance the perceived identity of the districts and nodes.

The remainder of the Main Street corridor was inventoried in an effort to identify specific themes based on existing conditions. As a part of the investigation the design team walked Main Street to become familiar with the detail and feel of the entire corridor. The on-site walks, along with community input, helped the team become familiar with the unique character of the area, and ultimately assisted the team in identifying and establishing sub-districts for Main Street. These subdistricts are described in detail in Chapter 5.

2.4 HISTORIC LANDMARKS

The following structures have been designated by the City of Chula Vista as official historic sites. Significant historic buildings on Main Street include: No. 68 - 3487 Main Street, “Lorenzo Anderson House,” a Victorian Orchard House (*photo ‘A’ below*); No. 75 - 3148 Main Street, Otay Town Club House (*photo ‘B’ below*). The strawberry fields meet the State criteria for historical significance but they have not been designated (*photo ‘C’ below*).

On the whole, the majority of buildings are Post WWII and do not exhibit significant historical architectural interest. Many buildings along Main Street are functional in nature, and their utility is expressed in the products or services they offer. Commercial signage is often integrated with buildings, and act as markers for customers in this vehicular oriented corridor. The colors tend to mirror a typical neutral palette, and architectural forms are rectangular and uncomplicated.

2.4.1 HISTORIC PERIODS

In 1888, the Sweetwater Dam was completed, bringing water to Chula Vista residents and their farming lands. As a result, the citrus industry exploded and Chula Vista eventually became the largest lemon-growing center in the world for a period of time. This influence is still seen today - most of the properties located on the north side of Main Street between Fourth Avenue and Albany Street are narrow lots, which are part of the original Otay Town Subdivision, dating back to the 1887 land track.

During World War II, a significant amount of defense industry housing was built in the area to

house workers in the Rohr Industry plants, connected with the giant Consolidated Aviation aircraft factories in San Diego, located near the airport. Some of this workforce housing was in the form of mobile home parks and tent cities. Many of the adjacent mobile home parks have their historical roots as part of this defense housing.

The Post WWII era largely replaced the agricultural character surrounding Main Street, and nearby mining activities contributed to the level of industrialization of the area. Today the properties on the north side of Main interface very closely with the residential properties on the south side of Zenith Street. Several of the industrial properties have already encroached and overtaken some of the residential properties, particularly at the west end of Zenith Street. However, many other residential properties, predominantly single-family units, located east of Fresno Street are stable and are kept in very good condition. Several storage facilities and outdoor storage businesses exist in the area. The area along Main St. between Fourth and Albany Street contain several used car lots, which are considered non-conforming uses (*photo ‘D’ below*).



A



B



C



D

Building landmarks, landmarks employing monumentation or commemoration, or historic signage do not occur along the corridor. The most significant visual landmark is the 5 acre strawberry field, located at the southwest corner of Fourth Avenue. This field represents a vital part of Main Street and Chula Vista's agricultural history. There are currently preservation efforts underway, led by the South Bay Historical Society, to preserve a portion of the field.

2.4.2 COMMERCIAL CHARACTER

The Main Street District functions as a commercial industrial area and interfaces with other residential neighborhoods north and south of Main Street and with the Otay River Valley open space to the south. While there are relatively large commercial properties on the north side of Main Street west of Broadway, remaining land uses on the north and south sides of Main Street consist of light industrial uses. Several storage facilities and businesses consisting of outdoor storage areas, exist in the area. The General Plan vision for the Main Street District is the continued development of the area with industrial uses, remaining as the primarily industrial area of Southwest Chula Vista.

2.5 EXISTING DRIVING CONDITIONS

The general conditions of the roadway are adequate for drivers, though the change in width is sometimes abrupt and the sporadic on-street parking creates an always changing edge environment. To some degree, changing edge conditions actually play a positive role by aiding in traffic calming. Overall, the very wide nature of the roadway, as well as the limited on-street parking and vacant land uses, combine to create more of a speedway thoroughfare rather than a traffic calmed destination street that supports multiple-modes and adjacent businesses.

Some on-street parking exists, but only in areas where the ROW is less than 80' and where on-street parking is prohibited. Beginning at the I-5 and moving from west to east, the blocks are typically designed with driveways fronting onto the street with building placement set back from the street. Based on fieldwork and as seen in the photos on the previous pages, congestion is rarely a problem along roadway segments of Main Street. Congestion does sometimes occur at major intersections such as Main Street & Broadway and Main Street & 3rd Ave. for example. (Refer to Fig. 2-2)

2.6 EXISTING WALKING CONDITIONS

The project is located adjacent to the Otay Valley Regional Park, but lacks way-finding and easily accessible connections to the park for nearby residents. In general, the walking conditions and pedestrian facilities are inadequate and the lack of safe pedestrian crossings is problematic to most all pedestrians that may venture onto or near Main Street.

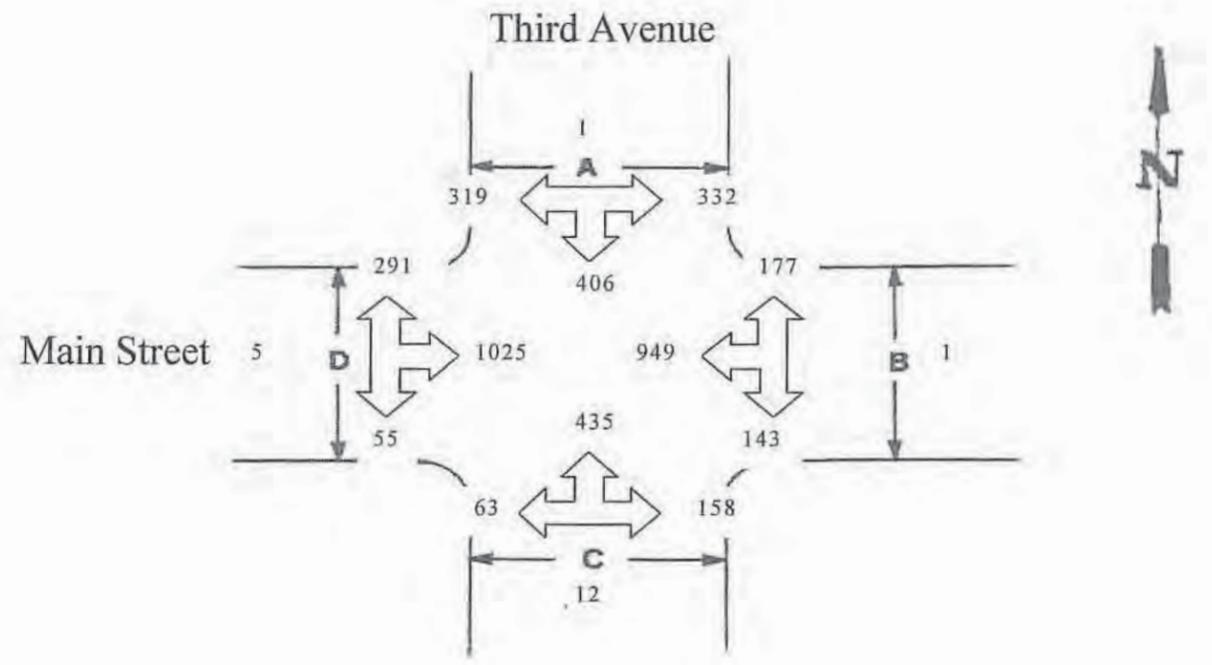
Walking along Main Street is generally problematic depending on which segment you are walking. Utility poles, boxes, signs and mailboxes obstruct sidewalks. The roadway width and lack of safe pedestrian crossings makes the street a divider street, limiting walkers to one side of the street or the other. A significant portion of Main Street is lacking in sidewalks or contains a variety of poor walkway conditions. More than 30% or 9,037 ft. of the entire alignment does not contain a sidewalk. Street trees are sporadic and mostly missing. Some of the mid-block pedestrian crossings are high risk since they require all four lanes of vehicular travel to stop and yield, which is unlikely. This type of crossing is considered to be a multi-lane/multi-threat condition where one vehicle may stop, but it might block the view of the pedestrian, so that an overtaking vehicle may not see the pedestrian crossing.

A school area assessment, completed as part of the City of Chula Vista 2010 Pedestrian Master Plan, identified various connection and safety challenges in the routes to school for adjacent neighborhood children who attend the two nearby elementary schools (Otay and Montgomery Elementary).

Commercial pockets along Main Street currently have limited accessibility. Through previous walkability audits, barriers were identified that caused inconvenient or potentially hazardous routes that have missing sidewalks, heavy traffic and limited pedestrian amenities and connections.

All of these factors combine to make Main Street a pedestrian unfriendly location. However, with changes from future development, an increase in the number of safe crossing points, and the addition of street trees and planting areas as a buffer and to provide shade, the additional offset provided by the proposed bike lanes, the area could be made more pedestrian friendly.





Peak Hour 11:30-1:30 1045 Cars

Third Avenue

Intervals	NB-RT	NB-T	NB-LT	S LEG-BIKE	SB-RT	SB-T	SB-LT	N LEG-BIKE
11:30-11:45	35	95	14	1	37	45	30	0
11:45-12:00	21	70	7	3	40	45	36	0
12:00-12:15	11	32	4	2	44	43	46	0
12:15-12:30	24	61	4	2	41	46	55	0
12:30-12:45	21	53	11	1	29	51	43	0
12:45-1:00	15	44	12	1	44	59	41	0
1:00-1:15	17	44	8	2	34	58	52	1
1:15-1:30	14	36	3	0	50	59	29	0
Total	158	435	63	12	319	406	332	1

Main Street

Intervals	EB-RT	EB-T	EB-LT	W LEG-BIKE	WB-RT	WB-T	WB-LT	E LEG-BIKE
11:30-11:45	6	91	44	0	22	87	12	1
11:45-12:00	10	119	27	1	24	112	19	0
12:00-12:15	13	132	36	2	37	141	24	0
12:15-12:30	5	119	42	0	21	114	15	0
12:30-12:45	8	155	38	0	20	141	18	0
12:45-1:00	7	139	37	0	15	117	13	0
1:00-1:15	2	128	38	2	19	116	22	0
1:15-1:30	4	142	29	0	19	121	20	0
Total	55	1025	291	5	177	949	143	1

Fig. 2-2: Traffic Turning Movement Counts Example

2.7 EXISTING CYCLING CONDITIONS

Even though the City’s topography is quite different between the east and west, bicycle facilities tend to occur at the west end and east end of Main street, including the Bay Shore Bikeway and beyond the Eastside of I-805 intersection where a dedicated bike lane emerges. Main Street only has a California MUTCD sign (D11-1) showing a “Bike Route”. The bicycle signage and the East and West facilities are generally accessible to the majority of residents who choose to ride bicycles. The relatively flat terrain of Main Street allows numerous bicycle access points to a four lane major street or onto any given two lane collector street.

Cycling along Main Street can be challenging due to the narrow outer lanes, on street parking, and the general high speed (posted 45 mph) of the street along most of the study area. Bike lanes do not currently exist. When parking is not present in legal on-street parking zones, adequate bike-to-vehicle buffer width exists in certain areas (generally considered to be a 4’ area next to a 12’ lane, which allows a car to pass with 3’ of clearance if they move to the left side of the lane). In other portions of the project area, the bike-to-vehicle buffer is sub-standard, causing cyclists to take the full vehicular travel lane. Of the cyclists seen, many choose to ride on the sidewalk instead of the road, or tended to remain in close proximity to the curb line and stay close to parked cars within the door zone – which is a hazardous riding movement for cyclists.

2.7.1 BIKE COLLISIONS

The City of Chula Vista’s Bikeway Master Plan (2011) identifies Main Street as a major bicycle link (Class 2 Facility) to the regional Bayshore Bikeway, but improvements have not been planned for this heavily traveled route. The Collisions data also noted three bicycle collisions between 2002 and 2010 along this segment of Main Street. (See Collision Data on Fig. 3-2)

2.8 EXISTING TRANSIT RIDER CONDITIONS

Route 701 runs Monday through Friday serving the H Street Trolley Station and the Palomar Trolley Station via H Street, Fourth Street, F Street, First Avenue, Hilltop Drive, Main Street, and Anita Street. SANDAG’s 2050 Regional Transportation Plan identifies “rapid bus” service from Eastlake/EUC to the Palomar Trolley via the Main Street corridor. Bus stop locations, bus shelters, and future rapid bus service should be assessed to ensure they provide safe and convenient locations for the neighborhoods they serve. (Refer to Fig. 2-3)

In April 2012, MTS and SANDAG initiated the site development portion of the expansion of 3650A Main Street in the City of Chula Vista, a 10.6 acre site. The project included electrical upgrades, water lines for future buildings, and other storm water treatments onsite to ensure water quality compliance. Landscaping was also replaced with water efficient plants, trees, and a new irrigation system. The site now can accommodate up to 240 transit buses daily and more than 100 off-street transit user parking spaces.

2.8.1 TRANSIT SHELTERS

Bus transit availability on Main Street is strong and transit stops occur regularly along Main Street. Transit stop amenities are limited in regards to shelters, seating, and trash containers. Main Street has eleven bus stops, five east bound (EB) and six west bound (WB). Of the eleven bus stops, only two stops have shelters. Shelter #1: EB at Main Street & Albany, Shelter #2: WB at 3554 Main Street. The other nine bus stops do not have shelters for transit user protection from the elements. It was observed that two shelters are lacking trash receptacles. All bus stops should have consistent elements, such as shelters with lighting, trash receptacles and seating (Refer to Fig. 2-4).

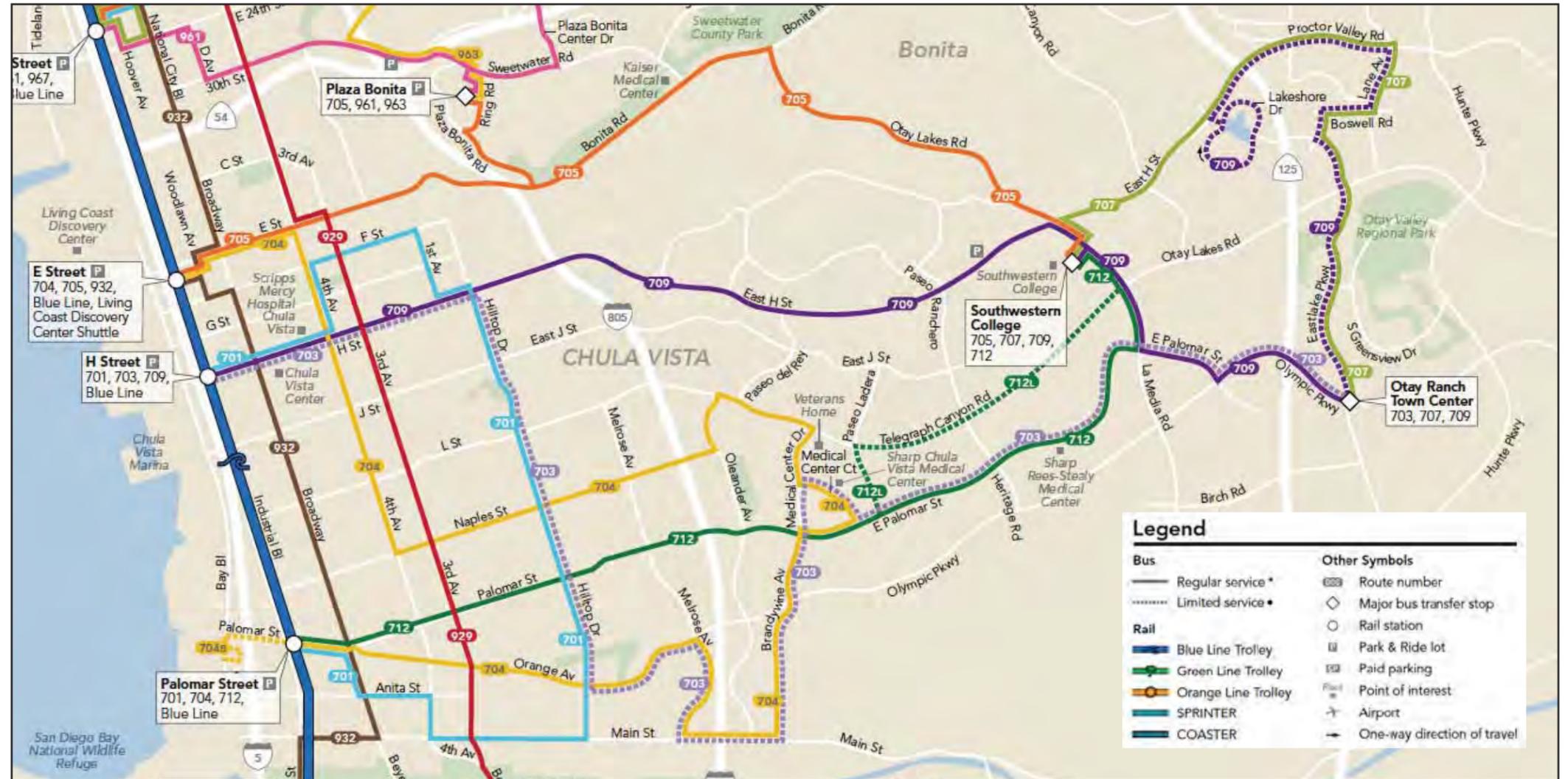


Fig. 2-3: Existing Transit Service Routes

Bus Stop Location	Lane	Bus Number	Shelter	Trash Can	Seating
Main St. & Jacqua St.	EB	932	no	yes	no
Main St. & Jacqua St.	WB	932	no	yes	no
Main St. & Silvas St.	WB	932	no	yes	no
Main St. & 3121 Main St.	EB	701	no	yes	yes
Main St. & Third Ave.	WB	701	no	yes	yes
Main St. & Del Monte Ave	EB	701	no	yes	yes
Main St. & Albany Ave.	EB	701	yes	no	yes
Main St. & 3554 Main St.	WB	701	yes	yes	yes
Main St. & 3650 Main St.	WB	701	no	yes	yes
Main St. & Mace St.	EB	701	no	no	no
Main St. & Hilltop Dr.	WB	701	no	yes	no

Fig. 2-4: Existing Bus Stop Facilities

Chapter Three: ANALYSIS

3.1 WALK TIME ZONES

Walk time analysis is a Geographic Information Systems (GIS) based method to determine the walking distance from a specific point. For this study, walksheds using a 15-minute walking distance were developed to capture the number of attractors near Main Street. The analysis consisted of using a 3 mile-per-hour walk speed* for pedestrians using the existing street network. Using the street network with real time walking routes is far more accurate than the traditional method of concentric circles of 1/4 to 1/2 mile around destination points. The walk time network analysis takes into account the facilities pedestrians can actually use (or will use with future walkways) and the direction that streets send walkers to their destinations. Concentric buffers do not take into account the street network and barriers such as dead-ends or out of direction routes.

A 15-minute walkshed was developed for each attractor, then merged to create a composite walkshed, as seen on Fig. 3-1. The areas in blue have between one to three attractors that would use this area to get to the destination. Those in the yellow and orange have between four and five attractors within a 15-minute walk from Main Street. These results highlight the areas along Main Street where a level of priority should be given for bicycle and pedestrian improvements to access a higher number of attractors.

(* Source: TCRP Report 112: Improving Pedestrian Safety at Unsignalized Crossings (NCHRP Report 562)

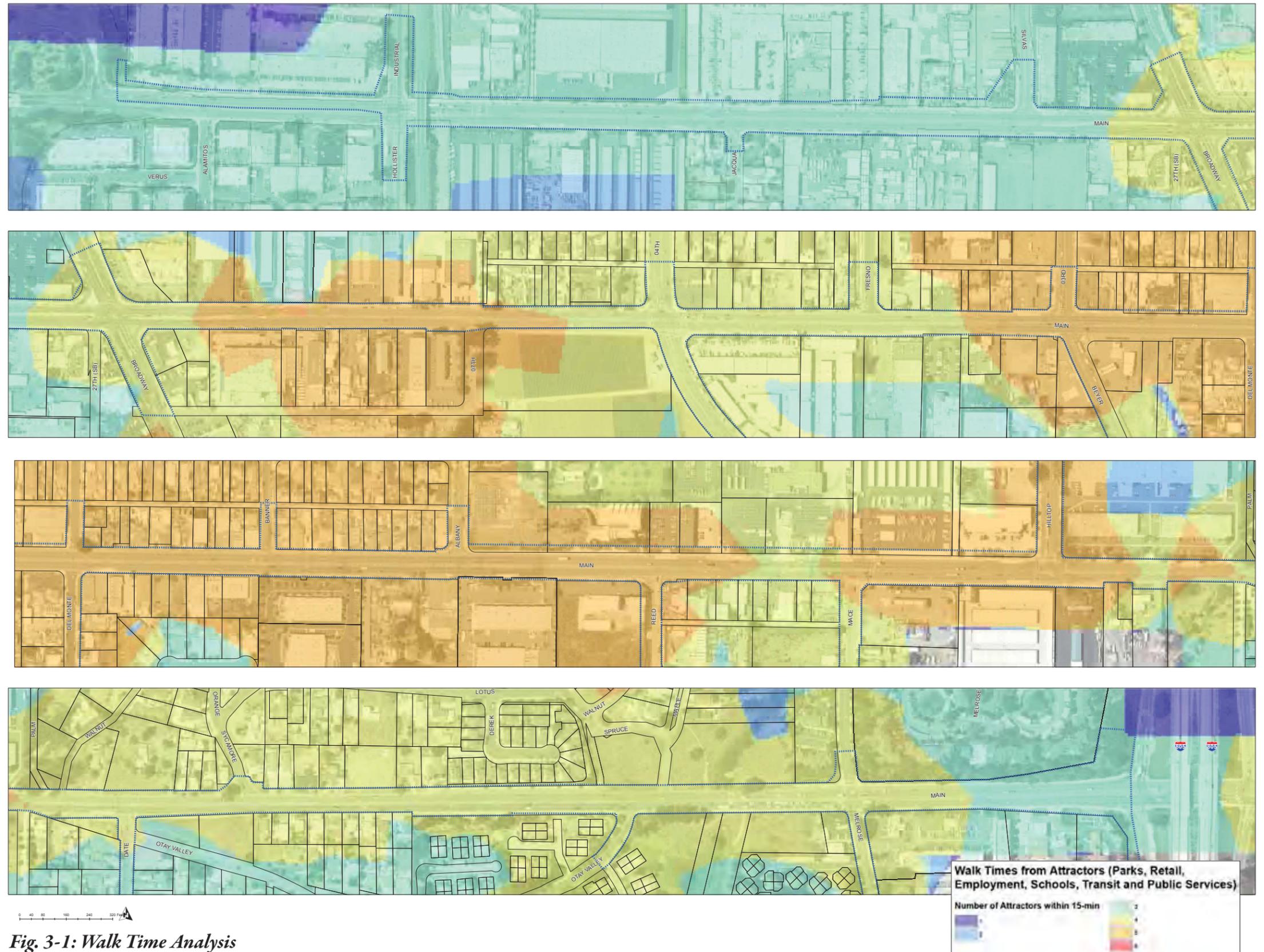


Fig. 3-1: Walk Time Analysis

3.2 COLLISIONS AND ADT'S

Chula Vista Main Street collision data shows the number of bicycle, pedestrian and vehicular related collisions collected between 2002 and 2010 from the California Statewide Integrated Traffic Records System (SWITRs). A summary of these collisions on Main Street are in the following tables. The data shows a significant number of collisions that would indicate attention to countermeasures should be provided in this study. Of particular concern are the 4 pedestrian fatalities (see red dots), potentially related to the lack of designated or controlled crossing points. Also, a substantial number of vehicular collisions are left turning yield violations into oncoming traffic. This is perhaps due to the free nature of left turns along the corridor and the lack of gaps between groupings of vehicles related to the limited number of traffic signals. (Refer to legends on page 19)

Pedestrian Collisions (first row at right)

Collision Type	Number of Collisions
Injured	17
Non-Injured	3
Fatal ●	4
Total Injured or fatal	21
Total incidents	20

On a few pedestrian collisions, there were both an injury and fatality, or multiple injuries.

Bicycle Collisions (second row at right)

Collision Type	Number of Collisions
Injured	13
Non-Injured	0
Fatal	0
Total Injured or fatal	13
Total incidents	13

Vehicular Collisions (third row at right)

Collision Type	Number of Collisions
Injured	602
Non-Injured	3
Fatal	10
Total Injured or fatal	612
Total incidents	384

On a number of vehicular collisions, there were both an injury and fatality, or multiple injuries.

The table below summarizes the collisions between the three modes of travel along Main Street. The collision identifies that bicycle and pedestrian collisions along Main Street have all involved a vehicle. There are no bicycle collisions that involved pedestrians. Figure 3-2 also shows the corridor's ADT, determined from a variety of sources and dates. The ADTs are fairly significant with peak hour rates resulting in some congestion. Based on the current land uses and intensity of development along Main Street, it is highly likely that a significant portion of the peak congestion traffic is related to through trips, either cutting between the two freeways when congestion occurs on these freeways or based on the limited through streets found within the study area. However, unless more extensive traffic analysis is accomplished, the actual percent of non-local traffic is not known at this time.

Collision	Number of Collisions
Vehicle-vehicle	384
Vehicle-bicycle	13
Vehicle-pedestrian	20
Total incidents	417

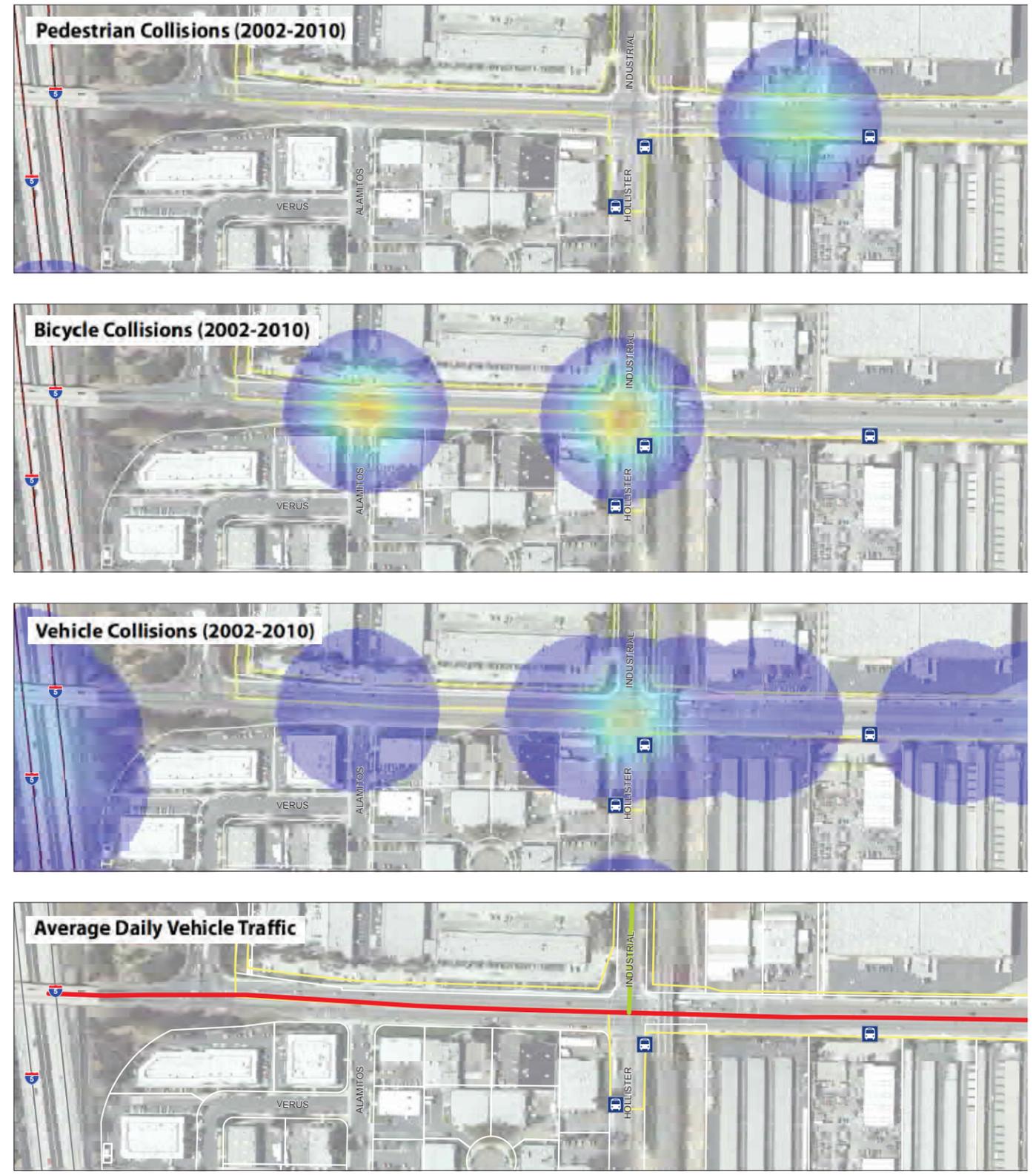


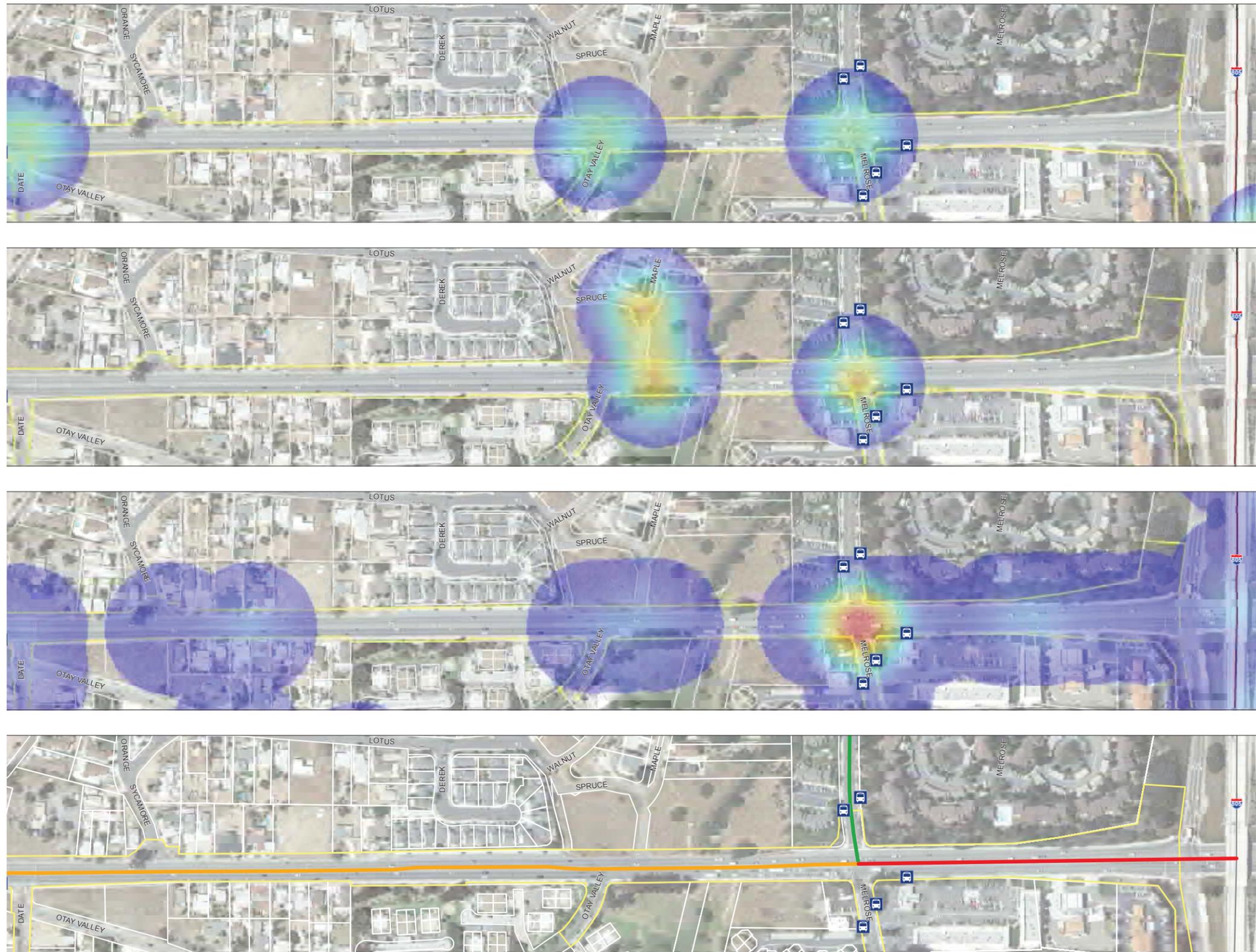
Fig. 3-2-A



Fig. 3-2-B



Fig. 3-2-C



Pedestrian Collisions (2002-2010)



Bicycle Collisions (2002-2010)



Vehicle Collisions (2002-2010)



Average Daily Vehicle Traffic



Fig. 3-2-D

3.3 STUDY OF R.O.W. IMPROVEMENTS

A variety of design elements have been considered as shown on the alternatives shown in *Figure 3-3*. These elements include wide sidewalks, planted parkways and/or street trees in grates, protected parallel parking, complete bus stops (shelters, trash receptacles, seating), enhanced paving, safe crosswalks, lighting, median planting, bike facilities and small travel lanes.

The intent of the alternatives shown here was to test different right of way limitations given different expansion widths. The overall goal is to avoid building demolitions, reconfigurations of property driveways and parking areas and limitation on right of way acquisition.

(Refer to page 23 for sections)

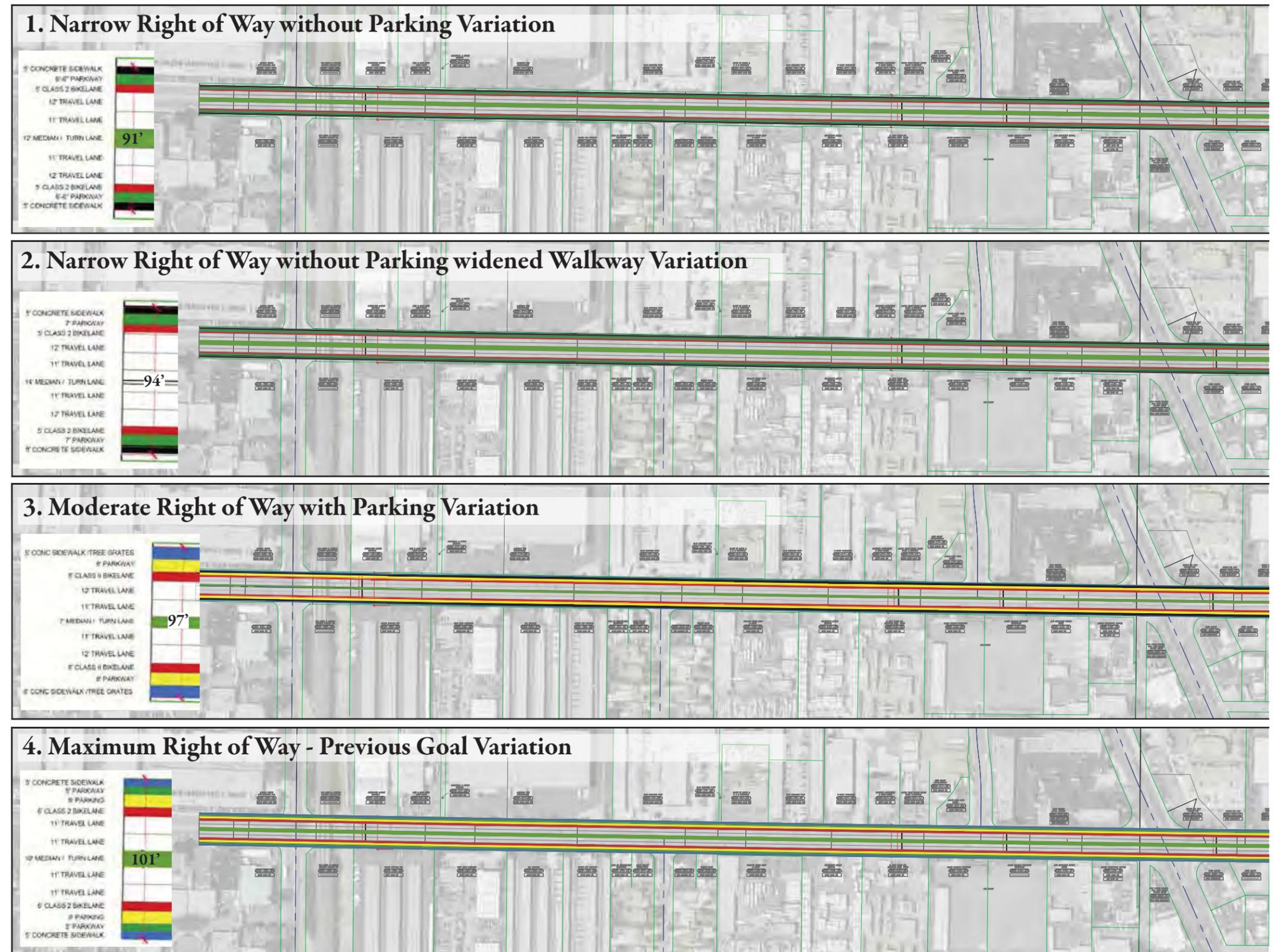


Fig. 3-3-A

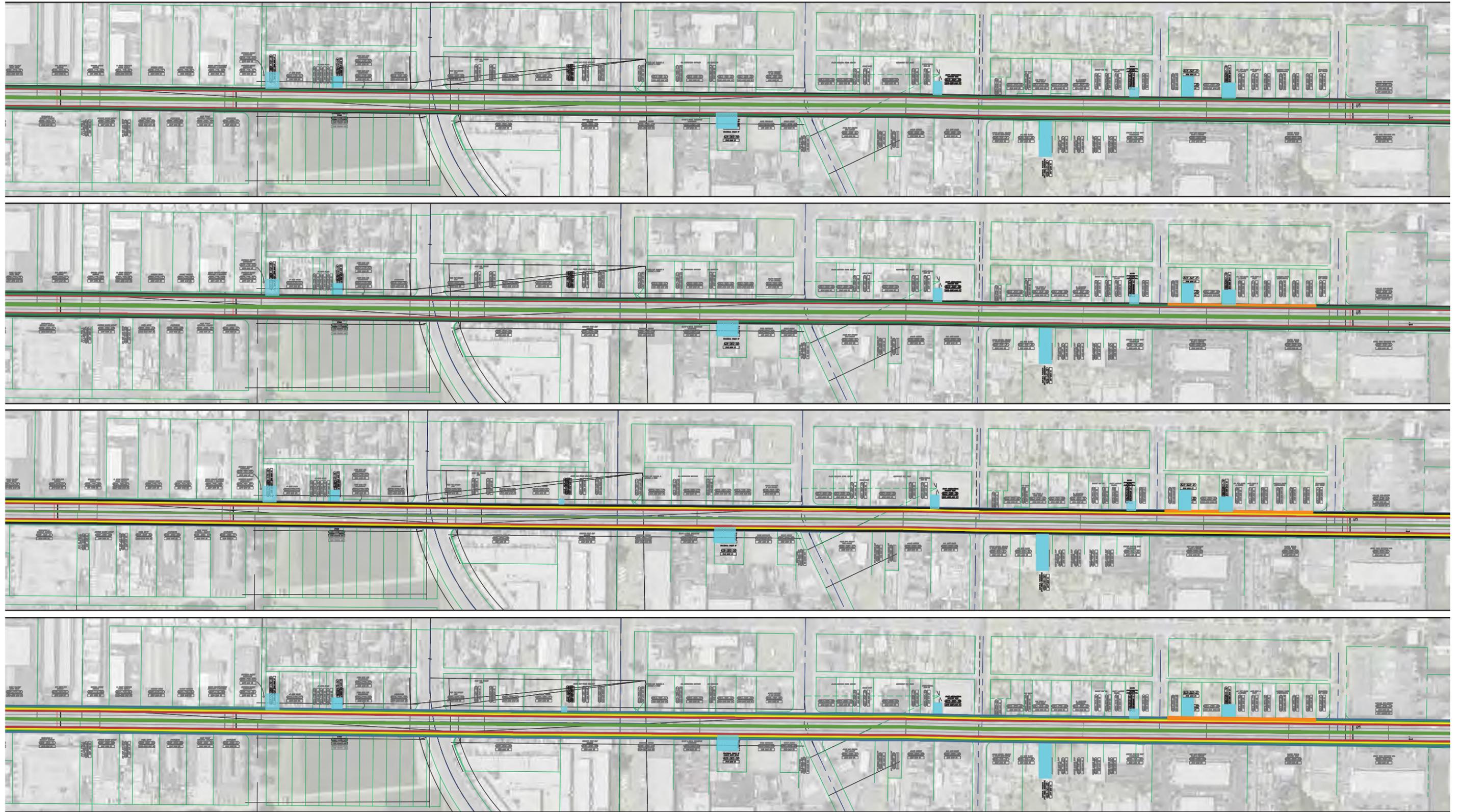


Fig. 3-3-B

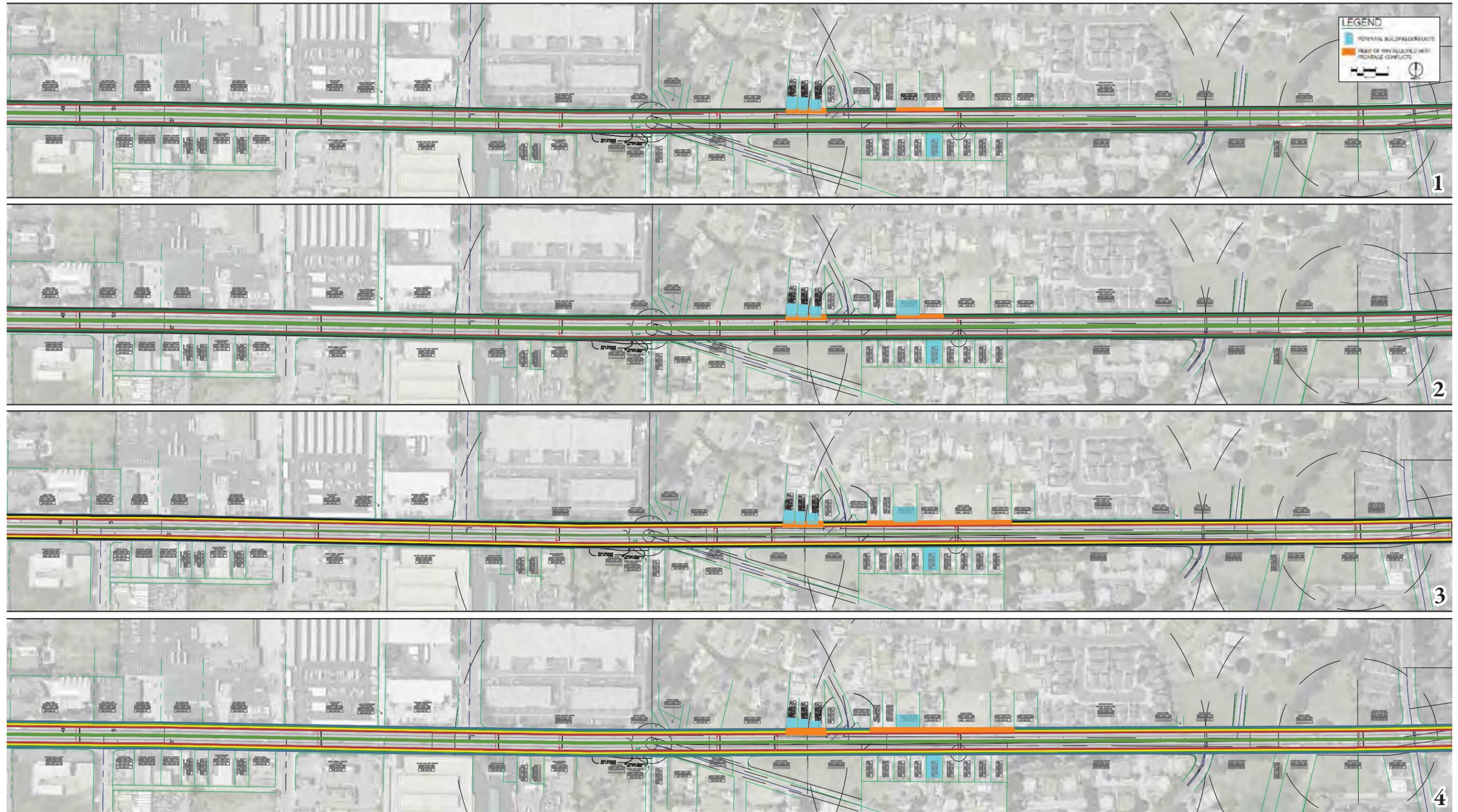
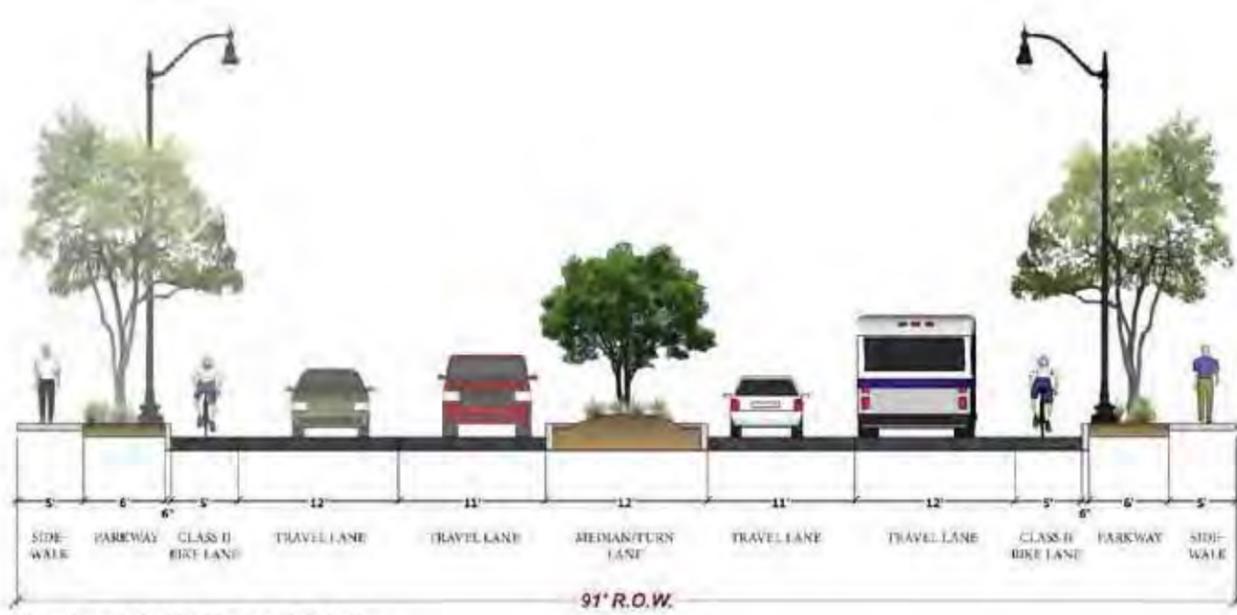


Fig. 3-3-C

Figure 3-3 Sections



Typical 91' Right Of Way

1. Narrow Right of Way without Parking Variation



Typical 94' Right Of Way

2. Narrow Right of Way without Parking widened Walkway Variation



Typical 97' Right Of Way

3. Moderate Right of Way with Parking Variation



Typical 102' Right Of Way

4. Maximum Right of Way - Previous Goal Variation

3.4 EXISTING CONDITIONS SUMMARY

Figure 3-4 represents a summary of all of the existing circulation facilities and land uses within the study area. Vehicular, pedestrian and bike facilities that exist, have been shown. In the case of bike facilities, proposed routes and lanes have also been identified on the map above. Future land uses from the Chula Vista General Plan are also indicated. The circulation and land uses changes proposed for the area are only moderate changes (Legends are on page 27).

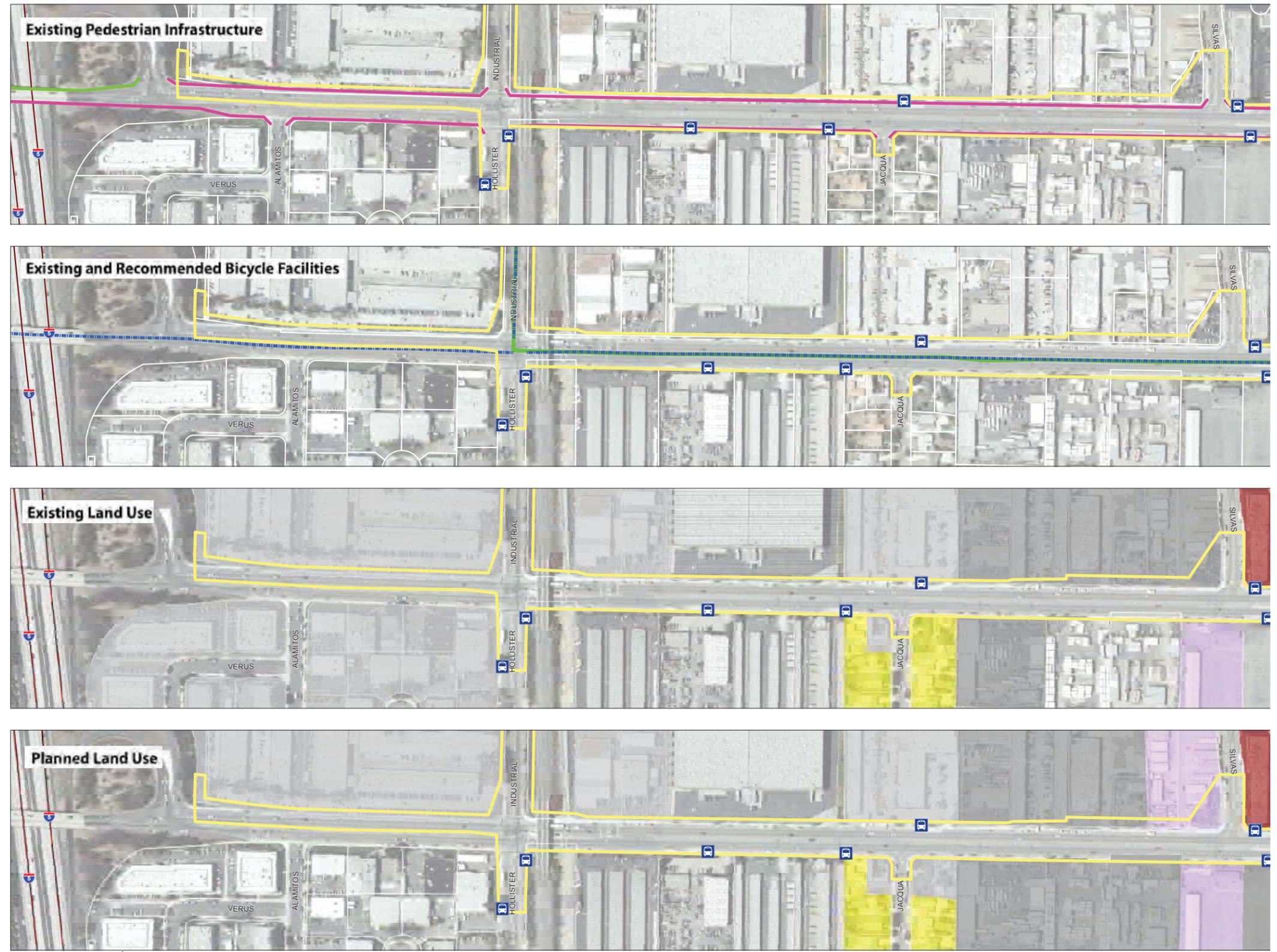


Fig. 3-4-A

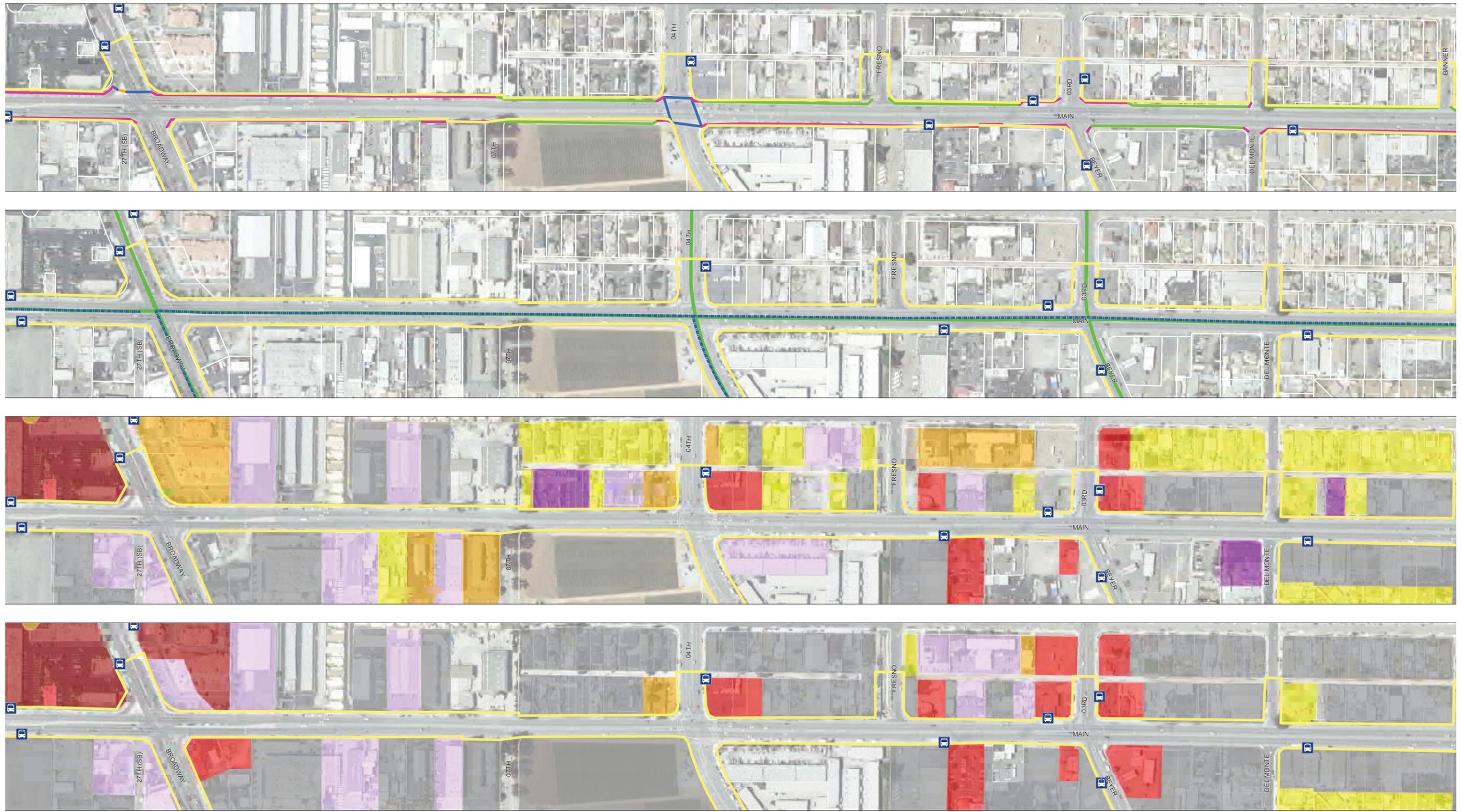
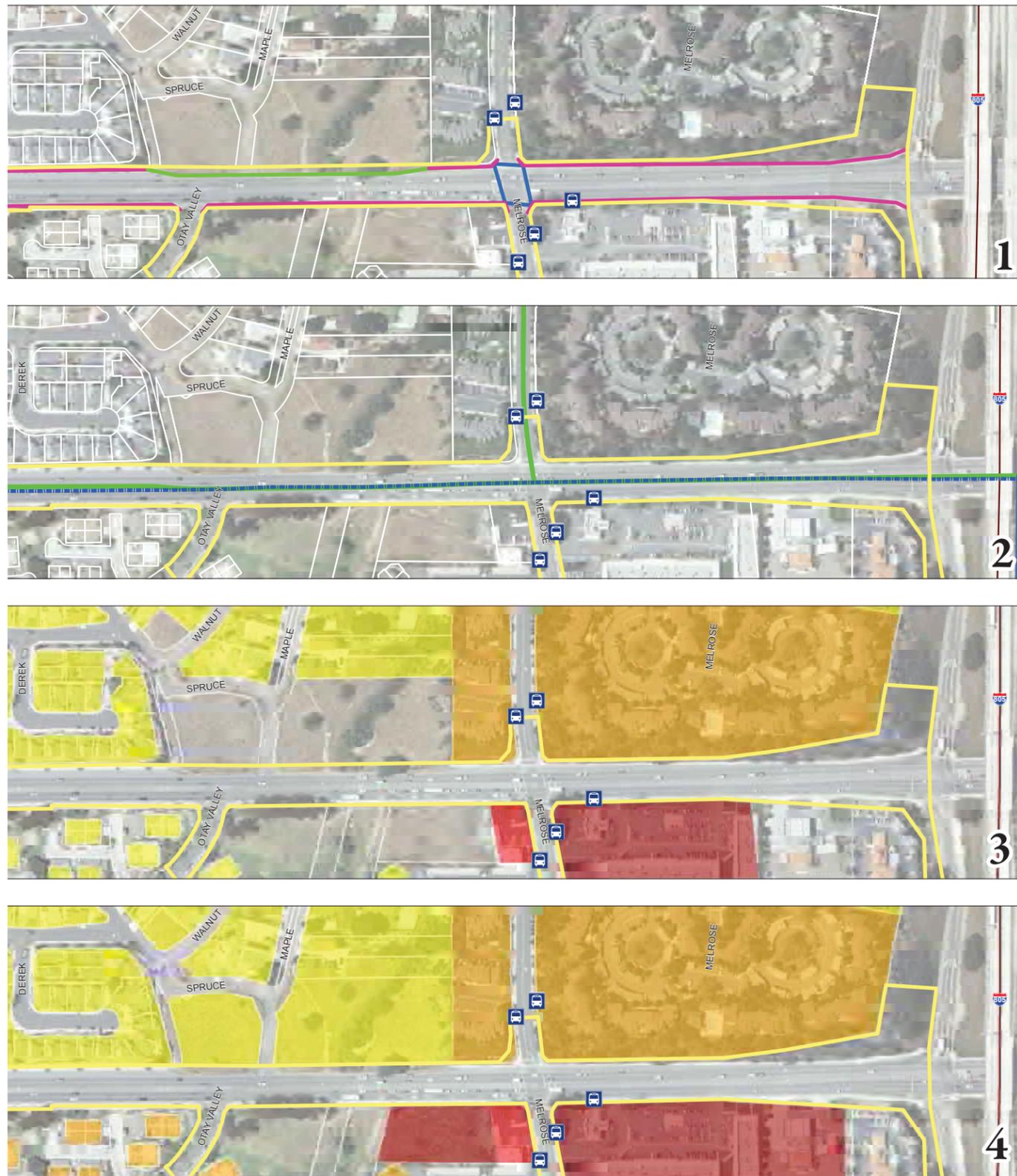


Fig. 3-4-B



Fig. 3-4-C



LEGENDS *Fig. 3-4*

Existing Pedestrian Infrastructure

Sidewalks

- Missing
- Present

Other Pedestrian Infrastructure

- Marked Crossing
- Ped Refuge
- Transit Stops
- Project Improvement Area
- Parcels

1

Existing and Recommended Bicycle Facilities

Existing Bicycle Facilities

- Class I
- Class II
- Class III
- Project Improvement Area

Recommended Bicycle Facilities

- Class I
- Class II
- Class III
- Transit Stops
- Parcels

2

Existing Land Use

<p>Industrial</p> <ul style="list-style-type: none"> Industrial Park Light Industry Extractive Industry Wholesale Trade Warehousing Other Industrial Uses 	<p>Commercial</p> <ul style="list-style-type: none"> Community Shopping Center Arterial Commercial Neighborhood Shopping Center Other Retail Trade & Strip Commercial Automobile Dealership 	<p>Residential</p> <ul style="list-style-type: none"> Multi-Family Residential Single Family Residential Spaced Rural Residential Mobile Home Park Transit Stops Parcels
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3

Planned Land Use

<p>Industrial</p> <ul style="list-style-type: none"> Industrial Park Light Industry Heavy Industry Extractive Industry Wholesale Warehouse 	<p>Commercial</p> <ul style="list-style-type: none"> Community Shopping Center Arterial Commercial Neighborhood Shopping Center Other Retail & Strip Commercial Automobile Dealership Regional Shopping Center 	<p>Residential</p> <ul style="list-style-type: none"> Multi-Family Residential Single Family Residential Spaced Rural Residential Mobile Home Park Transit Stops Parcels
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4

Fig. 3-4-D



Chapter Four: PUBLIC INPUT & ALTERNATIVE DEVELOPMENT

4.1 PROGRESS MEETING #1

The intent of the first community workshop was to focus on the overall Main Street three-mile existing conditions and to engage the public in identifying various program elements and documenting their concerns and desires. The format of the progress meeting was to present and introduce the design team along with City's staff. The design team then reviewed and discussed the existing elements of Main Street. The purpose of engaging the community was to obtain input for consideration in the next phase of the project, which included concept alternative development.

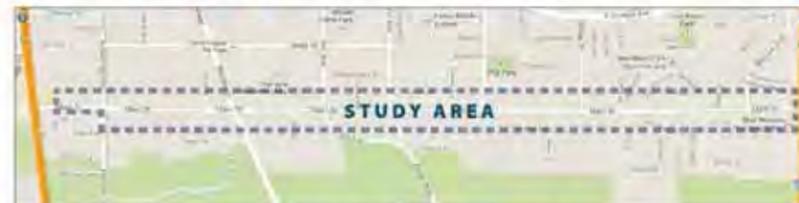


Dear Main Street Property Owner:

The City of Chula Vista invites you to participate in our upcoming efforts to improve the public right-of-way along Main Street and neighboring streets between I-5 and I-805 through the development of a "Streetscape Master Plan" for the area.

As the owner of a property fronting on Main Street, the City wants to ensure that your ideas and priorities for the district are included in this Streetscape Plan. On Thursday October 17th, the City plans to hold a progress meeting to gather input for the master plan. The meeting is scheduled from 6-8 pm at the Otay Recreation Center, 3554 Main Street, Chula Vista, CA 91911. We hope you will attend. Please see and share the attached flyer.

Also included in this package is a questionnaire. Please fill this out and bring it to the progress meeting; if unable to attend, return it to Patricia Fermán, whose contact information is listed on the questionnaire.



SCHEDULE
6:00 - 6:30 pm Design Team Presentation
6:30 - 8:00 pm Design Workshop & Discussion

ACTIVITIES
Come to provide your input on ways we can design Main Street to be:
- More aesthetically pleasing & environmentally sound
- Safer for pedestrians, cyclists & automobile drivers
- Transit friendly
- Better connected to Otay Valley Regional Park and other points of interest

Learn about the background of the project from the staff, meet the consultants, and talk with them one-on-one. Come to provide notes for issues and ideas on maps along this 3 mile corridor.

For more information, please contact: Patricia Fermán, City of Chula Vista, PFerman@ci.chula-vista.ca.us



On July 25, 2009 and May 19, 2010, the Development Services Department sponsored two Workshops for Chula Vista's Main Street area to gather early input from stakeholders. The comments have been summarized below:

- Create a multi-modal street balancing the needs of pedestrians, bicyclists, vehicles and public transportation
- Provide a pedestrian friendly environment with consistent sidewalks, safe crosswalks, and accessible ramps
- Beautify the street with a segmented landscaped median and shade trees where possible
- Analyze bus stop locations and bus shelter amenities
- Look for opportunities for public art
- Preserve the heritage of the area
- Pedestrian / Bike connections to Otay Valley Regional Park and other points of interest
- Gateway markers

Based on the above list, please answer the following questions to help us understand your ideas and opinions.

1) Please rank the following street design elements in order of preference. Number 1 represents the most important to you, and number 14 represents the least important.

<input type="checkbox"/> Continuous sidewalks	<input type="checkbox"/> Bus shelters and benches
<input type="checkbox"/> Bike lanes	<input type="checkbox"/> Additional controlled crosswalks
<input type="checkbox"/> Planted parkways	<input type="checkbox"/> Improved lighting
<input type="checkbox"/> Planted segmented medians	<input type="checkbox"/> Public art
<input type="checkbox"/> Shade trees along walkways	<input type="checkbox"/> Directional signage
<input type="checkbox"/> On-street parallel parking	<input type="checkbox"/> Gateway theme
<input type="checkbox"/> Marked crosswalks	<input type="checkbox"/> other: _____

2) How do you primarily access Main Street?

<input type="checkbox"/> Vehicle	<input type="checkbox"/> Public Transportation
<input type="checkbox"/> Walking	<input type="checkbox"/> Skateboarding
<input type="checkbox"/> Biking	<input type="checkbox"/> other: _____

3) How often do you visit the area? For what purpose?

<input type="checkbox"/> Daily	<input type="checkbox"/> Own business	<input type="checkbox"/> Passing through only
<input type="checkbox"/> Weekly	<input type="checkbox"/> Shop / Dine	<input type="checkbox"/> School
<input type="checkbox"/> Once a month	<input type="checkbox"/> Employment	<input type="checkbox"/> Residence
<input type="checkbox"/> other: _____	<input type="checkbox"/> Recreation Center	

4) Do you have any personal observations or stories of the area that you would like to share?

5) Main Street is designated as a 4-lane major street with a design standard that is 104 feet wide. Where optimum design standards may not be achievable, which elements do you think should be modified to allow the other elements to be implemented? (You can refer to your priority list from Question #1.)

<input type="checkbox"/> Drop a travel lane	<input type="checkbox"/> Add parkway planting strips
<input type="checkbox"/> Decrease the width of travel lanes	<input type="checkbox"/> Add walkways
<input type="checkbox"/> Remove on street parking where it exists	<input type="checkbox"/> Limit left turns across roadway
<input type="checkbox"/> Add a bike lane	<input type="checkbox"/> other: _____
<input type="checkbox"/> Narrow the center turning lane	

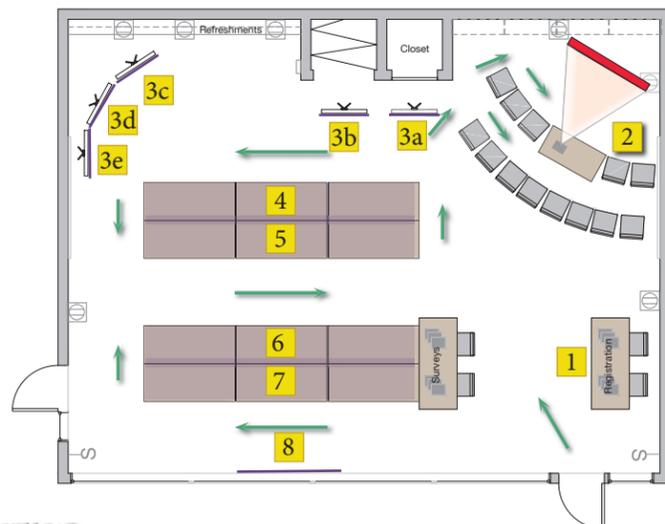
6) What best describes your relationship with Main Street?

<input type="checkbox"/> Live on Main St.	<input type="checkbox"/> Live in northwest Chula Vista
<input type="checkbox"/> Live in neighborhood near Main St.	<input type="checkbox"/> Live in southwest Chula Vista
<input type="checkbox"/> Only work in Chula Vista	<input type="checkbox"/> Live in northeast Chula Vista
<input type="checkbox"/> Only visit Chula Vista	<input type="checkbox"/> Live in southeast Chula Vista

7) Do you know of any other groups, organizations or businesses that should be involved in developing the Master Plan?

8) Do you have any other comments or ideas to improve Main Street?

Thank you for your time and participation! Your input is essential to this project's success. Please bring completed form to progress meeting; if unable to attend, fold at the dashed line below, tape the edges together and apply a stamp to mail no later than Oct. 17th 2013. Or you can fax it to (619) 691-5171



- Instructions**
- 1 Please sign in and pick up a survey.
 - 2 Please wait for the presentation to start at 6:15. This would be a good time to fill out the survey. If you have questions, please wait until the end of the presentation.
 - 3a Please place a star on the improvements that you would like to see.
 - 3b
 - 3c
 - 3d
 - 3e
 - 4 On the existing pedestrian, bike and land use map, please indicate where you live with a yellow dot and if you work / learn / shop or recreate in the area with an orange dot. Any other comments can be put on post-it notes.
 - 5 Review the right of way framework, showing options on how the roadway could be handled and the issues raised if you extend an ultimate roadway width along the entire corridor. Please place post-it notes where you have a comment.
 - 6 Please place post-it notes where you have a comment.
 - 7 On the context map, please use stars to indicate anything you like that already exists in the area.
 - 8 On the walk time map, please place a red dot on where you cross streets, if any. Any comments on this map can be placed on post-it notes.

Progress Meeting #1 Power Point Presentation



1



4



7



2



5



8



3



6



9

MAIN STREET MASTER PLAN
Questionnaire

On July 25, 2009 and May 19, 2010, the Development Services Department sponsored two Workshops for Chula Vista's Main Street area to gather early input from stakeholders. The comments have been summarized below:

- Create a multi-modal street balancing the needs of pedestrians, bicyclists, vehicles and public transportation
- Provide a pedestrian friendly environment with consistent sidewalks, safe crosswalks, and accessible ramps
- Beautify the street with a segmented landscaped median and shade trees where possible
- Analyze bus stop locations and bus shelter amenities
- Look for opportunities for public art
- Preserve the heritage of the area
- Pedestrian / Bike connections to Otay Valley Regional Park and other points of interest
- Gateway markers

Based on the above list, please answer the following questions to help us understand your ideas and opinions.

1) Please rank the following street design elements in order of preference. Number 1 represents the most important to you, and number 14 represents the least important.

- | | |
|------------------------------------------|----------------------------------------------|
| 1 Continuous sidewalks | 2 Bus shelters and benches |
| 3 Bike lanes | 3 Additional controlled crosswalks |
| 4 Planted parkways | 7 Improved lighting |
| 5 Planted segmented medians - Low plants | 14 Public art |
| 6 Shade trees along walkways | 12 Directional signage |
| 11 On-street parallel parking | 13 Gateway theme |
| 14 Marked crosswalks | 10 other: <u>Respect for business owners</u> |

2) How do you primarily access Main Street?

- | | |
|---------------------------------------------|------------------------------------------------|
| <input checked="" type="checkbox"/> Vehicle | <input type="checkbox"/> Public Transportation |
| <input type="checkbox"/> Walking | <input type="checkbox"/> Skateboarding |
| <input type="checkbox"/> Biking | <input type="checkbox"/> other: _____ |

3) How often do you visit the area?

- | | | |
|--------------------------------------------|-------------------------------------------------|-----------------------------------------------|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Own business | <input type="checkbox"/> Passing through only |
| <input checked="" type="checkbox"/> Weekly | <input checked="" type="checkbox"/> Shop / Dine | <input type="checkbox"/> School |
| <input type="checkbox"/> Once a month | <input type="checkbox"/> Employment | <input type="checkbox"/> Residence |
| <input type="checkbox"/> other: _____ | <input type="checkbox"/> Recreation Center | <input type="checkbox"/> _____ |

4) Do you have any personal observations or stories of the area that you would like to share?

there is an effort to maintain the 455 main property for agricultural uses. Educational facet could include teaching children where food comes from and how it is grown.

5) Main Street is designated as a 4-lane major street with a design standard that is 104 feet wide. Where optimum design standards may not be achievable, which elements do you think should be modified to allow the other elements to be implemented? (You can refer to your priority list from Question #1.)

- | | |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <input type="checkbox"/> Drop a travel lane | <input type="checkbox"/> Add parkway planting strips |
| <input type="checkbox"/> Decrease the width of travel lanes | <input type="checkbox"/> Add walkways |
| <input type="checkbox"/> Remove on street parking where it exists | <input type="checkbox"/> Limit left turns across roadway |
| <input type="checkbox"/> Add a bike lane | <input checked="" type="checkbox"/> other: <u>Buy property to facilitate change</u> |
| <input type="checkbox"/> Narrow the center turning lane | |

6) What best describes your relationship with Main Street?

- | | |
|-------------------------------------------------------------|-------------------------------------------------------------------|
| <input type="checkbox"/> Live on Main St. | <input type="checkbox"/> Live in northwest Chula Vista |
| <input type="checkbox"/> Live in neighborhood near Main St. | <input checked="" type="checkbox"/> Live in southwest Chula Vista |
| <input type="checkbox"/> Only work in Chula Vista | <input type="checkbox"/> Live in northeast Chula Vista |
| <input type="checkbox"/> Only visit Chula Vista | <input type="checkbox"/> Live in southeast Chula Vista |

7) Do you know of any other groups, organizations or businesses that should be involved in developing the Master Plan?

Crossroads III organization
Southwest Civic Association

8) Do you have any other comments or ideas to improve Main Street?

change the entry to the recycle center next to Smart & Final, the cars back up on Mainst. creating a dangerous situation.
where needed, allow right turn only from businesses

Thank you for your time and participation! Your input is essential to this project's success. Please bring completed form to progress meetings; if unable to attend, fold at the dashed line below, tape the edges together and apply a stamp to mail no later than Oct. 17th 2013. Or you can fax it to (619) 691-5171

PLAN MAESTRO DE LA CALLE
MAIN
Questionario

El 25 de Julio del 2009 y el 19 de Mayo del 2010, el Departamento de Desarrollo patrocinó dos Talleres de Diseño Urbano sobre la calle Main los cuáles se llevaron a cabo en el Centro Recreativo de Otay. Los comentarios han sido utilizados para crear la siguiente lista de elementos para ser incluidos en el Plan:

- Creación de una calle que equilibre las necesidades de los peatones, ciclistas, vehículos y transporte público
- Creación de un ambiente más seguro para los peatones por medio de aceras, cruces peatonales y rampas peatonales
- Embellecimiento por medio de árboles y plantas
- Refugios y bancas en las paradas de los autobuses
- Arte Público
- Preservación de la historia del área
- Conexiones para peatones/ciclistas al Parque Regional del Valle Otay y otros puntos de interés
- Elementos marcando las entradas principales a la calle Main (Gateway)

Basado en la lista anterior, por favor conteste las siguientes preguntas para ayudarnos a entender sus ideas, opiniones, y prioridades.

1) Clasifique los siguientes elementos en orden de preferencia. El número 1 representa el elemento más importante para usted, y el número 14 representa el menos importante.

- | | |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> aceras continuas | <input type="checkbox"/> más cruces controlados |
| <input checked="" type="checkbox"/> carriles para las bicicletas | <input type="checkbox"/> mejor iluminación |
| <input type="checkbox"/> jardinerías en las orillas de las aceras | <input type="checkbox"/> arte público |
| <input type="checkbox"/> medianas/camellones segmentados con jardinerías | <input type="checkbox"/> señalización direccional |
| <input checked="" type="checkbox"/> árboles de sombra en las aceras | <input type="checkbox"/> elementos marcando las entradas principales a la calle Main (Gateway) |
| <input checked="" type="checkbox"/> estacionamiento en la calle | <input type="checkbox"/> otro: _____ |
| <input checked="" type="checkbox"/> cruces peatonales marcados | |
| <input checked="" type="checkbox"/> refugios y bancas en las paradas de los autobuses | |

2) ¿Cómo llega a la Calle Main?

- | | |
|-------------------------------------------|---------------------------------------------|
| <input checked="" type="checkbox"/> carro | <input type="checkbox"/> transporte público |
| <input type="checkbox"/> caminando | <input type="checkbox"/> Monopatíneta |
| <input type="checkbox"/> bicicleta | <input type="checkbox"/> otro: _____ |

3) ¿Cada cuanto utiliza la Calle Main?

- | | | |
|--------------------------------------------|-----------------------------------------------|--------------------------------------------------|
| <input checked="" type="checkbox"/> Diario | <input type="checkbox"/> Dueño de negocio | <input type="checkbox"/> Acceso a las autopistas |
| <input type="checkbox"/> Semanalmente | <input type="checkbox"/> Compras / comer | <input type="checkbox"/> Escuelas |
| <input type="checkbox"/> Una vez al mes | <input type="checkbox"/> Empleo | <input checked="" type="checkbox"/> Residencial |
| <input type="checkbox"/> otro: _____ | <input type="checkbox"/> Centro de recreación | <input type="checkbox"/> _____ |

¿Y con qué propósito?

4) ¿Tiene observaciones personales del área que le gustaría compartir?

Tengo muchos RUDS viviendo aquí en LA MAIN MI DRIVE WAY ESTA EN MUY MALAS CONDICIONES

5) ¿La Calle Main ha sido designada como una calle principal con 4 carriles y un ancho estándar de 104 pies de ancho. En áreas donde el ancho de la calle es menos de 104 pies, cuales elementos cree usted que deben ser modificados para permitir que los demás elementos puedan realizarse? Puede consultar la lista de prioridades de la pregunta # 1.

- | | |
|-------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| <input type="checkbox"/> Eliminar un carril de tránsito | <input type="checkbox"/> Añadir jardinerías en las aceras |
| <input type="checkbox"/> Disminuir el ancho de los carriles de tránsito | <input type="checkbox"/> Añadir aceras |
| <input type="checkbox"/> Eliminar el estacionamiento en la calle | <input type="checkbox"/> Limitar dobles a la izquierda a través de la carretera |
| <input checked="" type="checkbox"/> Añadir carriles para bicicletas | <input type="checkbox"/> otro: _____ |
| <input type="checkbox"/> Reducir el ancho del carril del centro | |

6) ¿Cual es su relación con la Calle Main?

- | | |
|-----------------------------------------------------------------------|-------------------------------------------------------------|
| <input checked="" type="checkbox"/> Vivo en la Calle Main | <input type="checkbox"/> Vivo en el noroeste de Chula Vista |
| <input type="checkbox"/> Vivo en un vecindario cerca de la Calle Main | <input type="checkbox"/> Vivo en el suroeste de Chula Vista |
| <input type="checkbox"/> Trabajo en Chula Vista | <input type="checkbox"/> Vivo en el noreste de Chula Vista |
| <input type="checkbox"/> Visito Chula Vista | <input type="checkbox"/> Vivo en el sureste de Chula Vista |

7) ¿Sabe de otros grupos, organizaciones ó empresas que deben participar en la elaboración del Plan Maestro?

NO

8) ¿Tiene algun otro comentario ó ideas para mejorar la Calle Main?

COMPONER DRIVEWAY

Gracias por su tiempo y participación! Su información es esencial para el éxito de este proyecto. Por favor traiga esta forma completada a la junta; si no puede asistir, por favor envíela por correo a por facsimile al (619) 691-5171 antes del 17 de Octubre, 2013. Para enviarla por correo: Doble la forma por mitad, pegue los bordes con cinta adhesiva, y ponga un sello postal. Gracias.

CHULA VISTA MAIN STREET WORKSHOP 10.17.13

- | | |
|----------------------------------------|-----------------------|
| 1. Daniel J. Sanchez | 24. Ben Elquezabal |
| 2. V. R. Partida, MSW | 25. RICARDO MARISSAL |
| 3. BEUNDA LONDES & RAUL FONDES | 26. CATALINA MARISSAL |
| 4. MARIO ARIZACA MARISSAL | 27. RANDY VANFLICK |
| 5. MARY BOSS WAD-WEST | 28. |
| 6. Suchitra Muthrajee | 29. Samuel COPEZ |
| 7. Lisbet Street | 30. |
| 8. Tom Adler C.V. | 31. |
| 9. Tom Tran | 32. |
| 10. David Street | 33. |
| 11. ANTONIA CHISHOLM | 34. |
| 12. Ruth Martine-L. Pacondelli | 35. |
| 13. ANNE LEAF | 36. |
| 14. Pat Mairal | 37. |
| 15. Maria Ben Mariscal | 38. |
| 16. Linda Brown | 39. |
| 17. MARY RABLEY - CITY OF CHULA VISTA | 40. |
| 18. FRANK RIVERA - CITY OF CHULA VISTA | 41. |
| 19. Yvonne Blantz | 42. |
| 20. Cynthia Hernandez | 43. |
| 21. Nancy Perkins | 44. |
| 22. MARGARITA GARCIA | 45. |
| 23. Gerardo Garcia | 46. |
| | 47. |
| | 48. |
| | 49. |
| | 50. |



Progress Meeting #1: Sample questionnaires submitted by participants, and attendee sign-in sheet.

Progress Meeting #1 Public Comments

CHULA VISTA MAIN STREET MASTER PLAN QUESTIONNAIRE TALLY / COMMENTS

(26 surveys)

1) Street Design Elements Ranking	1	2	3	4	5	6	7	8	9	10	11	12	13	14	(comments)	(points)
Continuous sidewalks	18		1	2		2							1			306*
Marked crosswalks	3	8	1	1	4	4	1	1								260
Improved lighting	3	5	3	5		2	2			1	1					241
Bike lanes	2	6	3		2	2	2	1	1	4		1			protected bikeways	232
Bus shelters and benches		2	3	5	2	2	3	2	1	1	1		1			210
Additional controlled crosswalks	2		3	3	3	3	4		1	1	1	2				207
Shade trees along walkways			2	2	4	1	3		4	1	2	1	1	1		162
Directional signage	1		4		1	3		5	1		2	4				160
On-street parallel parking	1	2		4	2		2	1			2	2	3	3		150
Planted parkways		1	2	1			1	3	6	3	2	1		1		140
Planted segmented medians		1	2		1	2	2	3	2	1	1	2	2	3	low plants	136
Public art				1		1		3	2	2	4	4	2	2		97
Gateway theme			1		1				1	4	2	3	7	1		80
(other:)																
Traffic Calming					2											20
Respect for business owners										1						5
Roundabouts											1					4

2) Primary access to Main Street	
Vehicle	23
Biking	4
Walking	1
Public Transportation	1
Skateboarding	0

3a) How often do you visit the area?	
Daily	14
Once a month	5
Weekly	3

3b) For what purpose?	
Residence	11
Own business	5
Shop / Dine	2
Passing through only	2
Employment	1
Recreation Center	1
School	0

4) Personal stories / observations

- There is an effort to maintain the 4th & main property for agricultural uses. Educational facet could include teaching children where food comes from and how it is grown.
- "This is a very dark street in the early morning, it's hard to see and I feel unsafe when I get up to go to work. The bus stops are also very dark and there are sidewalks missing. There's also a need for more public furnishings and amenities such as benches, telephones, and gardens/planters".
- Well, we'd like to keep the street new & clean. Fix rundown, abandoned buildings & businesses. Beautify this city. Not so "ghetto" looking.
- Existing trash, waste, & unkept vegetation on empty lot next to the west side of our property (3855 Main St.) blocks view of traffic & has become a potential hazard to exiting cars.
- How about leaving Main St. alone and apply those funds to the Nature Interpretive Center in Chula Vista?
- Woodland Park was the first African American community in Chula Vista.
- Many years ago Main St. was only a two lane road. It was widened to its present condition. I see no reason to widen it anymore.
- Overlay job is a nightmare. Biking conditions are terrible. Main St. buildings are funky and I like that. Don't gentrify it.
- Large trash trucks. Speed limit.
- Parents own property on Main St. since 1940's. Many changes and growth. (smiley face)
- I have been living on Main St. for many years, my driveway is in very bad condition
- It really needs sidewalks.
- Trucks & buses need the center lane to turn into & out of businesses and bus garage safely.

*The number of persons who selected the item, multiplied by the indicated priority = total points. Higher points = most selected as high priority.

5) Which elements do you think should be modified to allow other elements to be implemented?

		(comments)
Drop a travel lane	5	No!
Decrease the width of travel lanes	2	Harder for trucks.
Remove on street parking where it exists	13	
Add a bike lane	10	
Narrow the center turning lane	5	
Add parkway planting strips	4	
Add walkways	12	
Limit left turns across roadway	2	This will disrupt businesses.
(other:)		Main St. is the faster option than Orange, don't ruin it.
Buy property to facilitate change	1	

6) What best describes your relationship with Main Street?

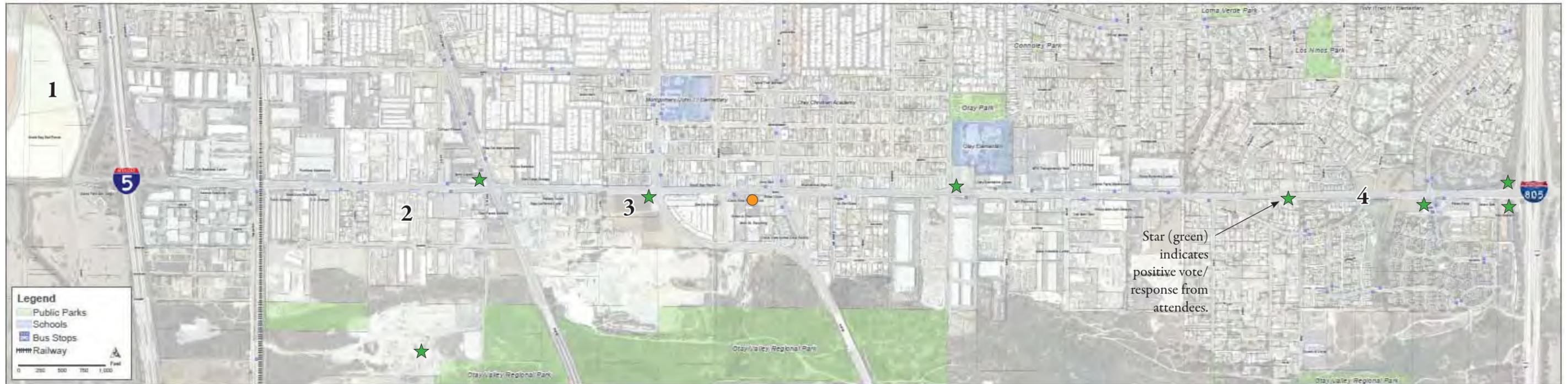
Live on Main St.	9
Live in neighborhood near Main St.	6
Only work in Chula Vista	4
Only visit Chula Vista	1
Live in northwest Chula Vista	0
Live in southwest Chula Vista	8
Live in northeast Chula Vista	2
Live in southeast Chula Vista	1

7) Do you know of any other groups, organizations or businesses that should be involved in developing the Master Plan?

- Crossroads II Organization, Southwest Civic Association
- Parks & Recreation, Historical Society, Biking Groups
- Chula Vista ad hoc Bike/Walk Committee, SD County Bike Coalition
- Permanent Residents
- Historical comission, possibly various historical societies like SOHO. All businesses currently on Main Street.

8) Do you have any other comments or ideas to improve Main Street?

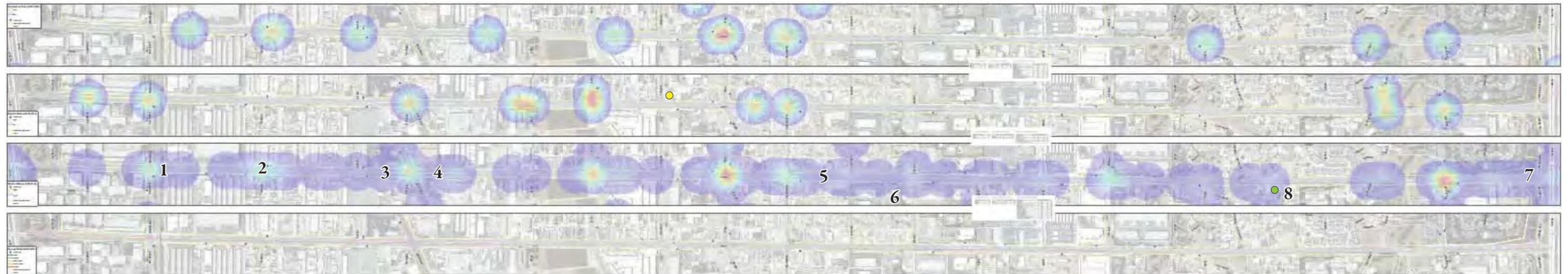
- Change the entry to the recycle center next to Smart & Final. The cars back up on Main St. creating a dangerous situation. Where needed, allow right turn only from businesses.
- Abandoned buildings/businesses, run down property need to be fined so they can keep property value up. Beautify the city!
- Curb, sidewalk & on street parking would reduce our building square footage to be eliminated.
- Have empty lots cleaned of trash and waste to avoid becoming a fire hazard, and also have them fenced in for security and aesthetics.
- Leave Main Street alone and apply the funds to the Nature Interpretive Center for all to enjoy!!
- Go big! Protected bikeways and roundabouts please.
- Fix driveway.
- Needs to be modernized.
- Continuous walkways/sidewalks would be nice.
- Clean up the building facades and slow down traffic.
- Main St. is a VERY important industrial corridor west of Hilltop. Improving & supporting existing businesses MUST be Number One priority. East of Hilltop improvements are needed for residential uses, but street is important corridor for trucks, so it needs to be wide.
- Clean up storefronts, Main St. is pretty "Dog Patch". Slow traffic down on east end around the residential area.



MAIN STREET CONTEXT

- 1) Historic and Wonderful
- 2) Was the Tallest Flagpole in the World at One Time
- 3) Keep Strawberry Field Alive
Strawberry Art along this Corridor
- 4) No Transit Shelter, but if there were, concerned about Graffiti

CHULA VISTA COLLISIONS ADT



- | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|----------------------------------------------------------------------|
| 1) Would like More
<ul style="list-style-type: none"> • Trees along Street • Shade Protection • Crosswalks/Visible | 3) No Community Gathering Areas,
No Open Space | 5) Majority are not Native,
Population is very Transient | 7) Pedestrian Traffic when Concerts
End. Late at Night Going West |
| 2) Main Street
<ul style="list-style-type: none"> • Great Shortcut • Traffic Flows Well • Visit Honda Dealership • Board Member Otay Park | 4) Chula Vista
<ul style="list-style-type: none"> • "Dorm Community" • Most Don't Walk • No Destination why Walk or Bike | 6) "Lost Pearl" | 8) "1971" |

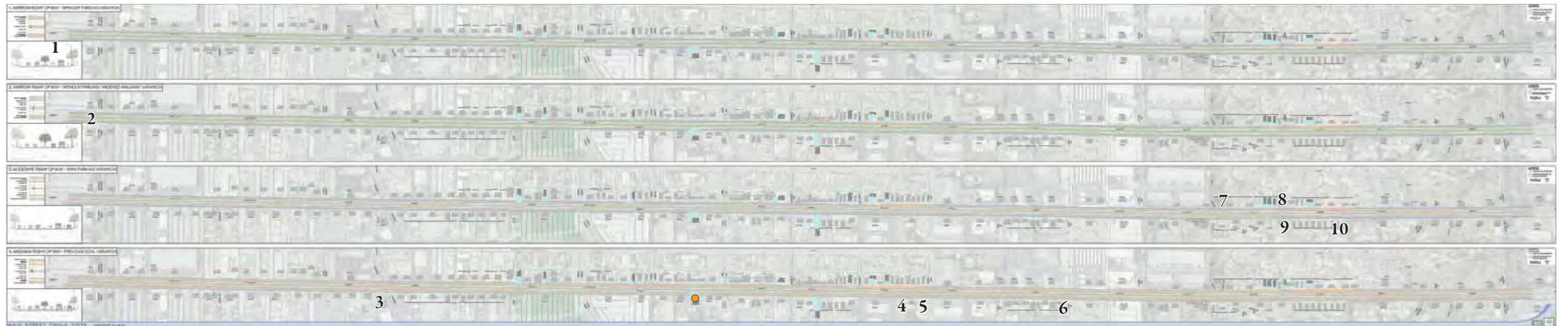
**Progress Meeting #1
Public Input Comments:**
Responses from attendees
on exhibits presented



EXISTING CONDITIONS

- 1) Used Tire and Car Towing Business Should Relocate to Nirvana Ave Where the Junk Yards' are Located. Residential Located across the Street. Relocate this Business
- 2) Abandoned Car Wash is Unsightly, Devalues Property and Gives this Poor Appearance. Make this Go Away! Do Something
- 3) Control Waste and Trash Dumping. Also Unkempt Vegetation. (Fire Hazard)
- 4) Need Street Parking and Sidewalks. (4075 Main)
- 5) Sycamore and Main Hard to Get Onto Main Whether Turning Left or Right. Need More Light.
- 6) Illegal Parking on Edge of Roadway, Creates Lanes that are too Narrow.
- 7) No Sidewalk here the side or End of Street Width is Indicated by my Mailbox
- 8) Build a Sound and Pollution Reduction Wall. (Daniel Clark)

PHASE ONE POTENTIAL R.O.W. IMPROVEMENTS

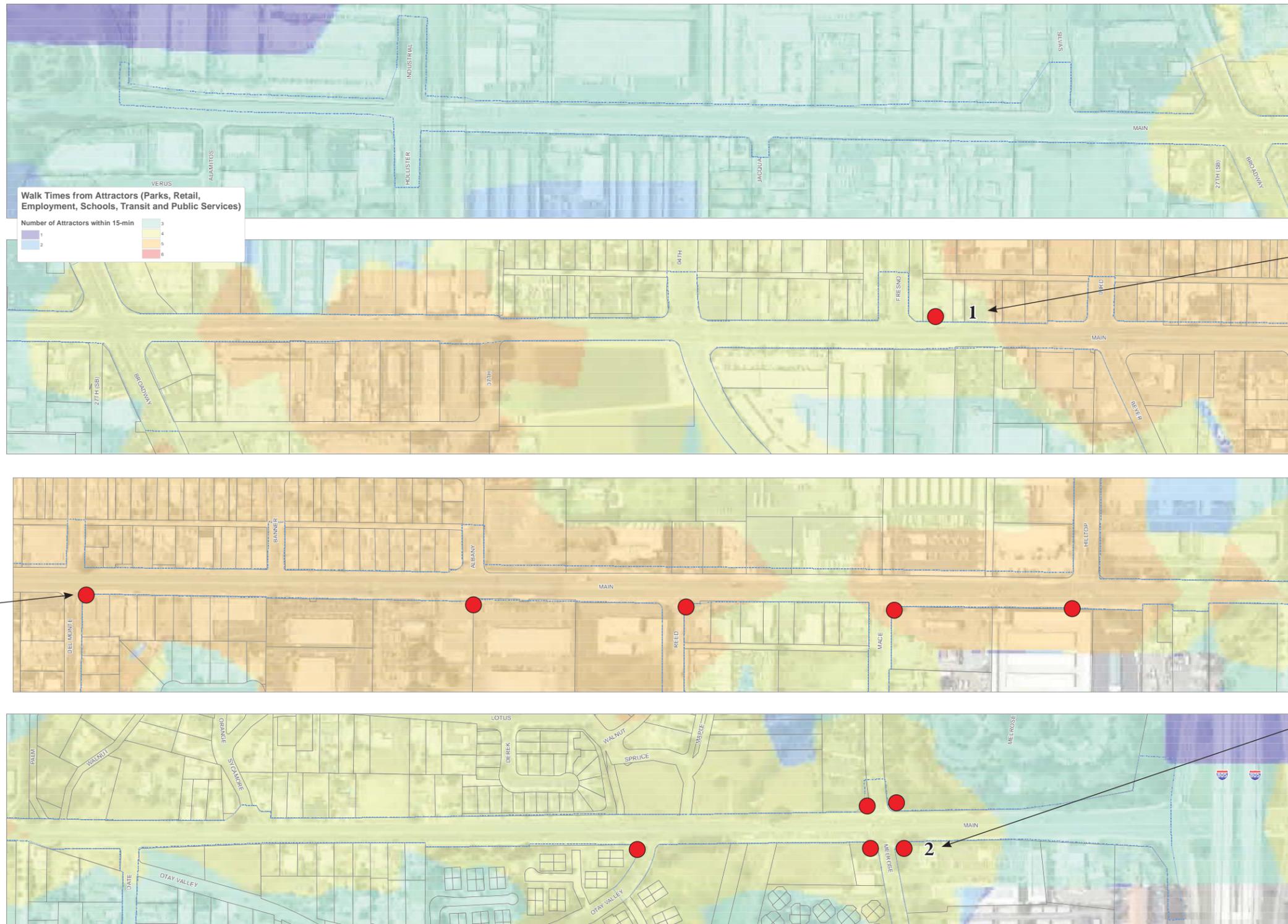


- 1) Any Median/Turn will not Help any Barriers
- 2) Street Lights (Dark) Width of Street Telescopes Dangerous to Drive Good Connector
- 3) Group of Parcels Leading to Otay Valley Regional Park
- 4) Tow Yards/Trucks not Aesthetically Pleasing to Look At
- 5) Abandoned Car Wash Lot Brings Real estate Value Down
- 6) Adjacent Property Concerns with Industrial/Commercial Buying Adjacent (Tony/Maria Mariscal)
- 7) Walnut Drive Hidden by Trees
- 8) Sidewalks and Walkability (Linda Brown)
- 9) Crosswalk and Cars more Fast Here
- 10) Parking and Sidewalks

**Progress Meeting #1
Public Input Comments:**
Responses from attendees on exhibits presented

WALKING TIMES COMPOSITE

**Progress Meeting #1
Public Input Comments:**
Responses from attendees
on exhibits presented



1) We Walk and Bike from 3rd/Main to Western Salt Marshlands, Imperial Beach & Coronado

Dot (red or orange) indicates negative vote/response from attendees.

2) Location is Dark and Fast Speeds by the Bus Stop

PEDESTRIAN ISSUES AND SOLUTIONS Selections

Progress Meeting #1 Public Input Comments:
Responses from attendees on exhibits presented



2A) Pedestrian actuator (Polara). Photo credit: ITE Pedestrian Bike Council



5C) Streets should be designed for more than moving vehicles. When all elements come together, a socially interactive environment will evolve.



1W) Match the sidewalk width to the intended use. Only suburban residential areas should be allowed at or below a 5' width.



3W) If an active street is desired, then accommodations for street furnishings and street uses must be made.



4C) Retrofitting wide streets and intersections to improve walkability, can be very expensive. It is generally far less expensive to build these streets with pedestrians and cyclists in mind than to retrofit later.



6C) To meet accessibility requirements, long ramps are required to access activity centers such as transit stations.



1W) Commercial area widths should approach at least 10' in width since they must accommodate a variety of uses, street furniture and utilities.



5C) The proper pedestrian environment can support a variety of retail businesses and mixed land uses while offering a pleasant urban design.



7W) Public art or public amenities with varied and interesting materials can be used for their aesthetic value, as well as for their functional value.



Star (green) indicates positive vote/response from attendees.

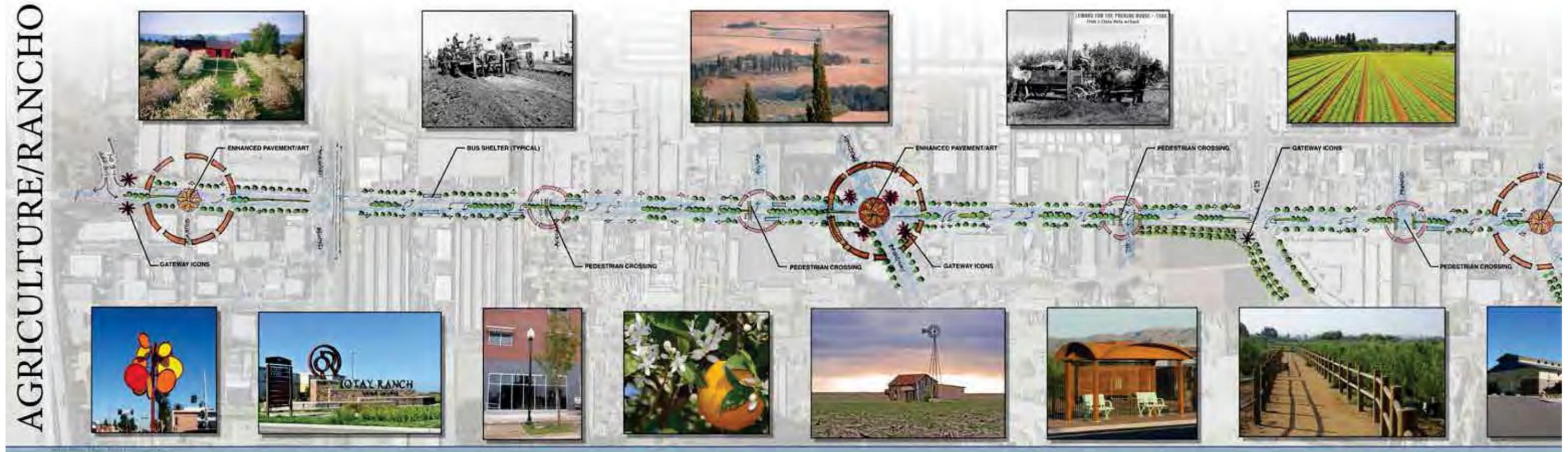


Fig. 4-1-A

4.2.1 INITIAL AGRICULTURE/RANCHO THEME

The “Agricultural Theme” was inspired by the “Orchard Period” that occurred in Chula Vista in 1888. The significance of Chula Vista as a major lemon-growing center during that period became the basis for further conceptual development in the next phase of work. Community support for this concept was strong in Progress Meeting #2, including such comments as “This is nice, it reminds me of the history of farms in the area.”

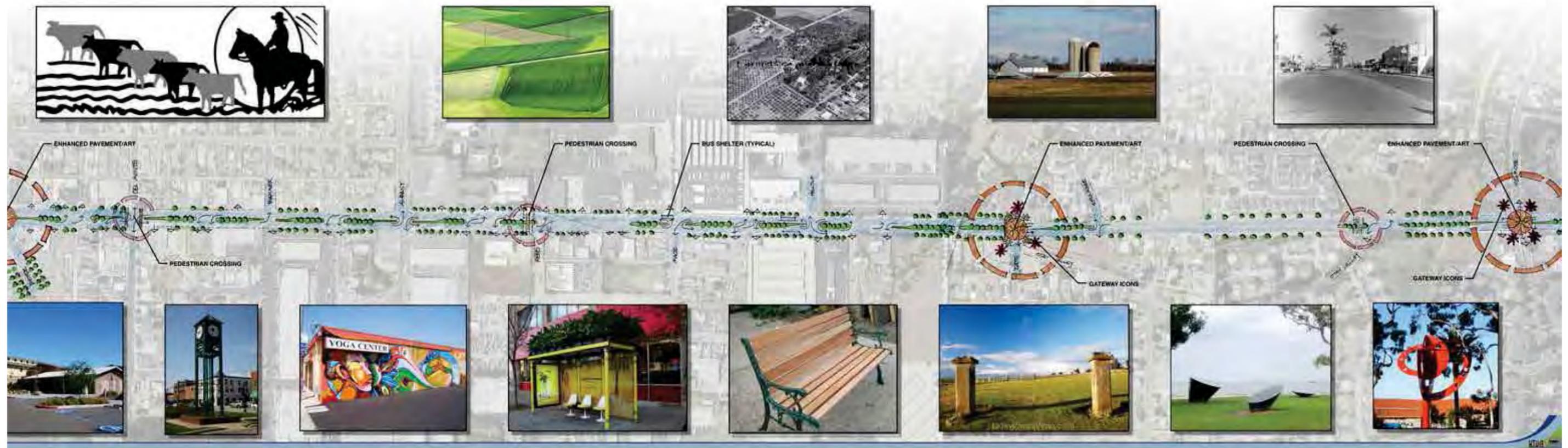


Fig. 4-1-B

RIVER/SEASIDE VILLAGE

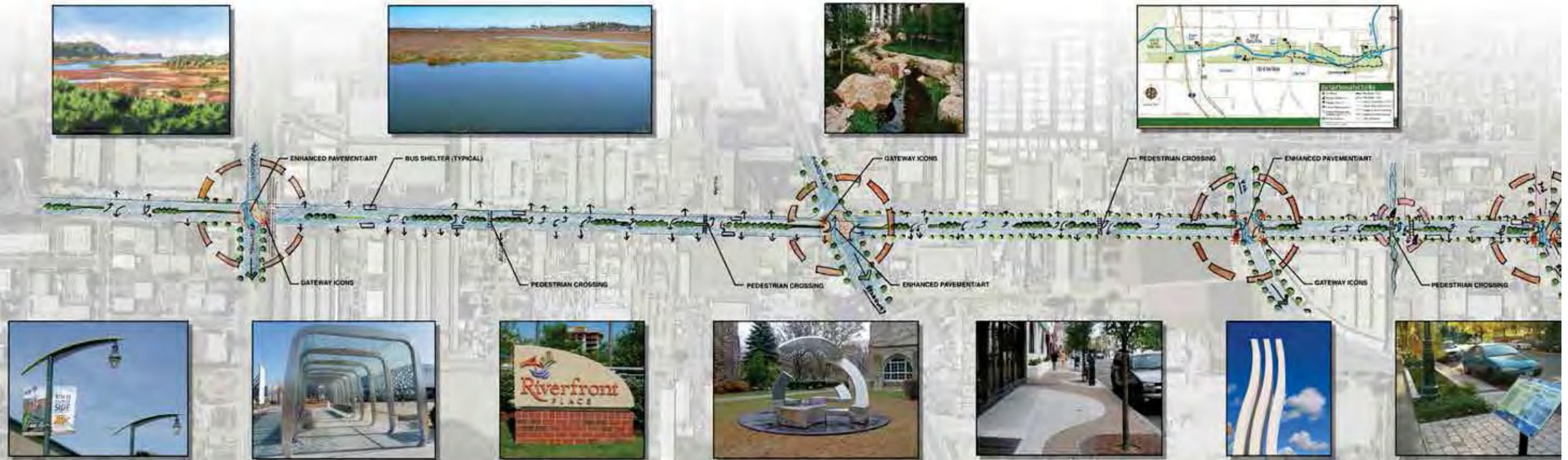


Fig. 4-2-A

4.2.2 INITIAL RIVER/SEASIDE VILLAGE THEME

An additional theme of significance is the adjacent connection to the Otay Valley Regional Park and the Otay River. The Otay Valley Regional Park represents one of the major open space areas within the southern area of San Diego County, linking south San Diego Bay with Otay, San Miguel, and the Jamul Mountains. The river portion of the theme was positively commented on during Progress Meeting #2 – “This is a good image, ties Otay Valley Regional Park to Main St, “ and “Conceptually nice and thoughtful.”

The notion of this area acting as a “Village” was less well received – “Main St. is a place where people & trucks go for a purpose. People don’t come to congregate & mill around.” However, the proximity of the project area to the Bayfront area, and surrounding natural resources suggested that a modified theme – which still incorporated the notions of River and Seaside – should be pursued.

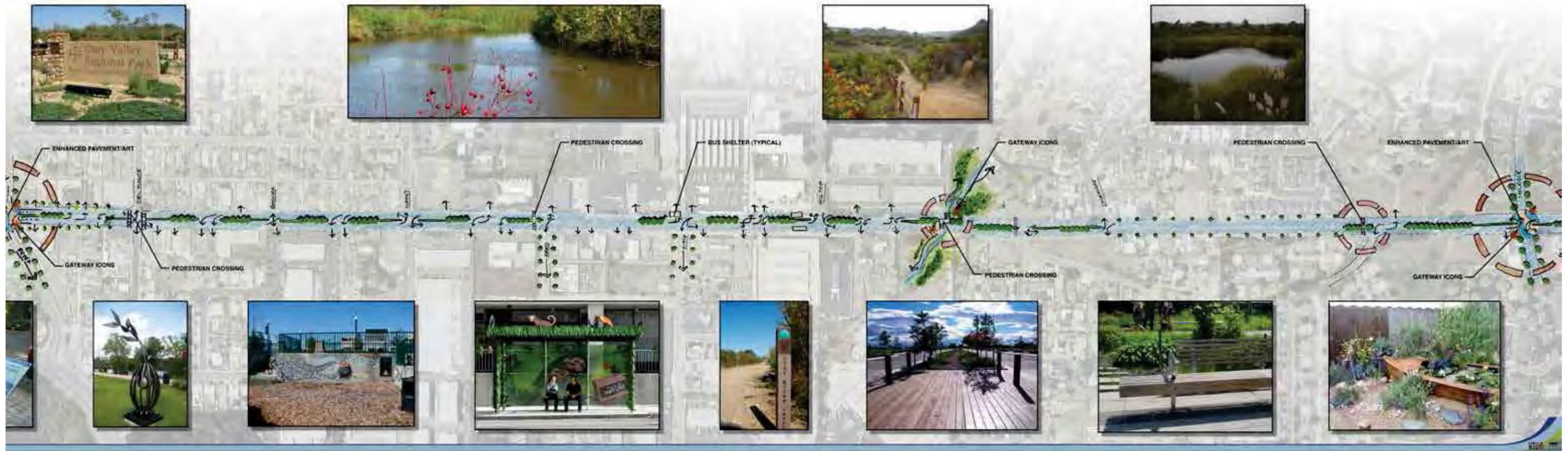


Fig. 4-2-B

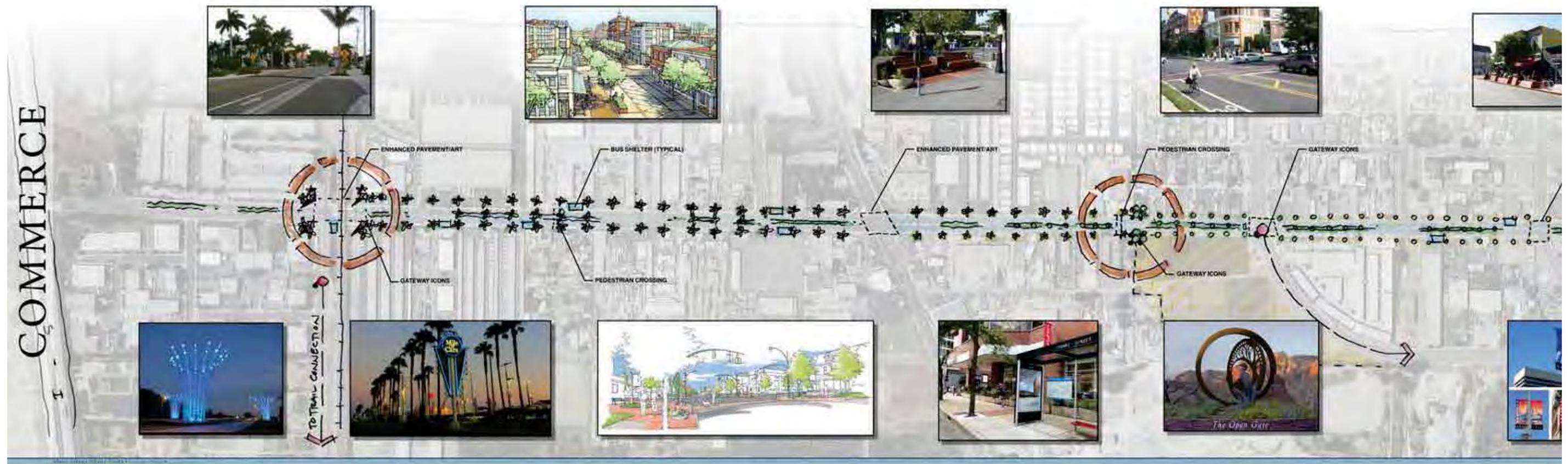


Fig. 4-3-A

4.2.3 INITIAL COMMERCE THEME

As has been identified, Main Street is a light industrial corridor with a mix of businesses, including many that focus on automotive repair, salvage, distribution and related services. Tractor-trailer traffic is a prominent aspect of Main Street. In this way, Main Street provides a level of economic opportunity and sustainability to the City. The “Commerce Theme” sought to capitalize on this idea and celebrate the fact that this area provides employment, economic opportunity, and revenue.

Although Main Street is characterized by vibrant economic activity from both large and small businesses, the design exploration of this theme yielded less interesting aesthetic design results than those themes associated with the Bayfront, the Otay River, and the history of the area. The Commerce theme was appreciated in terms of the recognition of the economic vitality, but Progress Meeting participants expressed more enthusiasm for the other themes represented as optional choices.



Fig. 4-3-B

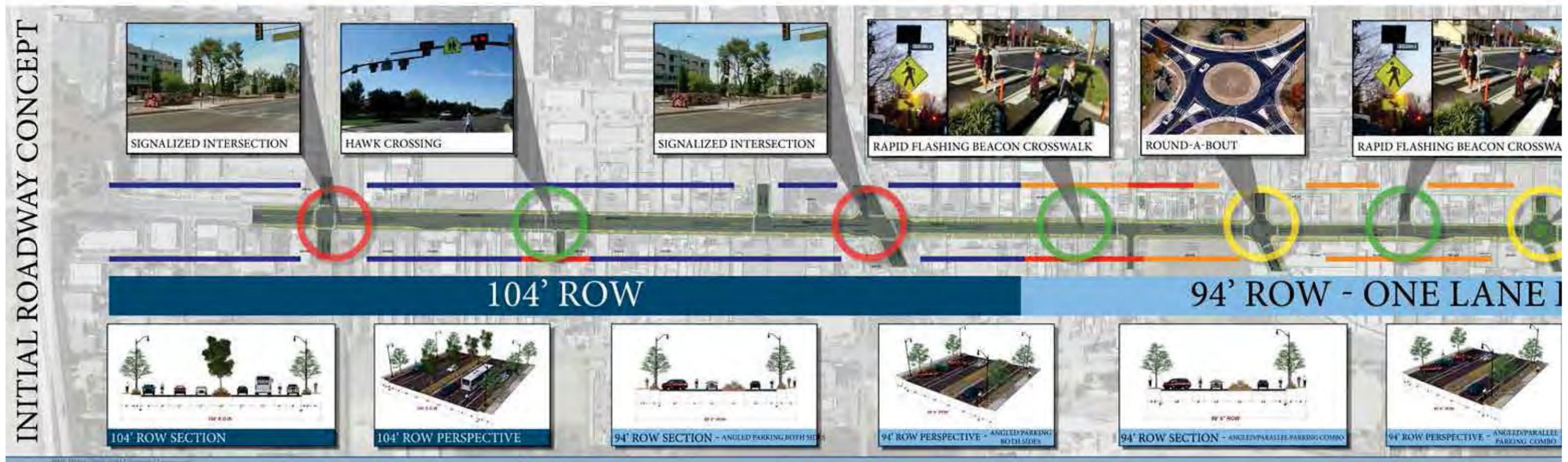


Fig. 4-4-A

4.3 INITIAL ROADWAY CONCEPT

(Superseded by Recommended Plan Fig. 5-1)

Figure 4-4 shown above is the initial concept for the roadway geometry and functional changes proposed for Main Street. The figure shows a variety of potential cross sections that would be applied to the street in different areas. The tighter cross sections were applied to areas with limited existing right of way or in areas where building demolition or functional impacts to the operations of businesses or residents would be negatively affected. Under this concept, no buildings would be required to be demolished and the impacts on properties would be kept to a minimum. Individual elements of the concepts are shown and described on the following pages.



Fig. 4-4-B

4.3.1 RIGHT-OF-WAY IMPROVEMENTS

Each of the items below occurs throughout the entire roadway study area:

- wider sidewalks (6' minimum)
- paved driveways or reconnections to existing paved driveways
- installation of a 6" high concrete curb and 18" wide concrete gutters
- enhanced paving at intersections, especially at marked crosswalks
- enhanced paving at parallel parking spaces, including the potential use of permeable concrete for parking areas

4.3.2 DRIVING FOCUSED IMPROVEMENTS

Each of the items below occurs at specific locations in the roadway study area (see Figure 4-4):

- adjusted striping and regulatory signage
- narrowed lanes (10' left turn and 11' through lanes) for traffic calming and accommodations needed in the right of way to fit other improvements (note: 11' left turn lanes and 12' through lanes may be required based on truck traffic volumes)
- consideration of "Round-a-bouts" at Third and 4th Avenue, depending on ROW and volume constraints
- planted medians near intersections and at all proposed new mid-block crossings, depending on further analysis of driveway requirements, U-turn capabilities and other street geometry issues

4.3.3 WALKING AND STREETScape FOCUSED IMPROVEMENTS

The north and south side streetscapes proposed on Main Street, will consist of street design improvements for the public within the public right-of-way areas. The design elements will need to comply with the City of Chula Vista's Street and Landscape Standards. A number of street design improvements were discussed and vetted through the community process. The top ten streetscape elements listed in order of priority were:

- 1) continuous sidewalks,
- 2) marked crosswalks,
- 3) improved lighting,
- 4) designated bike lanes
- 5) controlled or protected crosswalks,
- 6) bus shelters with benches,
- 7) shade trees along walkways,
- 8) on-street parallel parking,
- 9) directional signage, and
- 10) planted parkways.

All streetscapes would include a continuous pedestrian walkway, parkway and median planting with palms, trees and shrub and groundcover that will allow stronger visual connections to the adjacent community, Otay Regional Park, and the Bayfront area.

In addition, there were a number of other items discussed and utilized in the streetscape master plan including:

- pedestrian level and vehicular lighting
- interpretive signage for the Otay Valley Regional Park linkages
- introduction of a planted parkway, which ranges from 5' to 15' in width
- introduction of street trees
- introduction of native / drought tolerant plantings
- district markers expressed as paving at Broadway and Del Monte Avenue
- enhanced paving and river based design treatments across the roadway surface at a new midblock crossing proposed where a Otay River feeder tributary is located at the east end in the River District

4.3.4 BICYCLE FOCUSED IMPROVEMENTS

Each of the items below occurs throughout the entire roadway study area:

- introduction of a 2' striped door zone buffer that creates an overall 7' wide striped bike lane (Class 2 Bike lane) on WB Main St
- where the ROW allows, the introduction of a 3' striped door zone buffer along with a 4' striped bike lane (Class 2 Bike lane) on EB Main St.

- introduction of a 6' striped bike lane (Class 2 Bike lane) with no buffer on WB Main St.
- introduction of a 6' striped bike lane (Class 2 Bike lane) on EB Main St.
- introduction of Sharrows (Class 3 bike lane) in limited areas where lanes are not possible such as entering traffic roundabouts, sharrows should be used.
- use of painted Stencils (Class 2 & Class 3 sharrows)
- inclusion of new bike related signage such as MUTCD D11-1, R81 (CA), R4-11. (refer to Fig. 4-5)

4.3.5 TRANSIT FOCUSED IMPROVEMENTS

Although MTS is often reluctant to provide site amenities to their station stops, they do allow the local municipality to propose (and maintain) enhanced bus stops. A future BRT or rapid bus system is proposed through the area and as a minimum, include the improvements listed below. Dependent upon future improvements recommended by MTS and SANDAG, transit bus stops should be considered for the following improvements:

- shelters
- signage
- trash receptacles
- wayfinding signage
- enhanced paving
- seating
- landscaping
- pedestrian scale lighting
- information kiosks
- graffiti resistant paint finishes

Fig. 4-5: MUTCD Signage



4.4 PROGRESS MEETING #2

After receiving input at Progress Meeting #1, the recommendations were refined and evolved into various schematic alternatives that were developed to establish a street theme and identity for the corridor. Some of the refinements were for design related issues while others were for the roadway geometry and circulation elements.

The intent of the alternatives was to give consideration to accentuate visual points of interest, preserving the historic character of certain areas, to link multiple pedestrian areas to residential neighborhoods and businesses, to identify focal points, and to accommodate multiple modes of transportation.

The following pages show exhibits that were developed in plan and section and were illustrated to convey the intent of the design alternatives.



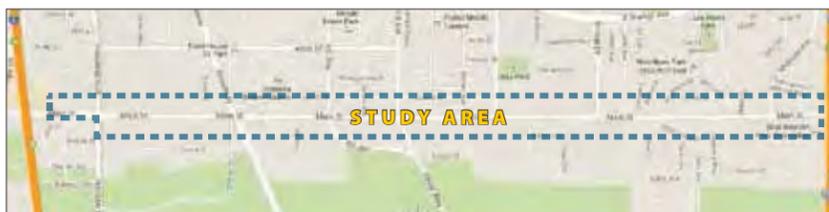
MAIN STREET MASTER PLAN Progress Meeting #2

at the Otay Recreation Center
3554 Main Street, Chula Vista, CA 91911
on Thursday November 7, 2013









STUDY AREA





SCHEDULE

6:00 - 6:30 p.m. Presentation by City Staff and Consultants
6:30 - 8:00 p.m. Design Workshop and Discussion

Learn about the public input provided at Progress Meeting #1. See the three preliminary design alternatives for Main Street.

For more information, please contact: Patricia Fermán, City of Chula Vista, email: pferman@chulavistaca.gov

ACTIVITIES

Come to provide your input on the three alternatives that show the following elements:

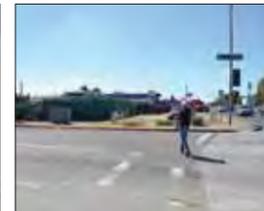
- Vision, identity, and themes for Main Street
- Option for bike & pedestrian mobility and safety
- Aesthetically pleasing & environmentally sound landscaping
- Connection to Otay Valley Regional Park and other points of interest.



PLAN MAESTRO PARA LA CALLE MAIN Junta Pública #2

Centro Recreativo de Otay
3554 Main Street, Chula Vista, CA 91911
Jueves Noviembre 7, 2013






STUDY AREA





HORARIO/AGENDA

6:00 - 6:30 p.m. Presentación del personal de la Ciudad y los Consultores
6:30 - 8:00 p.m. Taller de diseño y discusión

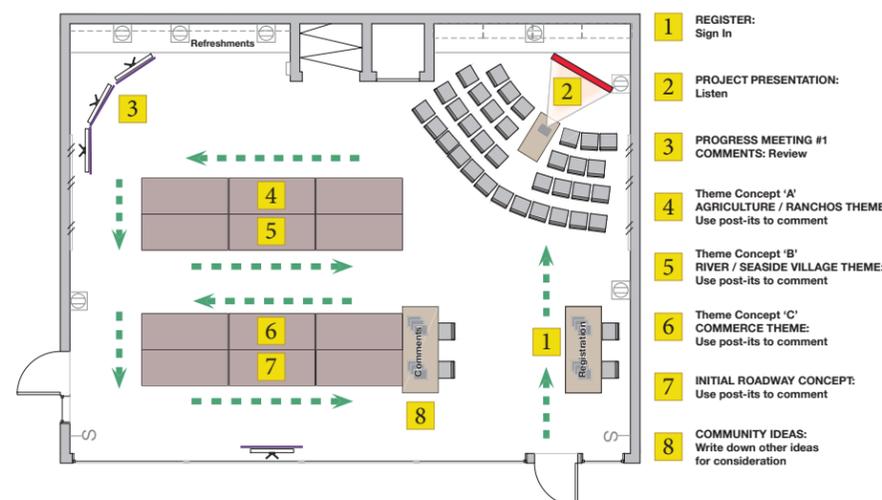
Infórmese acerca de las opiniones recibidas durante la Junta Pública #1. Vea y opine sobre las tres alternativas preliminares para la Calle Main.

Para más información, favor de ponerse en contacto con Patricia Fermán de la Ciudad de Chula Vista en pferman@chulavistaca.gov

ACTIVIDADES

Venga a dar sus opiniones sobre las tres alternativas que incluyen los siguientes elementos:

- Visión, identidad, y tema para la Calle Main
- Opciones más seguras para los peatones y ciclistas
- Jardineras más agradables estéticamente y efectivas ecológicamente
- Mejores conexiones con el Parque Regional del Valley Otay y otros puntos de interés





MAIN STREET MASTER PLAN Progress Meeting #2 : Sign In Sheet



NAME	AFFILIATION <small>(Resident, Organization, Business Owner, etc.)</small>	Contact Information for Future Meetings (Please provide at least one)		
		PHONE	ADDRESS	EMAIL
Brenda Lightbody				
Kristi Carlson				
DAN ROENBERG				
DJ TAYLOR				
Cristal Ferrer				
Lisset Street				
J.S. Bailey				

Progress Meeting #2 Power Point Presentation

MAIN STREET MASTER PLAN Progress Meeting #2



NOVEMBER 7, 2013

What we will Accomplish Tonight

- Present workshop survey findings and results to Community
- Present alternative concepts to the community
- Document and record all input and ideas from community

- Develop selected Conceptual Plan inclusive of:
 - ✓ Corridor theme with points of interest
 - ✓ Streetscape design
 - ✓ Bike and pedestrian mobility concepts
 - ✓ Harmonizing elements & unique treatments
 - ✓ Plans, cross sections, sample images & 3D concept graphics

What we Hope to Accomplish in December

PRESENTATION TO COMMUNITY

- Present selected conceptual plan to the community
- Document and record any final input from community

PREPARATION OF FINAL CONCEPTUAL DESIGN

- Develop final conceptual plan package inclusive of:
 - ✓ Corridor theme with points of interest
 - ✓ Streetscape design
 - ✓ Bike and pedestrian mobility concepts
 - ✓ Harmonizing elements & unique treatments
 - ✓ Plans, cross sections, sample images & 3D concept graphics

Agriculture Theme "A"



River / Seaside Village Theme "B"



Commerce Theme "C"



Initial Roadway Concept Segment 1 of 4



104' ROW

Initial Roadway Concept Segment 2 of 4



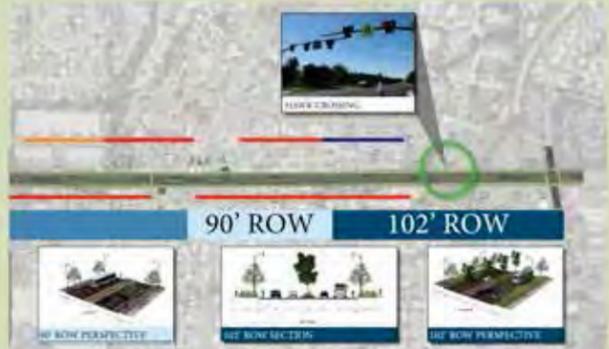
94' ROW - ONE LANE E/W BOUND

Initial Roadway Concept Segment 3 of 4



97' ROW

Initial Roadway Concept Segment 4 of 4



90' ROW 102' ROW

AGRICULTURE / RANCHOS THEME

Check if Main Street is Chula Vista's only truck route. Just asking.

Informational signage telling about Chula Vista's agricultural history.



1) Something like this but with Main St.

2) Should be some real fruit trees.

3) This is nice, reminds me of the history of farms in the area.

4) I would encourage art

5) Bus shelters concern me as somewhere for graffiti & unsafe activities

RIVER / SEASIDE VILLAGE THEME *(Progress Mtg. #2 Comments)*

Like this concept best - change to River / Bayside

Main St. is a place where people & trucks go for a purpose. So it seems to me that the use of street furniture & extensive art is a waste. People don't come to congregate & mill around.

A demonstration garden would be nice, maybe Southwestern College would maintain it.



1) Work on traffic / bike lane transition at this area. Understand must work with Caltrans / City of SD. All concepts. Bikelane at I-5 & Main St.

2) Conceptually nice, thoughtful. Hopeful for a better, more productive neighborhood for families.

3) Keep bus stop out of traffic lanes - all concepts.

4) Let people know Otay Valley Regional Park is nearby. It's a 'best kept secret'.

5) This is a good image, ties Otay Valley Regional Park to Main St.

6) Site for future 97 unit apartment project. Stone Creek Casitas 2014-15

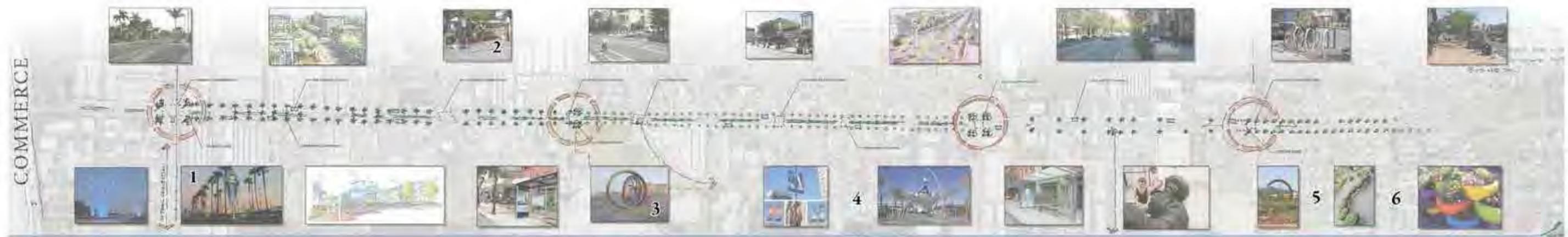
7) Good place for a crossing.

COMMERCE THEME *(Progress Mtg. #2 Comments)*

This Commerce concept seems more practical.

This concept is great. It would make the existing businesses look good!!

With any of the concepts - explore reclaimed water & native / drought tolerant plants / trees. Otay Municipal Water District has a reclaimed system (x2)



1) I forgot about this, but I really like it.

2) Really nice! Looks very good & has green.

3) Even something like this is nice.

4) Not to be negative, but I love the art, but worry about vandals. Maybe it will give a sense of pride.

5) Concern: I like the idea of using trees & vegetation to enhance, but where is funding coming from?

6) Using tires as decoration is a great idea. Like the red geranium.

INITIAL ROADWAY CONCEPT *(Progress Mtg. #2 Comments)*



1) Good place for a crossing.

2) Going from 4 lanes to only 2 lanes is going to cause traffic congestion.

3) It would be nice to have a roundabout.

4) Roundabout? Not good.

5) Constant flow of vehicles downstream of roundabout makes it hard to reverse out. Maybe start diagonal parking further east.

6) Angled parking with the bike lanes. What is/are safety factors for bicyclists with cars backing out?

After receiving input at the second Progress Meeting, the Design Team worked closely with City staff to develop the Conceptual Street Design Plan, including colored plans, 3d roadway constructions of the design concepts, along with a narrative, and recommendations.

4.5 REFINED DESIGN CONCEPTS

Progress Meeting #3 provided the setting for obtaining further input on the refined Design Concepts. Unlike the previous concepts that were treated as alternatives, this effort was based on refinements to the selected street geometry and selected design themes. This effort provided a single theme for the three mile length of Main Street, becoming more specific to different segments of the roadway and the proposed nature of the improvements.

4.5.1 PROPOSED CONCEPTUAL DESIGN DISTRICTS

The proposed design districts evolved throughout the duration of the study. Their final configuration and naming are shown on *Figures 4-6-A/C*. These figures show the locations, character and elements proposed for district entry gateways, as well as other district design elements.

4.5.2 PROPOSED CIRCULATION CONCEPTS

The proposed circulation improvements also evolved throughout the process of this planning effort. The refined conceptual layout of circulation elements can be seen on *Figures 4-7*.



Fig. 4-6-A: Sea Garden District

Fig. 4-6-C: River District

Fig. 4-6-B: Agriculture / Rancho District

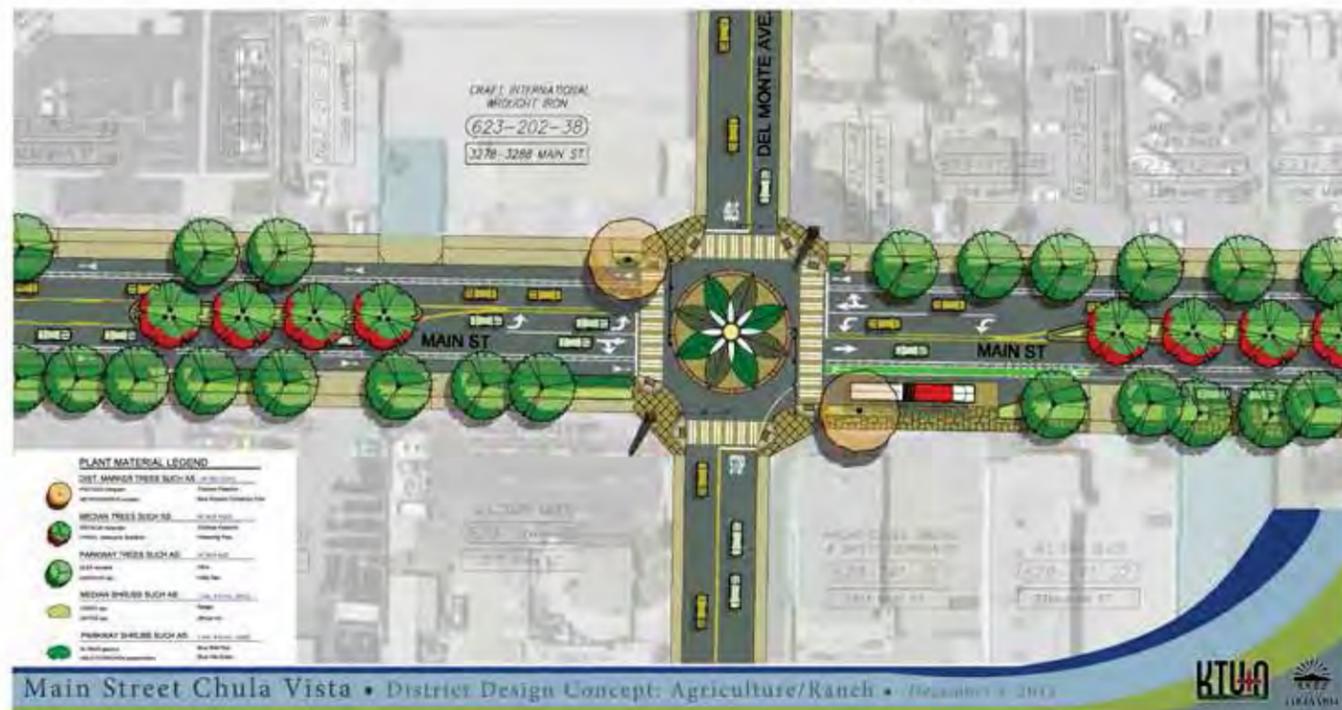
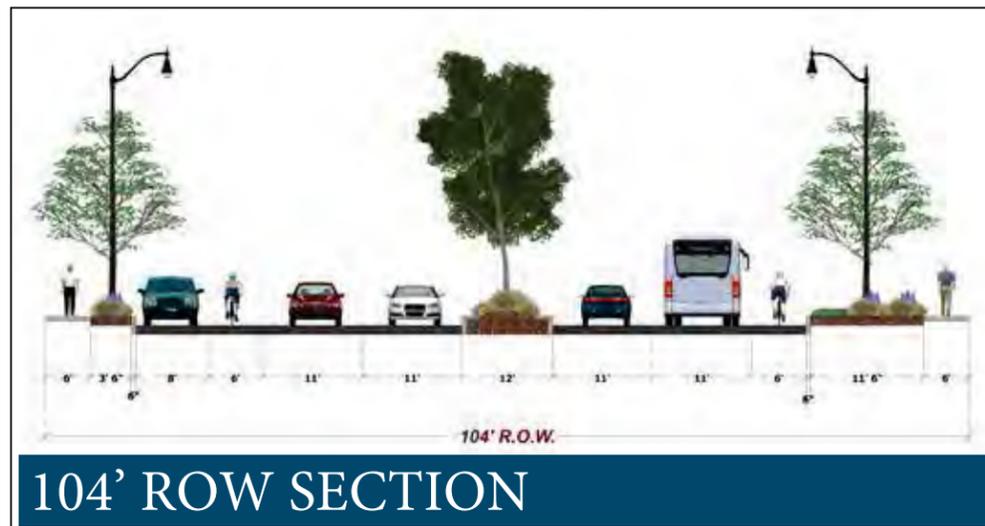




Fig. 4-7 Refined Circulation and Design Concept
(Supceded by Recommended Plan Fig. 5-1)



104' ROW SECTION



104' ROW PERSPECTIVE

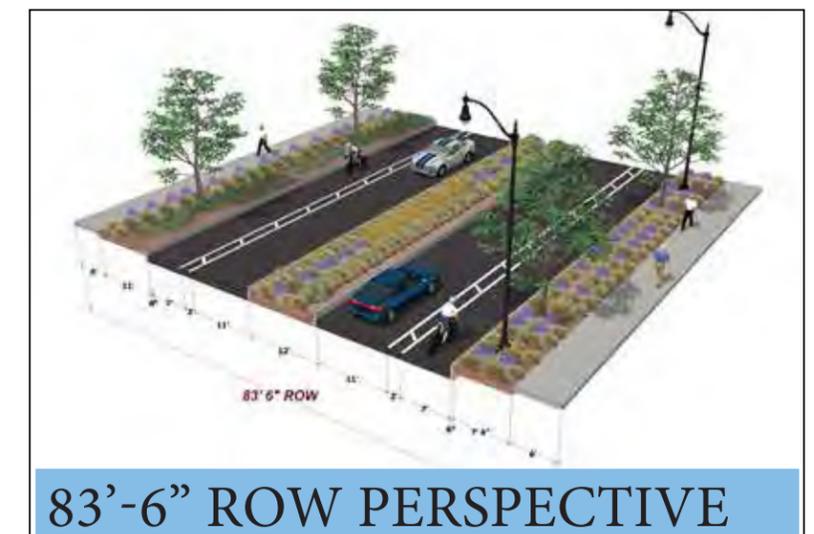
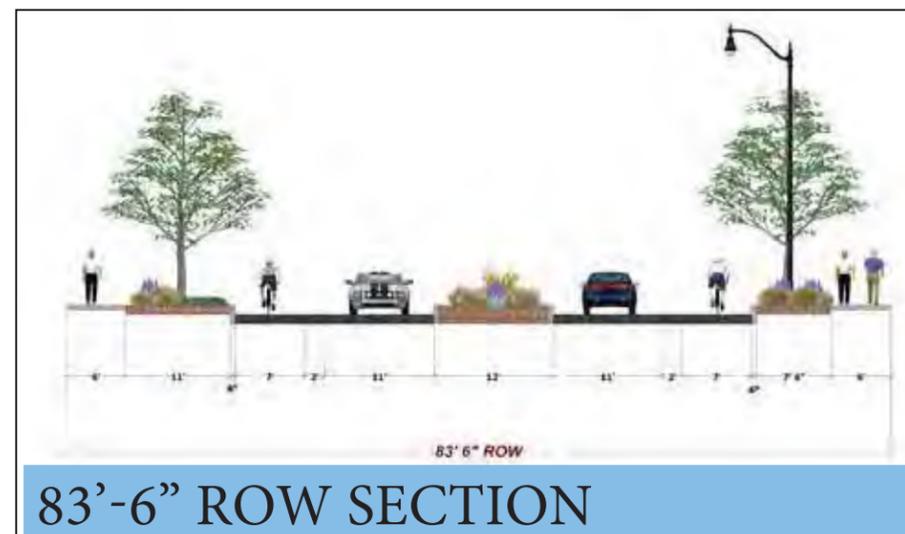


96' ROW SECTION

CHULA VISTA MAIN STREET REFINED DESIGN ALTERNATIVE



The enlarged sections and perspectives below better show the detail of those presented above.



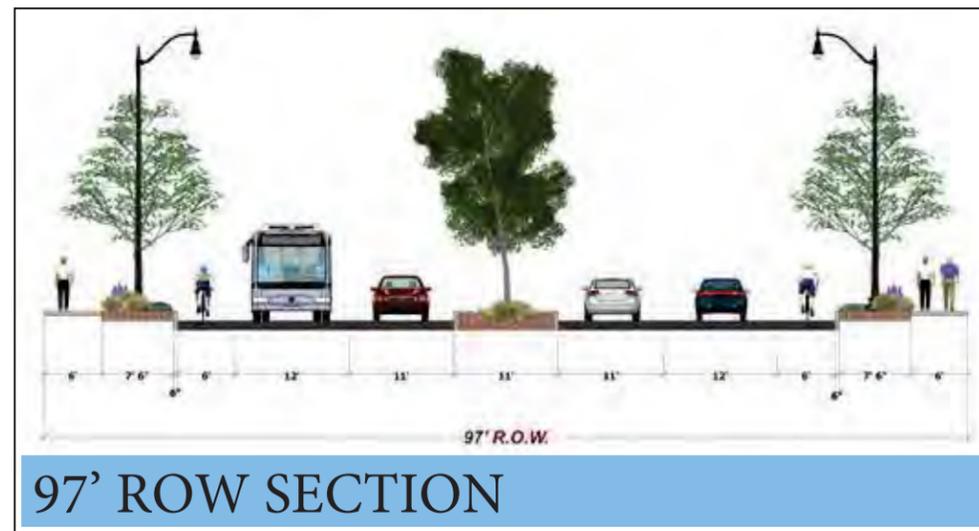
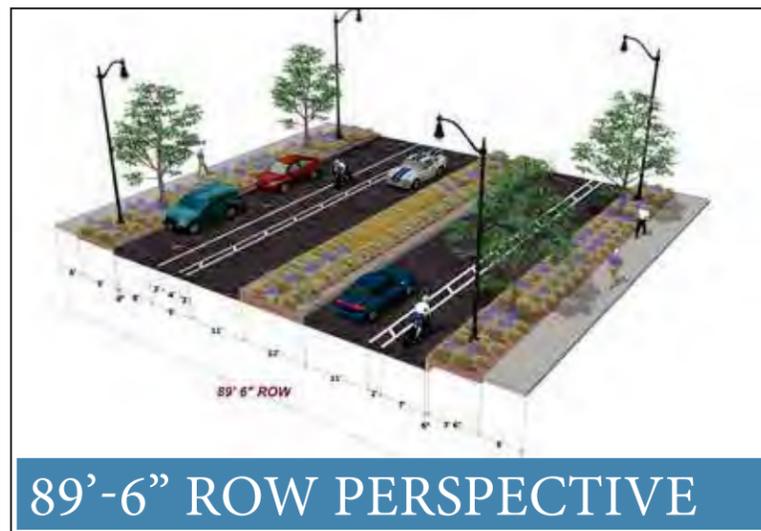
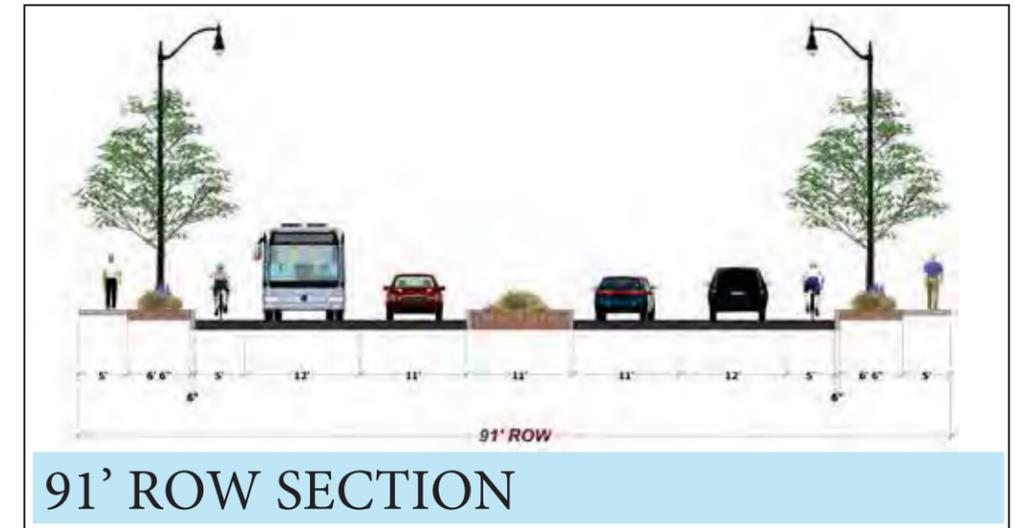
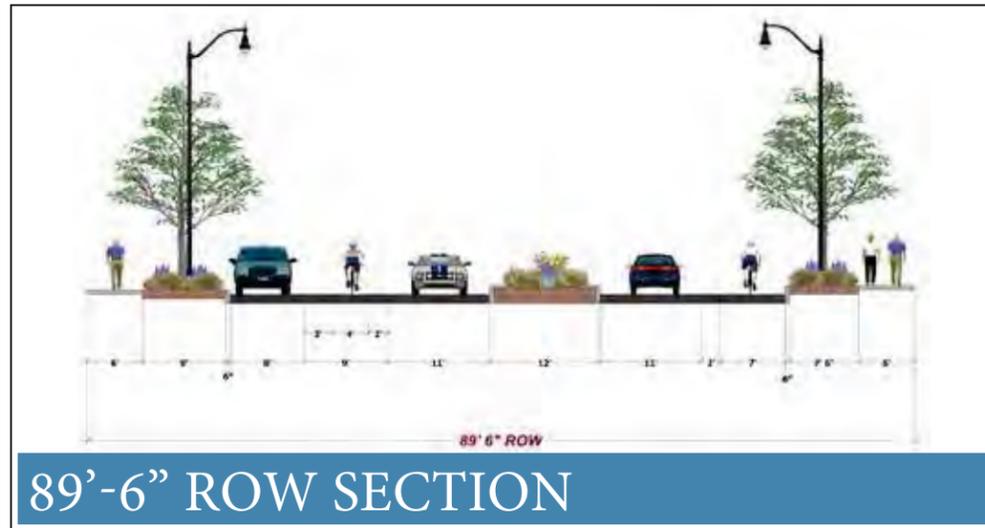
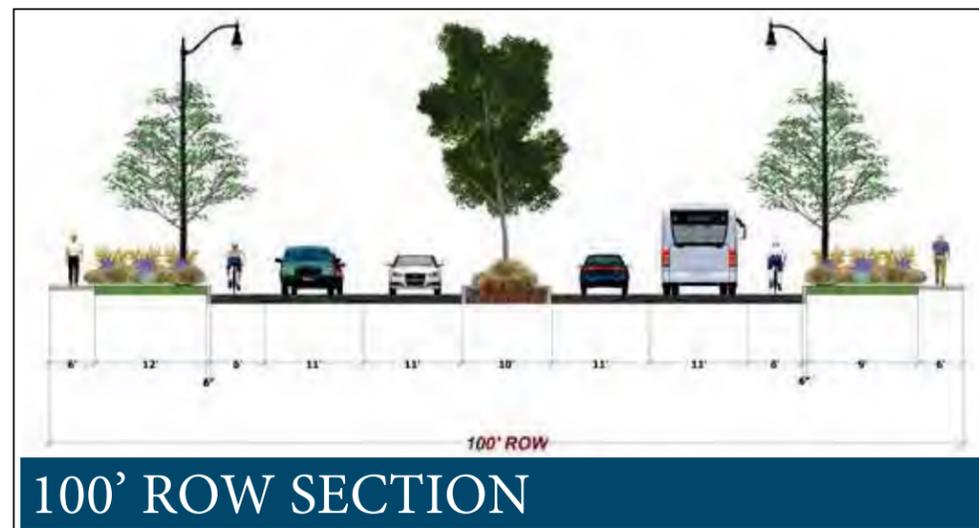


Fig. 4-8 Cross Sections and Perspectives showing the Refined Design Concept

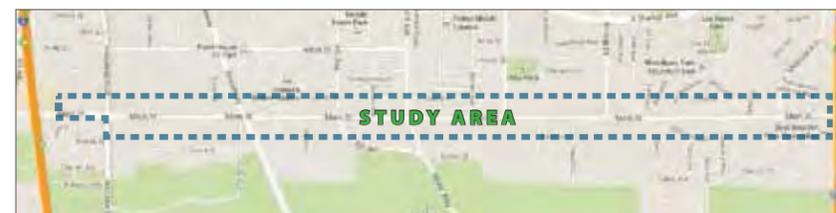


The enlarged sections and perspectives (Figure 4-8) on this page better show the detail of those presented on the Refined Design Concept Figure 4-7.

4.6 PROGRESS MEETING #3

After gaining input from Progress Meeting #2 on the initial concepts presented on the previous pages, the following refined concepts, themes and plans were presented in Progress Meeting #3. By presenting these more refined concepts, the design team was able to obtain final input before the design vision was completed.

**MAIN STREET MASTER PLAN
Progress Meeting #3**
at the Otay Recreation Center
3554 Main Street, Chula Vista, CA 91911
on Thursday December 5, 2013



SCHEDULE
6:00 - 6:30 p.m. Presentation by City Staff and Consultants
6:30 - 8:00 p.m. Design Workshop and Discussion

ACTIVITIES
Come to provide your input on the final alternative that shows the following elements:
• Vision, identity, and themes for Main Street
• Bike & pedestrian mobility and safety
• Aesthetically pleasing & environmentally sound landscaping
• Connection to Otay Valley Regional Park and other points of interest.

Learn about the public input provided at Progress Meeting #2. See the refined design alternative for Main Street.

For more information, please contact: Patricia Fermán, City of Chula Vista, email: pferman@chulavista.gov

**Plan Maestro Para La Calle Main
Junta Pública #3**
Centro Recreativo de Otay
3554 Main Street, Chula Vista, CA 91911
Jueves 5 de Diciembre del 2013



HORARIO/AGENDA
6:00 - 6:30 p.m. Presentación del personal de la Ciudad y equipo de diseñadores
6:30 - 8:00 p.m. Taller de diseño y discusión

ACTIVIDADES
Venga a dar su opinión sobre la alternativa final que muestra los siguientes elementos:
• Visión, identidad, y temas para la Calle Main
• Movilidad y seguridad para peatones y ciclistas
• Jardinerías más agradables estéticamente y efectivas ecológicamente
• Conexiones con el Parque Regional del Valle Otay y otros puntos de interés.

Infórmese acerca de las opiniones recibidas durante la Junta Pública #2; Vea y opine sobre la versión refinada de diseño para la Calle Main.

Para más información, favor de ponerse en contacto con Patricia Fermán de la Ciudad de Chula Vista en pferman@ci.chula-vista.ca.us

**MAIN STREET MASTER PLAN
Progress Meeting #3
Invitation**

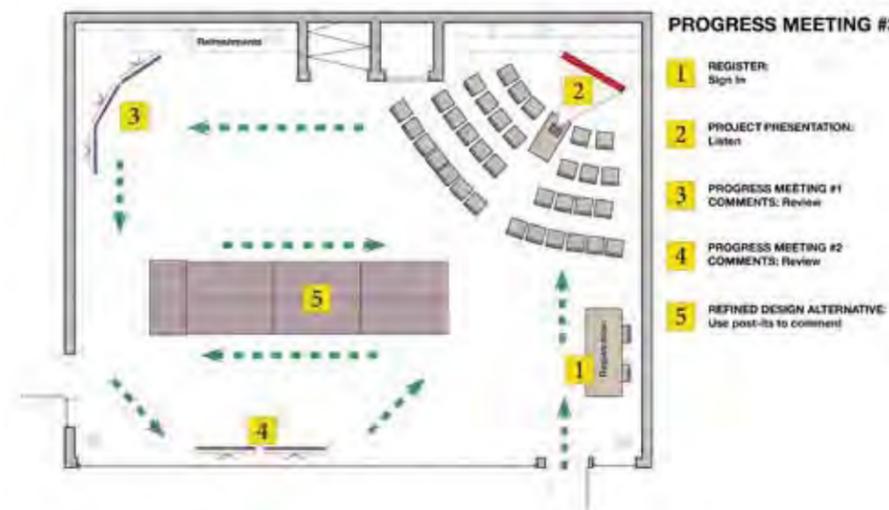
Dear Main Street Property Owners:

The City of Chula Vista invites you to participate in our upcoming efforts to improve the public right-of-way along Main Street and neighboring streets between I-5 and I-805 through the development of a "Streetscape Master Plan" for the area.

As the owner of a property fronting on Main Street, the City wants to ensure that your ideas and priorities for the district are included in this Streetscape Plan. On Thursday December 5th, the City plans to hold a progress meeting to gather input for the master plan. The meeting is scheduled from 6-8 pm at the Otay Recreation Center, 3554 Main Street, Chula Vista, CA 91911. We hope you will attend. Please see and share the attached flyer.

**MAIN STREET MASTER PLAN
Progress Meeting #3 : Sign In Sheet**

NAME	AFFILIATION (Resident, Organization, Business Owner, etc.)	Contact Information for Future Meetings (Please provide at least one)		
		PHONE	ADDRESS	EMAIL
Tom Gibson	Resident/506			
Kevin Marshall	Business owner			
Guillermo Camacho	PROPERTY OWNER			
Manuel Palkas	Resident/owner			
Alfonso Sanchez	111 - San Diego			
David + Larie Leaf	Business owner			
Anne Leaf	Business owner			
David Street	Business owner			
Steve + Margaret Hays	PROPERTY OWNER			
Ron Bueviera	Business owner			
Ronny Vazquez	Business owner			
Suchi Mukherjee	SANDAG			
Eric Estrada	South of Main St			



Progress Meeting #3 Power Point Presentation

MAIN STREET MASTER PLAN
Progress Meeting #3

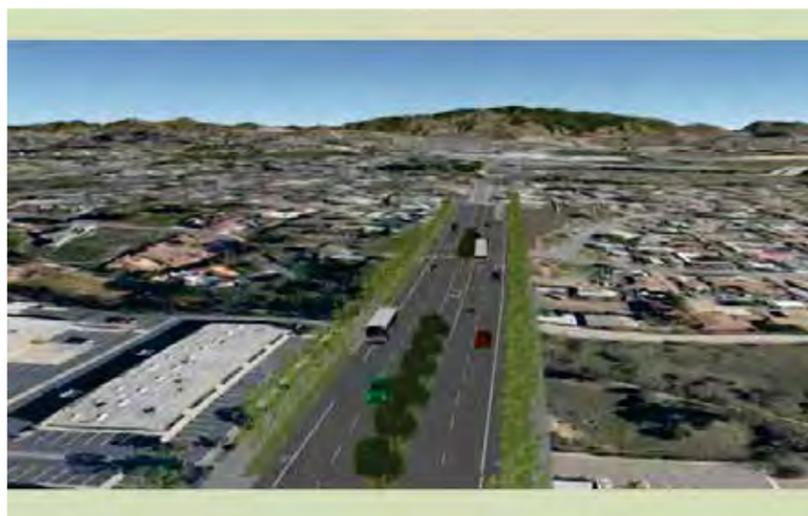


DECEMBER 5, 2013

What we will Accomplish Tonight

- Present Progress Meeting #2 results to Community
- Review final concept with the community
- Document and record all input and ideas from community

- Presenting selected Conceptual Plan inclusive of:
 - ✓ Corridor theme with points of interest.
 - ✓ Streetscape design
 - ✓ Bike and pedestrian mobility concept
 - ✓ Harmonizing elements & treatment
 - ✓ Plans, images & 3D concept graphics



REFINED DESIGN ALTERNATIVE - Part 1 (Progress Mtg. #3 Comments)

1) Very good, safer for pedestrians

5) Get rid of the yield on the right turn. Takes away R.O.W. from pedestrians, put stop sign instead.

9) Roundabouts are not practical in this area.

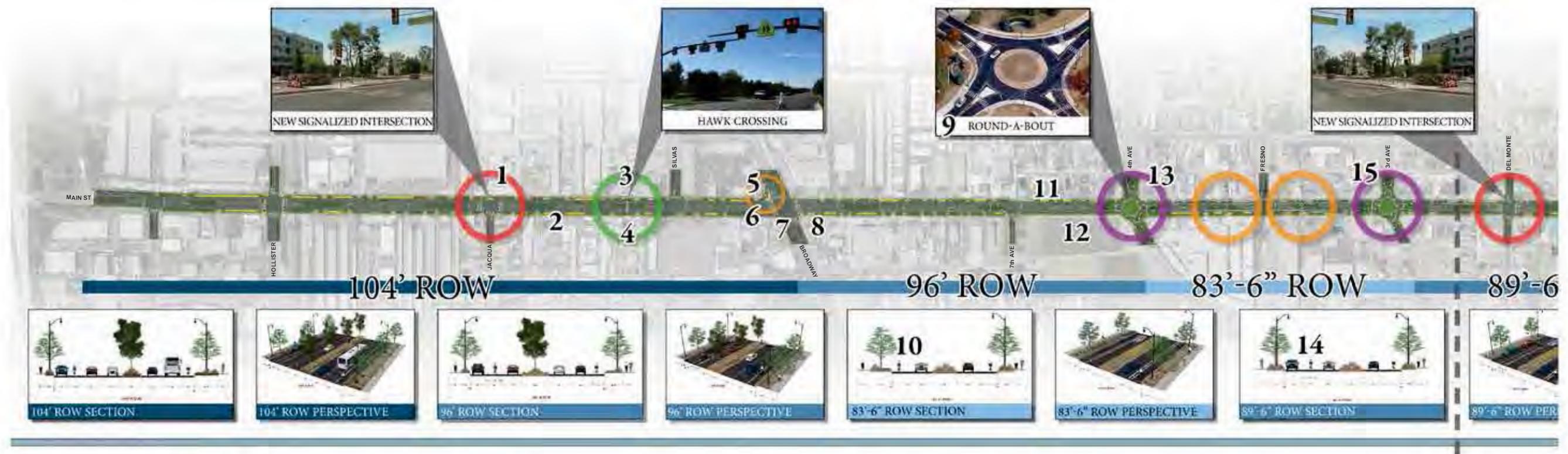
13) Keep the roundabouts. Design them in a way that allow trucks to drive over them.

2) Island in front of Santa Fe Meats will block entrance. (Eric Estrada)

6) Need 2 lanes going east for eliminating traffic back-up. Area plan needs to consider trucks & trailers. Why do pedestrians get walks?

10) I love the 7' bike lane w/ 2' buffer.

14) 5' bike lane looks good.



3) No island in middle of Main St. in front of 2585 Main, Leaf Sales Inc. (David Leaf)

7) A good idea.

11) Oversized rigs

15) Roundabouts nice for Bird Rock, but NOT for here. Traffic will be an issue.

4) BJ Reynolds Trucks etc

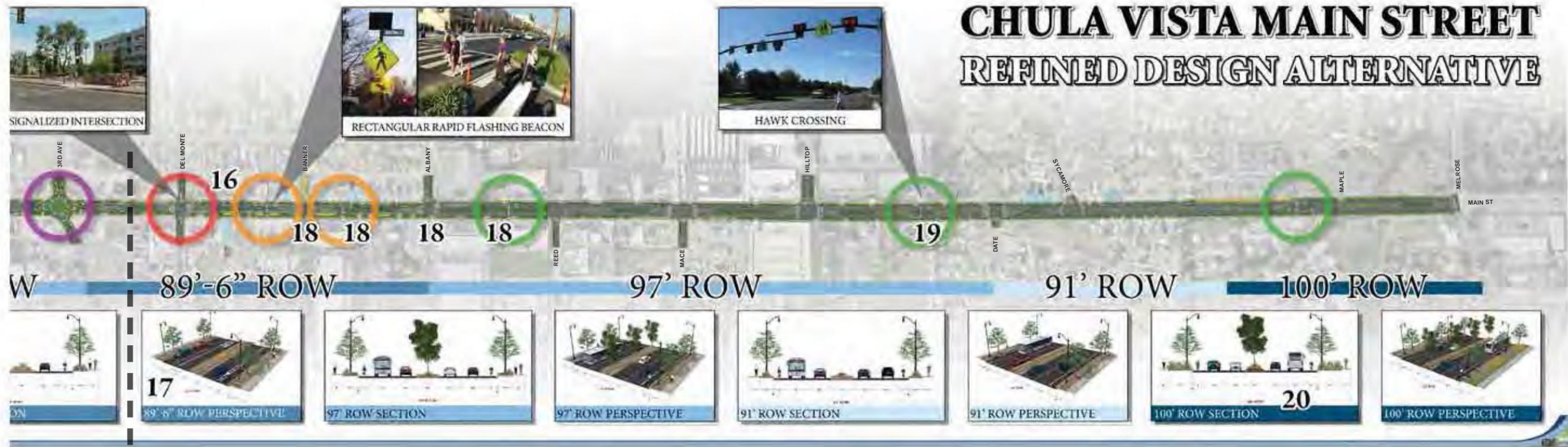
8) Why have pedestrian improvements in truck business areas? 100% of their business don't walk to their business!
Untrue public comment: people walk to bus stops, schools, businesses and the very Rec. Center that we're standing at now.

12) Recognize the historic Strawberry Fields w/ art.
Historic.
See Ken Kramer's 'About San Diego' episode about this field.

**Progress Meeting #3
Public Input Comments:**
Responses from attendees on exhibits presented

REFINED DESIGN ALTERNATIVE - Part 2 (Progress Mtg. #3 Comments)

16) Increase street parking.



CHULA VISTA MAIN STREET REFINED DESIGN ALTERNATIVE

17) I like the painted buffers. The more buffers, the better. Consider pylon posts.

18) Double trailer access required. (Kevin Marshall)

19) Looks good.

20) 11' wide lanes are TOO narrow for 12' wide loads. Safety issues.

SEA GARDEN District Design Concept (Progress Mtg. #3 Comments)

Progress Meeting #3
Public Input Comments:
Responses from attendees on
exhibits presented



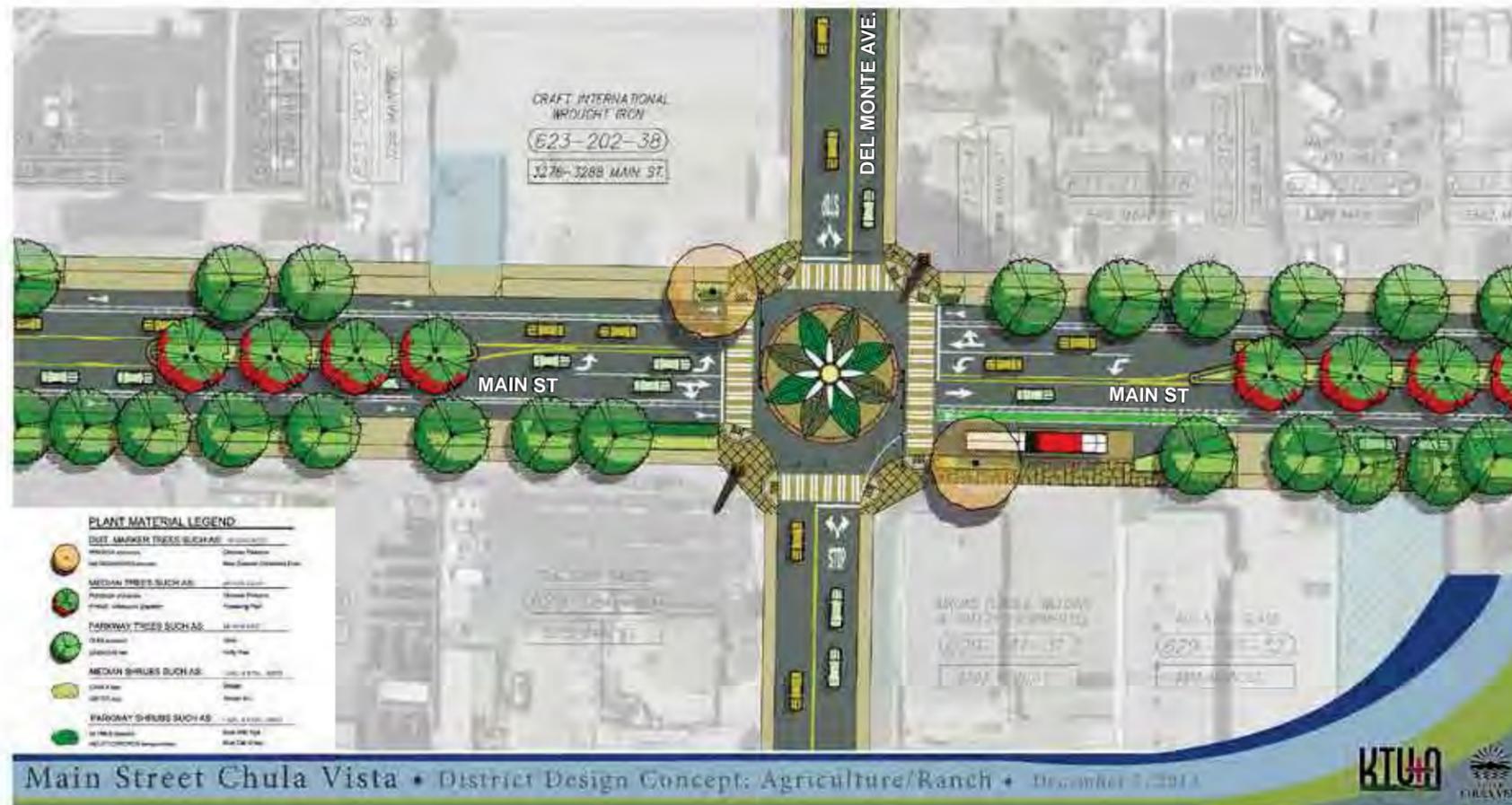
1) This lane will back up traffic.
Eliminate landscape medians.

2) One directional lane going east is dangerous, considering the zoning (IL/CT) and car trips (26,000 ADT)



Accentuate greenery at freeways and main intersections (Broadway, etc.).
Do not use middle of road for landscape medians.

AGRICULTURE/RANCH District Design Concept (Progress Mtg. #3 Comments)



The citrus history is too far in the past. Strawberries are a more near and dear memory. Go with Strawberry theme.

I Agree!

Find one unified theme and use all along the street.

Eliminate Agriculture/Ranch theme.

RIVER District Design Concept (Progress Mtg. #3 Comments)



1) A great idea!



PROPOSED CONCEPT ROUNDABOUT

Roundabouts are shown as concepts in this plan. This study's purpose was to identify planning level concepts to gauge public interest in Roundabouts and other types of traffic circles and based on the input received, they did obtain support from those that participated in the group meetings and workshops. Subsequently, a traffic study was done which did not support the use of roundabouts.



Fig. 4-9 Roundabout Isometric

4.7 FINAL PROGRESS MEETING (#4)

At Progress Meeting #2 the design team presented refined concepts, themes, and plans for public review and comment. Based on input received from Progress Meeting #3 the design team then moved forward incorporating those comments to achieve a final design vision.

With the design vision in place, Linscott, Law, & Greenspan Engineers (LLG) were brought into the process to meet with the City and review the Conceptual plans. LLG made a review of the design plans for the purpose of preparing a Transportation Engineering Study of the various intersections/segments of the Main Street Corridor.

In Progress Meeting #4, a public workshop was held to present the Transportation Engineering Study findings and recommendations to the Community. Exhibits prepared and presented to the community included the Conceptual Plan Layout for all recommended improvements, and the tabulated results of intersections and segment evaluations. The purpose of the meeting was to ensure that the ideas and priorities of the community for the district would be included in the Streetscape Plan.



**MAIN STREET MASTER PLAN
Progress Meeting #4**

At the South Chula Vista Library 389 Orange Avenue, Meeting Room B, Chula Vista, CA 91911

Thursday, December 4, 2014



STUDY AREA

SCHEDULE

6:00 – 6:30 p.m. Presentation by City Staff and Consultants

6:30 – 8:00 p.m. Transportation Engineering Study and Discussion

- Learn about the Conceptual Design based on prior public input
- Learn about the results of the Transportation Engineering Study of various intersections/segments of the Main Street Corridor

For more information, please contact: Patricia Fermán, City of Chula Vista, email: pferman@chulavistaca.gov

ACTIVITIES

Come to provide your input on the results of the Transportation Engineering Study, which includes the following:

- Conceptual Plan Layout for all recommended improvements
- Tabulated results of intersections and segments evaluations

HORARIO / AGENDA

6:00 – 6:30 p.m. Presentación del personal de la Ciudad y equipo de analistas

6:30 – 8:00 p.m. Presentación y discusión del Estudio de Ingeniería del Transporte

- Infórmese acerca del Concepto de Diseño basado en la opinión pública en previas juntas.
- Infórmese sobre los resultados del Estudio de Ingeniería del Transporte sobre varias intersecciones y segmentos de la Calle Main

Para más información, favor de ponerse en contacto con Patricia Fermán de la Ciudad de Chula Vista en pferman@chulavistaca.gov

ACTIVIDADES

Venga a dar su opinión sobre los resultados del Estudio de Ingeniería del Transporte, el cual incluye lo siguiente:

- Diseño conceptual de cada obra pública recomendada para la calle Main
- Lista de resultados de la evaluación de intersecciones y segmentos



**MAIN STREET MASTER PLAN
Progress Meeting #4**

At the South Chula Vista Library 389 Orange Avenue, Meeting Room B Chula Vista, CA 91911

Thursday, December 4, 2014







STUDY AREA





SCHEDULE

6:00 – 6:30 p.m. Presentation by City Staff and Consultants

6:30 – 8:00 p.m. Transportation Engineering Study and Discussion

- Learn about the Conceptual Design based on prior public input
- Learn about the results of the Transportation Engineering Study of various intersections/segments of the Main Street Corridor

For more information, please contact: Patricia Fermán, City of Chula Vista, email: pferman@chulavistaca.gov

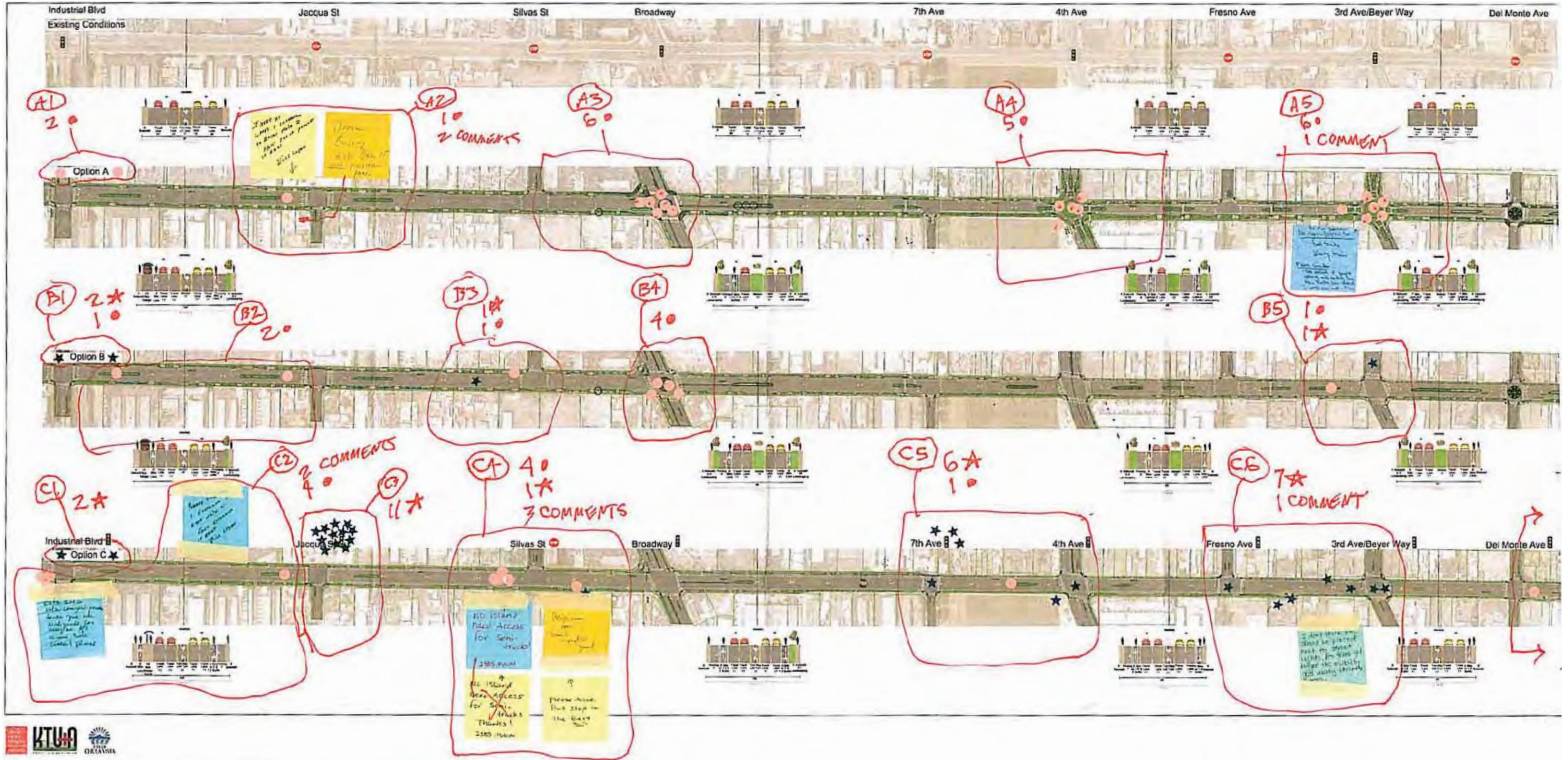
ACTIVITIES

Come to provide your input on the results of the Transportation Engineering Study, which includes the following:

- Conceptual Plan Layout for all recommended improvements
- Tabulated results of intersections and segments evaluations

Name		Affiliation	Name		Affiliation
		Resident - Organization - Business			Resident - Organization - Business
1	ROBERT CIEUS	SOB OPTICS INC	16	Charly Witt	Bank Member / Business Vetter Men
2	PAUL BANKS	PE AUTO	17	LEE ZOURA	TS bar Life
3	JACK WEST	THOMAS KIRBY	18	Maria Buyser	2471 Hwy 17 / Upper Lupton
4	Yenny WEST	JACK WEST ENGINE	19	Brian Gonzalez	Business / Student
5	LINDA THOMPSON	Resident	20	BILL COGAN	2400 Main / Student
6	Lorie Leaf	Business Leaf Sales	21	Stephen Hill	Business Owner
7	David Deanna	S.W. CIVIC	22	Phillip Lani	Resident
8	Ron Halinger	Leaf Sales, Inc	23	Rudy Ramirez	City of CV
9	David Leaf	Leaf Sales, Inc	24	Vincent Gonzalez	Business owner
10	Maria Arizala	Coin OP Wash Dry	25	JEFF FAERY	PROPERTY / BUSINESS
11	Kevin Marshall	COPY LINK	26	Bobby Arizala	Coin OP Wash Dry
12	Lisbet Strizet	West Auto	27	Maria Arizala	Coin OP Wash Dry
13	David Street	West Auto	28		
14	Thomas Tran	MPC Outlet	29		
15	Ernie + Patricia Duran	Ernie's Auto Sales	30		



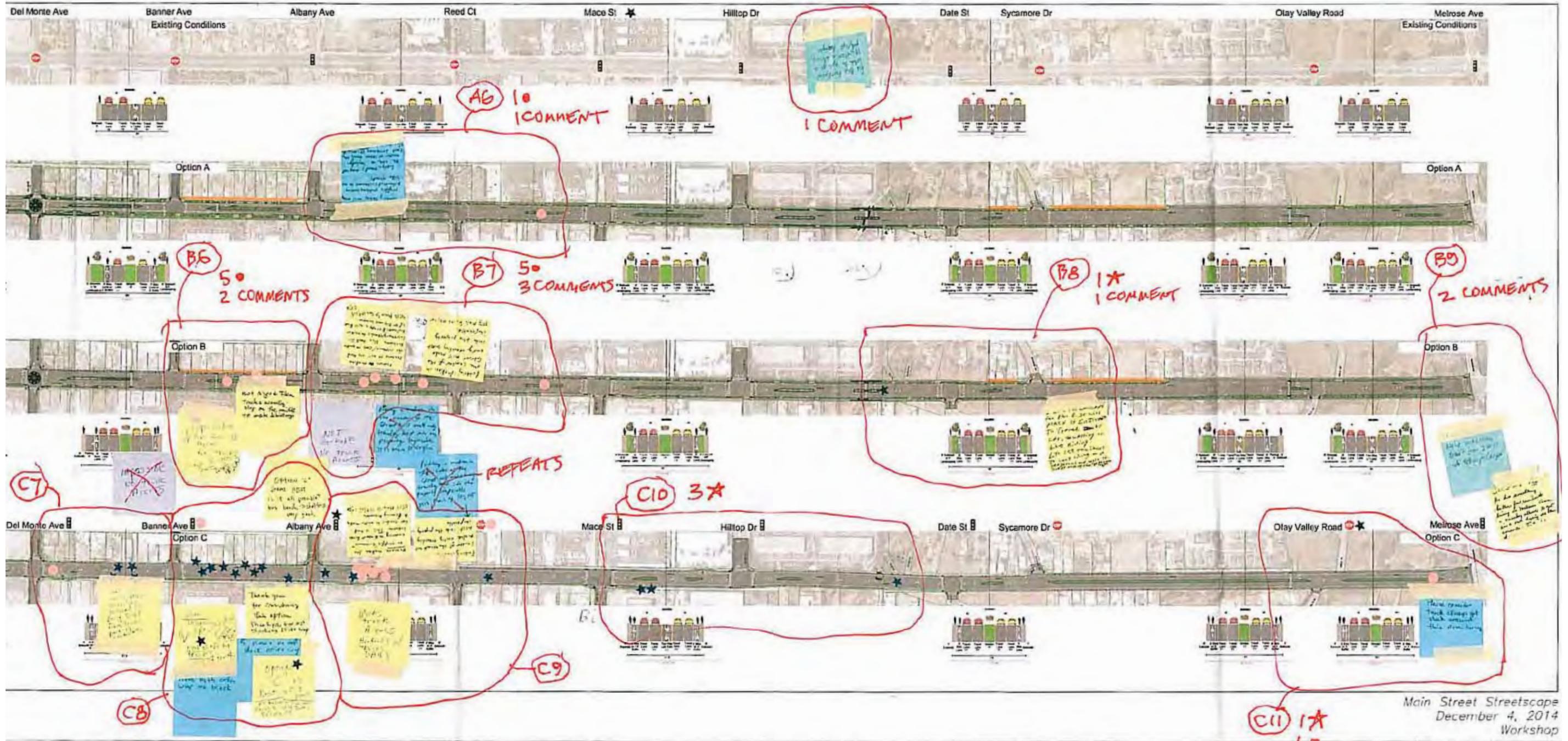


Final Progress Meeting (#4)

Public Input Comments:

Responses from attendees on exhibit presented below. See following pages for transcription.

The red dots indicate a negative response, blue stars a positive.



Main Street Streetscape
December 4, 2014
Workshop

C7: 4*
10
1 COMMENT

C8: 11*
10
4 COMMENTS

C9: 4*
80
3 COMMENTS

C11 1*
10
1 COMMENT

The following is a transcription of the comments from post-its placed on the plan (*see previous pages*) at Progress Meeting #4 by the attendees. The red dots indicate a negative response, blue stars a positive. The use of A2 etc., indicates the area on the plan where the comments refer to.

Existing Condition Comments (Row 1)

- Fix this first (now), when the Apartments go in it will be a serious pedestrian/bicycle danger.

Option/Concept ‘A’ Comments (Row 2)

Votes: 21 dots (*negative*) / 0 stars (*positive*)

A2

- I need at least 1 entrance to 2400 Main St, east end of property is best. Bill Logan
- Office Building at 2471 Main St. Not industrial park.

A5

- 3rd & Main Intersection: No ingress & egress for Fuel Trucks & Delivery Trucks
- Please Consider: The amount of people entering and exiting my Arco AM/PM Gas Station, it would ruin traffic flow.

A6

- Reducing lanes will increase traffic problems causing potential customers to use side streets. Large trucks may not be able to safely enter or leave from the east driveway because the single lane with median reduces the turning radius.

Option/Concept ‘B’ Comments (Row 3)

Votes: 19 dots (*negative*) / 5 stars (*positive*)

B6

- Impossible for rear access for large trucks. Trucks large part of business.

- Not a good idea trucks normally stop in the middle to make delivery.

B7

- Not workable/ No truck Access.
- Putting median in the center to the street will make entry, traveling west, into the property impossible. 3513 Main St. #102-103.
- Remove median because it will be hard for customers/cars to enter business. Also hard for customers/trucks to enter business, & traffic will back up in business location. 3513 Main St. #104-105.

B8

- I like the landscape for Plan B. It will make Main St. enjoyable to travel by car, walking or bike riding. Life is too short to continue living on a dangerous and ugly St. But if nothing else. I’ll take “C”.

B9

- Make sure Caltrans doesn’t turn I-805 & I-5 into Telegraph Canyon.
- Caltrans has to do something better for residents living on Melrose Ave & nearby streets to get in & out during all the concerts. It is dangerous & unacceptable.

Option/Concept ‘C’ Comments (Row 4)

Votes: 20 dots (*negative*) / 50 stars (*positive*)

C2

- Please give me 1 entrance to 2400 Main St., east entrance is best. Bill Logan.
- Esta area esta caugestionada desde que esta realizado los arreglos. no a una sola linea! Please. (This is an area that will be congested when the changes are made. Not just one travel lane please.)

C4

- No Island need Access for semi-trucks. Thanks, 2585 Main.
- Driveway for Semis to Rental Yard.
- Please move Bus Stop to the East.

C6

- I don’t think trees should be placed next to street lights, As trees get bigger the visibility goes away thru the trees.

C7

- Bike Lane will allow visibility instead of being blind from trucks parking on road.

C8

- Need both driveways open, 100’s of trucks in and out daily.
- Need both driveways, please do not block.
- Thank you for considering this option. Thank you for not blocking driveway.
- Option “C” is best of 3 plans. All business with trucks need both driveways.
- Option “C” seems best, is it all possible? Bus bench & shelters very good.

C9

- Blocks trucks access, hundreds of trucks daily.
- Putting median in the center of the street, will make entry traveling west, into the property impossible. Remove median due to traffic, “Customers” entering to & about business location. This is hard for trucks to enter & leaving business. 3513 Main St. #104-105

C11

- Please consider trucks always get stuck around this area turning.

Additional comments received via email:

• Mr Craig Ruiz,

I would think the City was happy to have a full house at this meeting I was and to find out that the plans of having Main Street turn from two lanes each way to one lane each way IS NOT ON THE PLAINS AT THIS TIME was the best news I think I could have heard.

Plan "C" was the best I saw at this meeting and I think it works for ALL the land owners and residents and EVEN the City I did leave my notes so the people who are working this project I saw happy with this plain "C" I am some what concerned that Main Street will lose some on street parking? and at this time the City is not doing much in maintaining the crosswalks on main street at Broadway and Main St. or 4th and Main St. and 3rd and Main St. or even on Hilltop and Main St. at this time and adding three more stop lights and crosswalks at these lights would leave more for the City to NOT MAINTAIN!

At this time the City has center dividers that are stamped cement and the City cant stop to even pull the weeds out of these at Main and industrial at Main and Broadway is this what we will have to look foreword to soon after this project is completed?? sorry for venting but I have been here for 36 years long before it was City of Chula Vista and the only time Main Street has got any of the City's attention is on TAX day or when the City and or Fire department dose there inspection's for a fee!

I have other feelings about this City but that has nothing about this project and yes I do live in the City 700 block of Dennis Ave so I do care and will forever... (sic)

David Street
West Auto Wreckers. Ltd
2365 Main Street
Cel# 619.881.7703

• Tom Adler,

First, I apologize again for being snappy about "people not listening to us" to the one person who was. Thank you for that.

MarWest represents 2 large relatively new complexes on Main Street. The 9 stand alone buildings are 3441, 3451, 3461, 3513, 3515, 3517, 3519, 3521, and 3523 Main Street. Between all of them there is over 350,000 Square Feet of business floor space. These are all condominium ownership. Thus, the business in each storefront owns the space within their footprint. Each owner pays their own property tax and has a vested interest in the future value of their location. To the best of my knowledge, our properties are the nicest most valuable in the area and an example of highest and best use which other land owners in Chula Vista should strive to emulate.

A refurbishing of Main Street in theory will increase property value and we are in favor of it. However, the consensus is that the designers are not taking into consideration maintaining a business environment and will cause businesses harm and will reduce the value of land to prospective business owners who would want to buy in the location.

The main concerns are:

- 1) In plan "A", reducing to one lane will cause such a traffic jam that potential customers will use alternate routes.
- 2) Any plan with "roundabouts" could not have possibly been correctly studied because bottlenecks into one lane the quantity of large trucks and cars would slow down traffic and inconvenience commerce. Per the speakers, they counted on one day for unknown number of hours at only one location to arrive at a car/truck count which they feel will not inhibit their own plans. Growth factors of the community were apparently not considered.

3) In all the plans, they still block driveways! Both the complexes must use the east driveways for large trucks. Even in the most recent plan, one driveway is still blocked so no wide turns can be made into the property and exiting trucks can only head east, thus must U-turn to get back to the 5.

4) The bus stop has apparently randomly been placed in front of one of the new buildings. This will cause a reduction in value for the store front businesses which face Main because their signage will be behind a structure. Also making a safety hazard for school children taking busses because of the large trucks leaving the complexes. Meanwhile there is literally raw land currently used for junk yards between the buildings which was overlooked for a bus stop.

I do understand there is some give and take. For example, they are reducing the lanes to only 11 feet and could remove the center turn lane. For a more attractive and inviting environment, such losses may be acceptable to the owners.

I hope you will review this with your staff. Please feel free to visit our properties and let me know if you would like to meet.

Paul E. Hunt
MarWest Commercial





Chapter Five:

FINAL ROADWAY PLAN

5.1 FINAL PROGRESS MEETING

At Progress Meeting #3 the design team presented refined concepts, themes, and plans for public review and comment. Based on input received from Progress Meeting #3, the design team moved forward with incorporating comments ultimately resulting in a final design vision.

With the design vision in place, Linscott, Law, & Greenspan Engineers (LLG) were brought into the process to meet with the City and review the Conceptual plans. LLG reviewed the design plans for the purpose of preparing a Transportation Engineering Study of the various intersections/segments of the Main Street Corridor. (*Appendix B*)

In Progress Meeting #4, a public workshop was held to present the Transportation Engineering Study findings and recommendations to the Community. Exhibits prepared and presented to the community included the Conceptual Plan Layout for all recommended improvements, and the tabulated results of intersections and segment evaluations. The purpose of the meeting was to ensure that the ideas and priorities of the community for the corridor would be included in the Streetscape Plan.

Based on community input, the recommended Conceptual Plan was adjusted and refined to reflect several suggested LLG changes, which were then reviewed with the City. As the Master Plan was revised, further adjustments were made to update and refine the cross-sections, sketches, simulations, and 3D model.

5.2 FINAL ROADWAY PLAN

The adjustments and refinements to the plan preserved the full range of multi-modal uses of the roadway and applied them as a single concept for the entire 3-mile length of roadway (*see Figure 5-1: Final Roadway Plan*).

The recommended plan shows tree-planted street medians, lane diets (the reduction of lane widths to 11' from 12' - 13'), protected pedestrian crossings, and striped bicycle lanes. The Final Roadway Plan also features smoothing out the existing right-of-ways by removing the jagged edge effect that had been created by various existing ROW conditions.

The Plan identifies lands (indicated by a blue graphic bar) where a modified version of the ideal right of way could be made to work without the need to acquire adjacent property. However, if any form of discretionary permit or rebuilding does occur on these lots, dedication of the appropriate number of feet of ROW would be required as part of the permitting process.

In limited instances, the plan also shows ROW areas (indicated by a orange graphic bar) that would likely need to be acquired in order to meet the ultimate desired street improvement and geometries.

In yet other instances, a blue asterisk has been used to describe locations where existing buildings would be in conflict with the intended ultimate

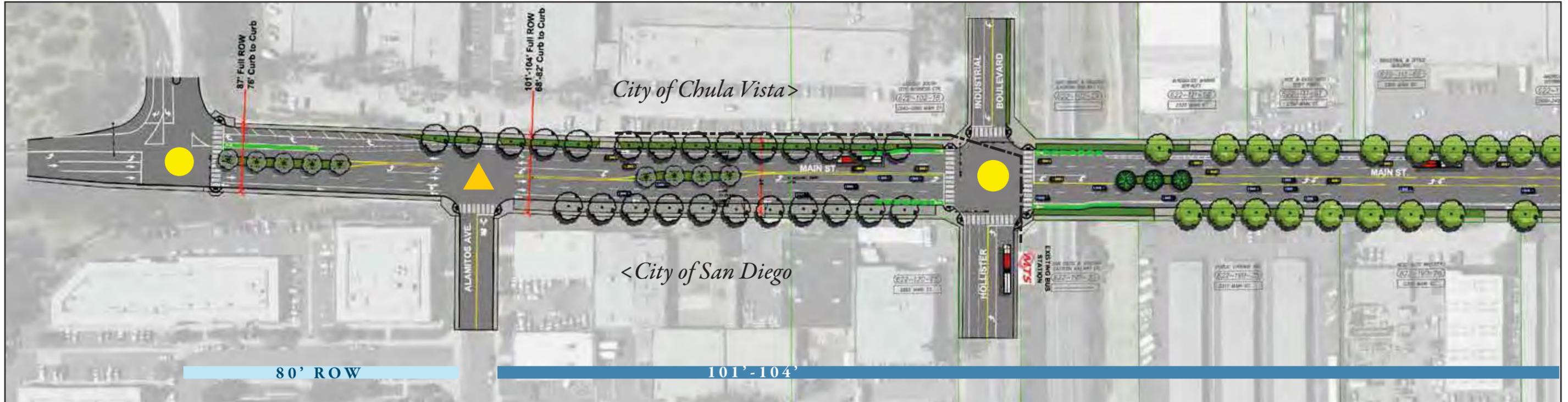
roadway geometry. In all cases, the application of alternative cross sections can delay the need for building demolition. However, once the property owner decides to remove a building and replace it with other development, they will be required to provide adequate right of way through property dedication or other negotiated processes.

The plans indicate the number of feet required in order to obtain the ultimate ideal ROW build out of the street. However, these notes should be used for general discussion only. Upon any proposed changes to a parcel, development or street edge, the applicant or the city, will determine an accurate ROW required on a parcel by parcel basis. The needed ROW will be determined by accurate base mapping, detailed property ownership parcel plotting, discussion of alternatives to the full build out, and location of existing improvements. The roadway acquisition and / or roadway dedications will be negotiated at appropriate times in the development of roadway improvements or private property improvements. In all cases, alternative cross sections have been provided that would remove the need for any building demolition or major change to the front of properties. However, this should be considered an interim ROW configuration, until which time the property can be placed in public right of way.

The Final Roadway Plan establishes continuity along the whole alignment by using continuous sidewalks, parkways and street trees to create a safer environment for ingress and egress into existing driveways. The new curb line, which varies along the corridor, sets a more consistent edge and prevents abrupt stop and start travel lanes and street end barriers that currently exist. Planted parkway strips with trees (or trees in grates) create lengthy walkable environments, along with the option for on-street parking or not.

Final community input was not favorable towards the inclusion of vehicular Roundabouts, and traffic analysis did not support a solution that might be acceptable to the community. In the Final Roadway plan, Round-a-bout traffic circles have been eliminated. However, it should be noted that the additional traffic studies supported the inclusion of other significant traffic control components such as enhanced crosswalks, and hawk pedestrian signals.

The plans show that all mobility modes have been accommodated in this complete streets plan. *Figures 5-2 thru 5-6* show isometric plan views and roadway cross-sections with typical dimensions of lanes and uses.



Final Roadway Plan (Concept "D"): Fig. 5-1-A

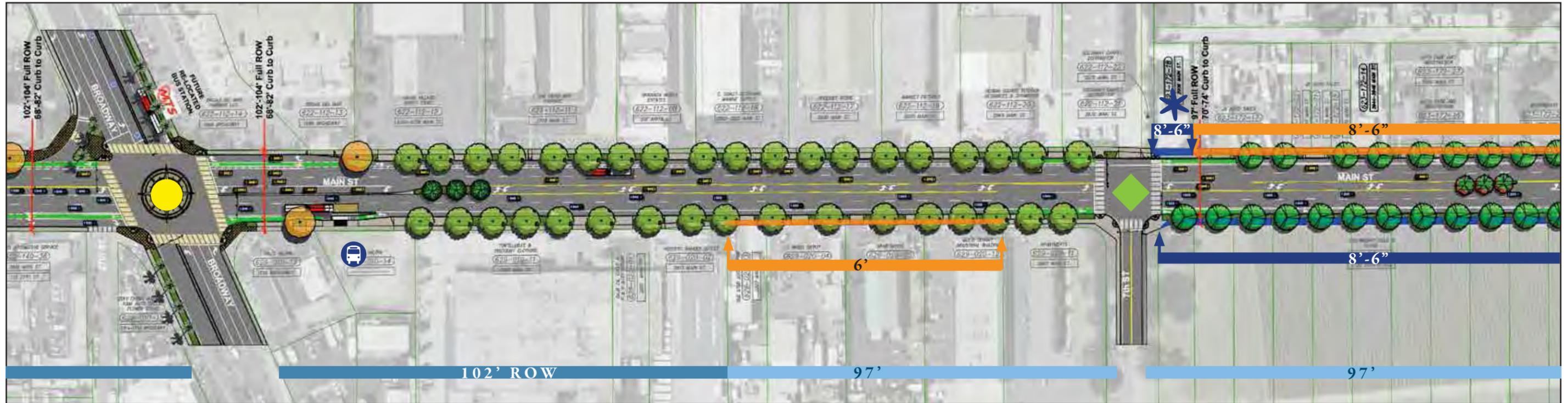
◆ New Signalized Intersection ● Existing Signalized Intersection ▲ Minor Street - Stop Sign 🚌 Bus Stop



Final Roadway Plan (Concept "D"): Fig. 5-1-B

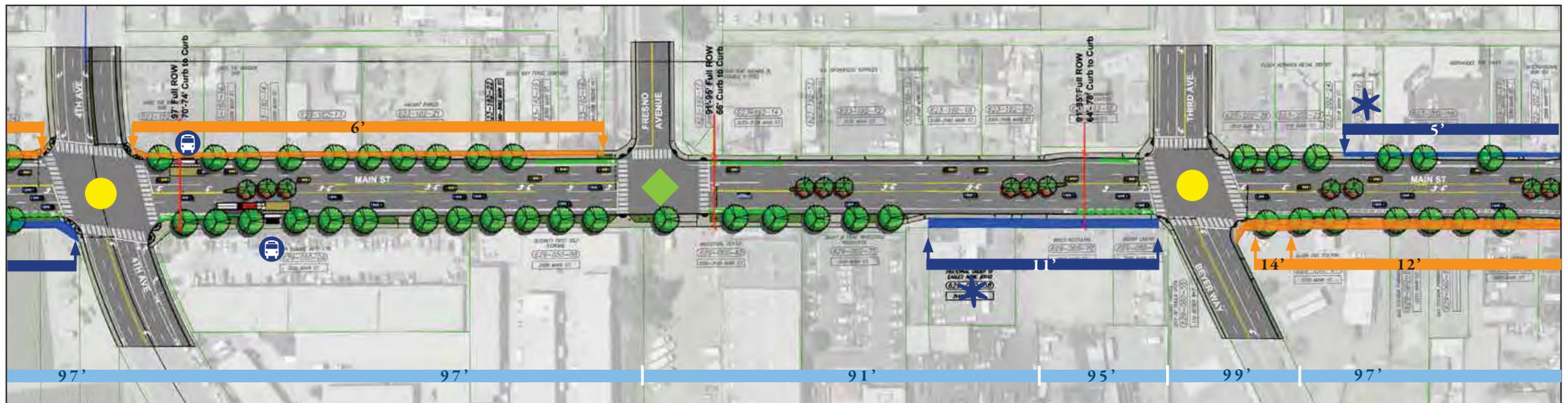
■ Roadway Acquisition (R.O.W. to be purchased if No Development Occurs) ■ Roadway Dedication (R.O.W. to be dedicated when Permits are Requested) ✳ Modified ROW to Avoid Bldg. Demo (Long term will require demolition)

ROW requirements are listed here for general discussion purposes only and should not be considered as final requirements or limitations. Actual dedications will depend on final geometry, accurate mapping requirements and negotiations through the City of Chula Vista review process.



Final Roadway Plan (Concept "D"): Fig. 5-1-C

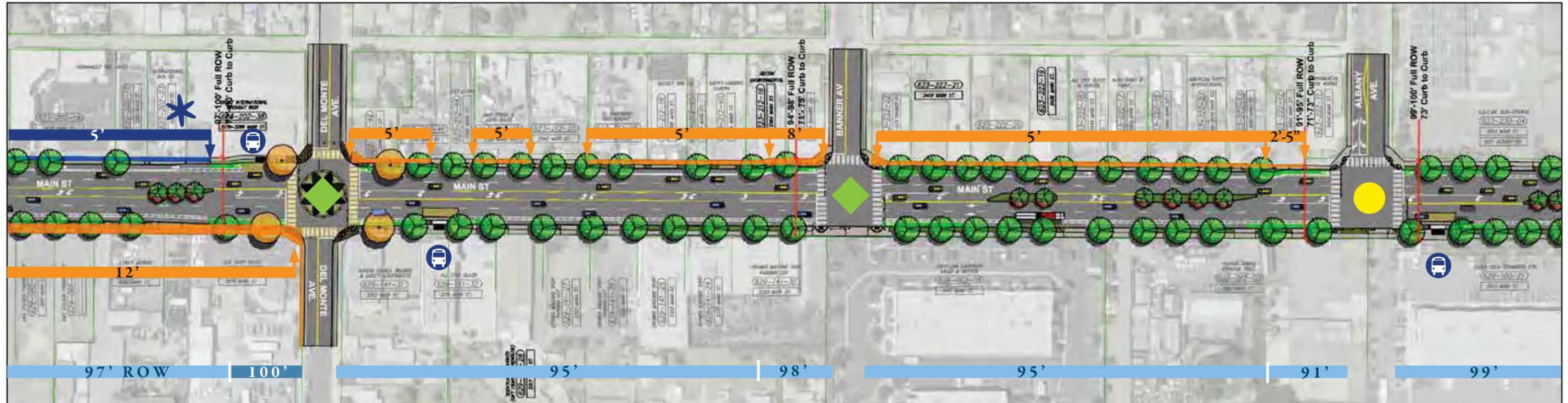
- ◆ New Signalized Intersection
- Existing Signalized Intersection
- ▲ Minor Street - Stop Sign
- 🚌 Bus Stop



Final Roadway Plan (Concept "D"): Fig. 5-1-D

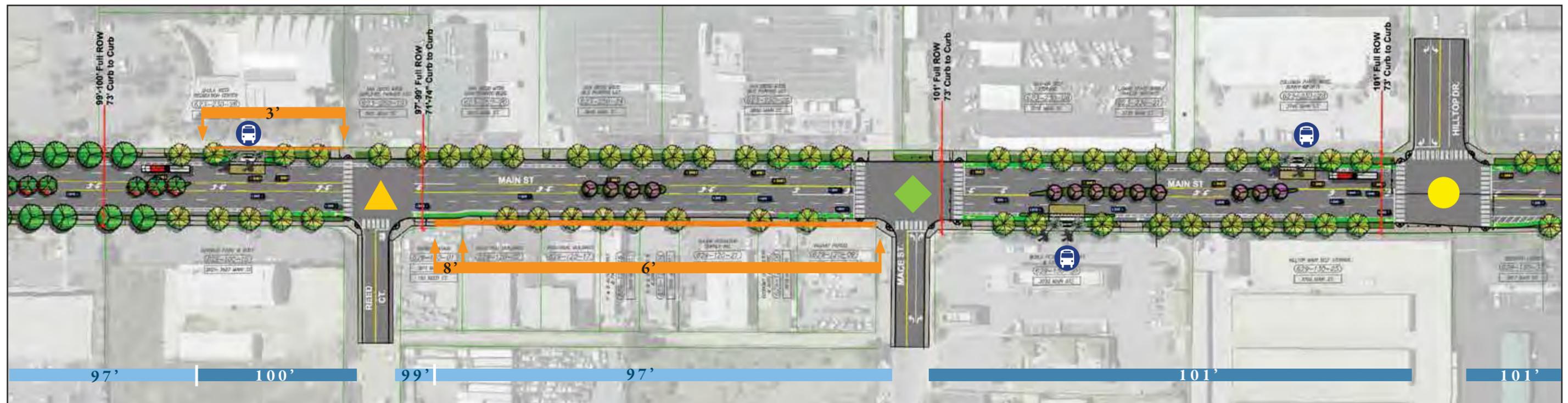
- Roadway Acquisition (R.O.W. to be purchased if No Development Occurs)
- Roadway Dedication (R.O.W. to be dedicated when Permits are Requested)
- ★ Modified ROW to Avoid Bldg. Demo (Long term will require demolition)

ROW requirements are listed here for general discussion purposes only and should not be considered as final requirements or limitations. Actual dedications will depend on final geometry, accurate mapping requirements and negotiations through the City of Chula Vista review process.



Final Roadway Plan (Concept "D"): Fig. 5-1-E

◆ New Signalized Intersection ● Existing Signalized Intersection ▲ Minor Street - Stop Sign 🚌 Bus Stop



Final Roadway Plan (Concept "D"): Fig. 5-1-F

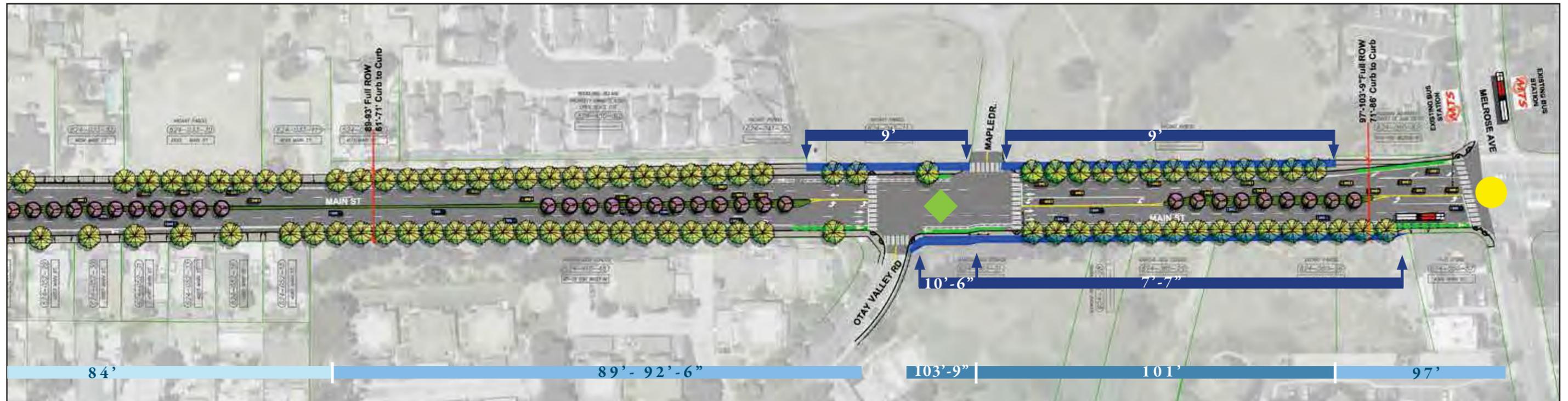
— Roadway Acquisition (R.O.W. to be purchased if No Development Occurs) — Roadway Dedication (R.O.W. to be dedicated when Permits are Requested) ★ Modified ROW to Avoid Bldg. Demo (Long term will require demolition)

ROW requirements are listed here for general discussion purposes only and should not be considered as final requirements or limitations. Actual dedications will depend on final geometry, accurate mapping requirements and negotiations through the City of Chula Vista review process.



Final Roadway Plan (Concept "D"): Fig. 5-1-G

◆ New Signalized Intersection ● Existing Signalized Intersection ▲ Minor Street - Stop Sign 🚌 Bus Stop



Final Roadway Plan (Concept "D"): Fig. 5-1-H

▬ Roadway Acquisition (R.O.W. to be purchased if No Development Occurs) ▬ Roadway Dedication (R.O.W. to be dedicated when Permits are Requested) ✳ Modified ROW to Avoid Bldg. Demo (Long term will require demolition)

ROW requirements are listed here for general discussion purposes only and should not be considered as final requirements or limitations. Actual dedications will depend on final geometry, accurate mapping requirements and negotiations through the City of Chula Vista review process.

5.3.1 Maximum / Ideal R.O.W. (102') with flexible minimum (92') Section

This cross section has been developed for use in all areas of the corridor, unless portions of the corridor have obstructions or are fully developed with some newer site improvements located along the ROW line. The cross section shown includes a full median in the roadway. However, this median is not continuous along the entire corridor. It will be interrupted by left turn pockets that allow for uncontrolled left turns into driveways. In general, all commercial driveways have been accommodated with left turns except those that are very close to an intersection where a simple U-turn will allow for short out of direction left movements into these driveways. Older and very small lot commercial properties (50' or less in street frontage) will not be accommodated in all cases. In addition, residential driveways will not have special left turn pockets to allow access from the opposite side of the roadway. Part of the intended safety goal is to lower the number of free uncontrolled left turning movements across oncoming traffic. Current patterns of use, out of direction limits and the high degree of large vehicle and truck traffic in this corridor, requires both a balance of safety improvements and critical access requirements.

The proposed 102' cross section will include the following improvements:

- addition of a 7'-9' planted raised median; and
- addition of raised medians leading up to intersections, which help to define the left turn pocket and provide safer pedestrian crossings through the inclusion of a media refuge where a portion of the crosswalk is protected by a raised median cap that extends on the intersection side of the walkway; and
- inclusion of a striped bike lane with 6' from curb face to painted lane; and
- inclusion of a 3' striped buffer either on the vehicular side of the bike lane (for additional protection through offsetting of bikes from vehicles) or on the side next to parked vehicles (for additional offset from opening of car doors); and

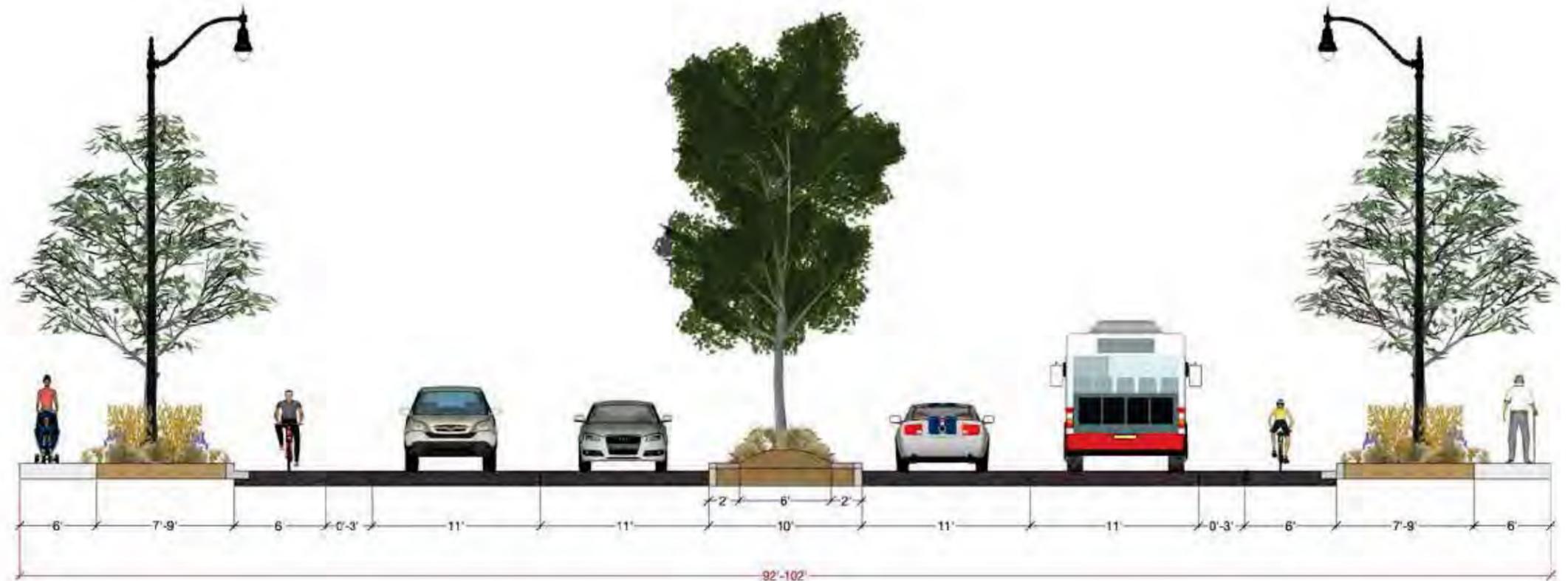
- introduction of a 7'-9" planted parkway strip with trees groundcover and street lighting; and
- construction of 6' wide sidewalks.

For those areas needing slight adjustments to the ROW standards, the following size adjustments can be made to bring the ideal ROW down to 91'.

- reduction or elimination of the bike lane buffer (-3' x 2 sides = -6'); and/or
- reduction of the parkway planter (-2' x 2 sides = -4').



Fig. 5-2 Isometric & Section



5.3.2 Typical Intersection to Accommodate the Ideal Cross Section (99')

This cross section will be used when the ideal ROW (90'-102') approaches an intersection. In order to accommodate larger vehicle and truck traffic "U" turns, a minimum of 32' is needed from the inside edge of the centerline striping to the curb face. On the intersection entering side of the street, special conflict zone green lanes will be used. They will be dashed to indicate that the vehicle can cross this lane, but should be aware of bicycles using the bike lane. Where more width is available, a raised median defining the edge of the left turn pocket should be considered.

The proposed 99' cross section will include the following improvements:

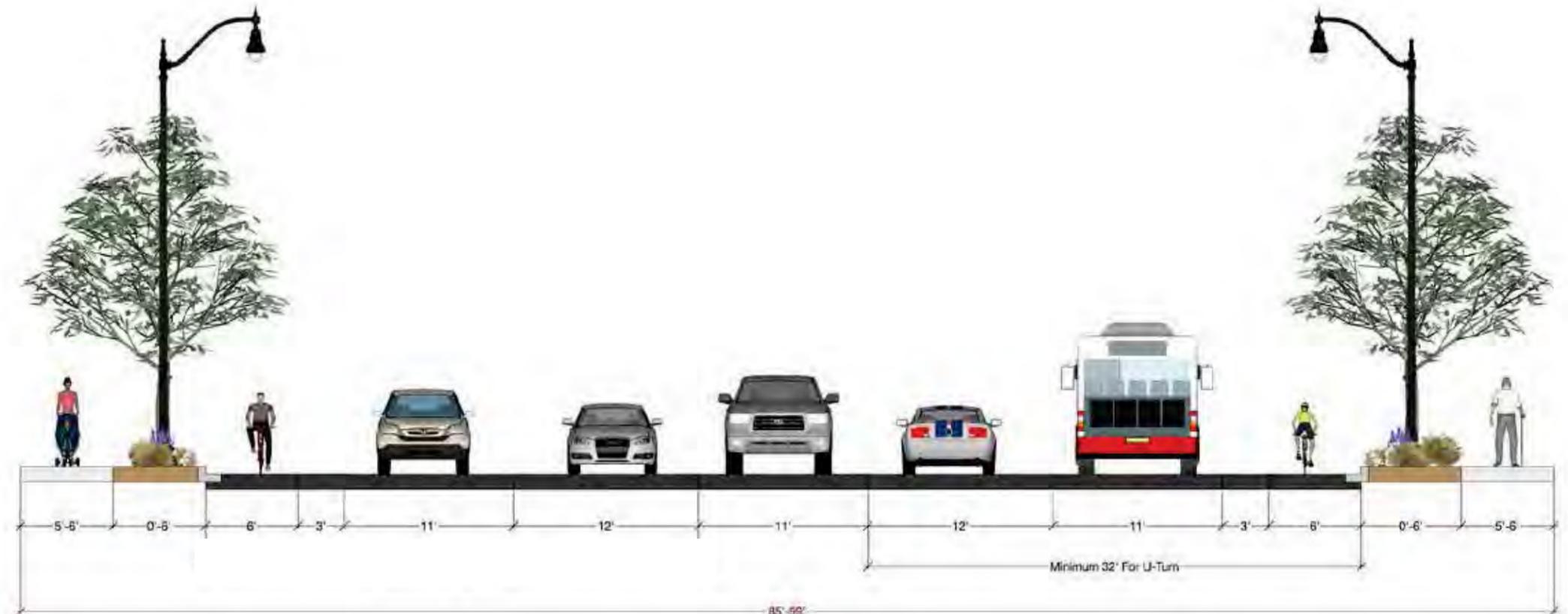
- inclusion of a 10' median to separate oncoming traffic; and
- reduction of travel lane widths to 11'; and
- inclusion of a striped bike lane with 6' from curb face to painted lane; and
- inclusion of a 3' striped buffer on the vehicular side of the bike lane (for additional protection through offsetting of bikes from vehicles); and
- introduction of a 6' planted parkway strip with trees groundcover and street lighting; and
- construction of 5'-6' wide sidewalks.

For those areas needing slight adjustments to the ROW standards, the following size adjustments can be made to bring the ideal ROW down to 85':

- reduction of the parkway planter (-6' x 2 sides = -12'); and / or
- reduction of the sidewalk width (-1' x 2 sides = -2').



Fig. 5-3 Isometric & Section



5.3.3 Modified Ideal Section to Limit R.O.W. Acquisition (84'-94')

In some locations, existing major improvements exist along the edge of Main Street. These improvements include improved residential driveways and front yards that should be avoided if possible. Driveways may be made too short for parking purposes and back-out of driveways would be made more difficult with less distance from moving vehicles to accommodate these back out movements. This cross section can only work in areas where left turns are not required.

The proposed 94' cross section will include the following improvements:

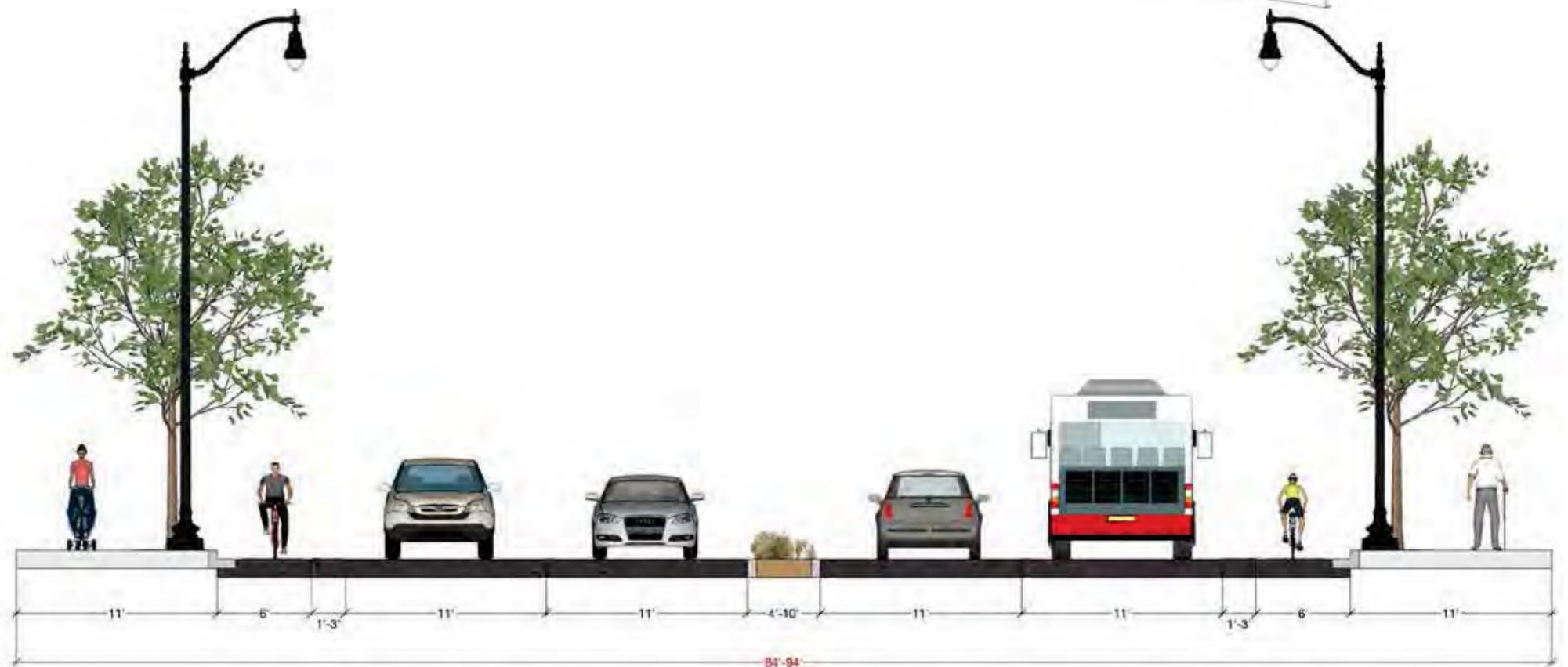
- accommodation of a left only turn lane allowing vehicles to make protected left turns or "U" turns at signals; and
- inclusion of a striped bike lane with 6' from curb face to painted lane; and
- inclusion of a 3' striped buffer either on the vehicular side of the bike lane (for additional protection through offsetting of bikes from vehicles); and
- introduction of a combination 11' wide walkway, lighting and tree planting area (with trees in tree grates).

For those areas needing slight adjustments to the ROW standards, the following size adjustments can be made to bring the ideal ROW down to 84':

- reduction of the median planter (-6'); and / or
- reduction of the bike lane buffer (-2' x 2 sides = -4').



Fig. 5-4 Isometric & Section



5.3.4 Modified Ideal Section to Avoid Building Demolition (80' with a required 87' transition width where parkway strips are used)

In several cases, commercial and residential buildings are too close to the edge of the roadway to allow expansion without demolition. It is the short-term goal of this study to limit the demolitions from occurring. Although these buildings may eventually be replaced, changes in the Ideal Cross Section can be made without disruption to traffic flow or the introduction of safety issues. In the future, however, any property owner that demolishes the buildings or plans to demolish the buildings and make other property improvements, will be required to dedicate land to allow for the Ideal ROW (92'-102') to be accommodated as part of future roadway improvements. The amount of dedication will depend on the location, but is likely to be at least 6'-7' (but could be as much as 15'-20'.) in order to meet the minimum Ideal ROW cross section of 92'. The cross section shows a ROW that is 87' abutting this narrow roadway configuration. Instead of making the roadway meander or for lanes to pinch down, the 10' parkway would be eliminated on each side, but should be tapered to the narrower ROW cross section. Note that maximum widths should be followed wherever possible, including up to the 87' standard approaching this cross section treatment.

The proposed 80' cross section will include the following improvements:

- accommodation of a left only turn lane allowing vehicles to make unprotected left turns; and
- reduction of travel lane widths to 11'; and
- inclusion of a striped bike lane with 6' from curb face to painted lane; and
- construction of a 6'-6" wide sidewalk.

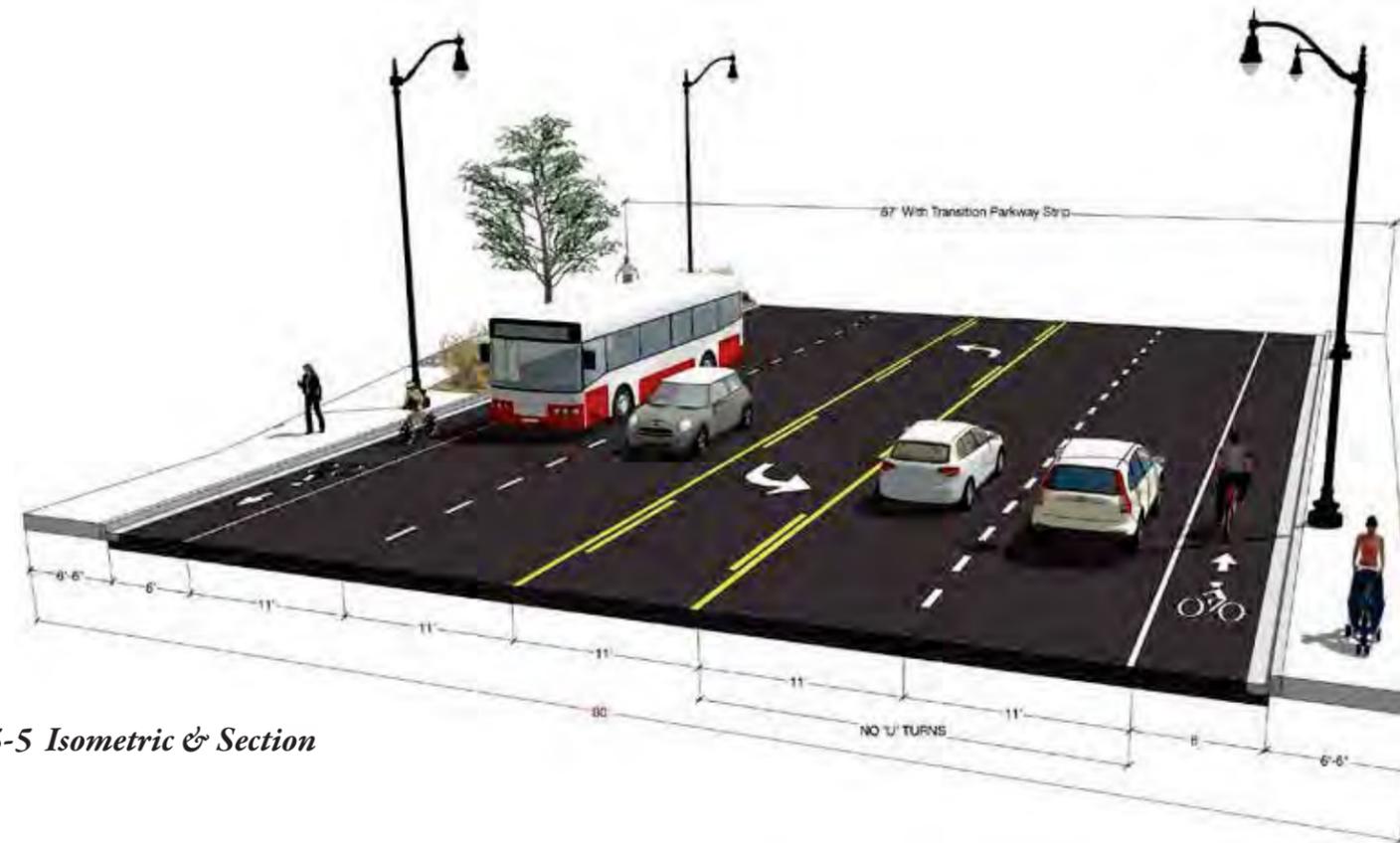
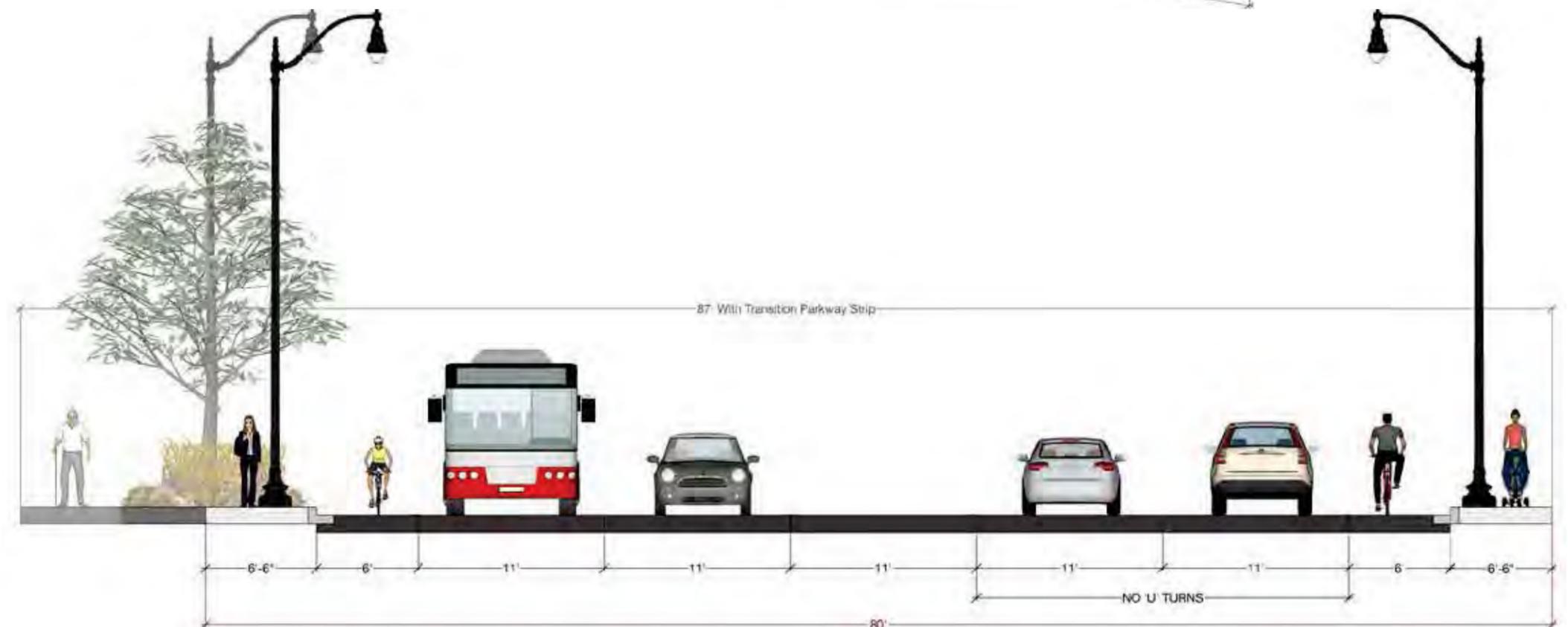


Fig. 5-5 Isometric & Section



5.3.5 Modified Ideal Section to Allow for Pocket Parallel Parking (92'-102')

Adjacent land uses that are intensively used public facilities or are commercial facilities that have large customer parking requirements that are above and beyond the off-street resources already provided, can petition for the addition of parallel on-street parking spaces. In order to avoid the elimination of the bike lane or the complete elimination of street trees and parkway strips, the on-street parking will be defined by parkway bulb-outs that define and protect the ends of parking spaces. The property owner will be required to subsidize the creation of these parking spaces by paying for the increased curb and gutter work and on the need to include a small parkway strip with street trees that are partly in the parkway strip and partly under tree grates.

The proposed 102' cross section will include the following improvements:

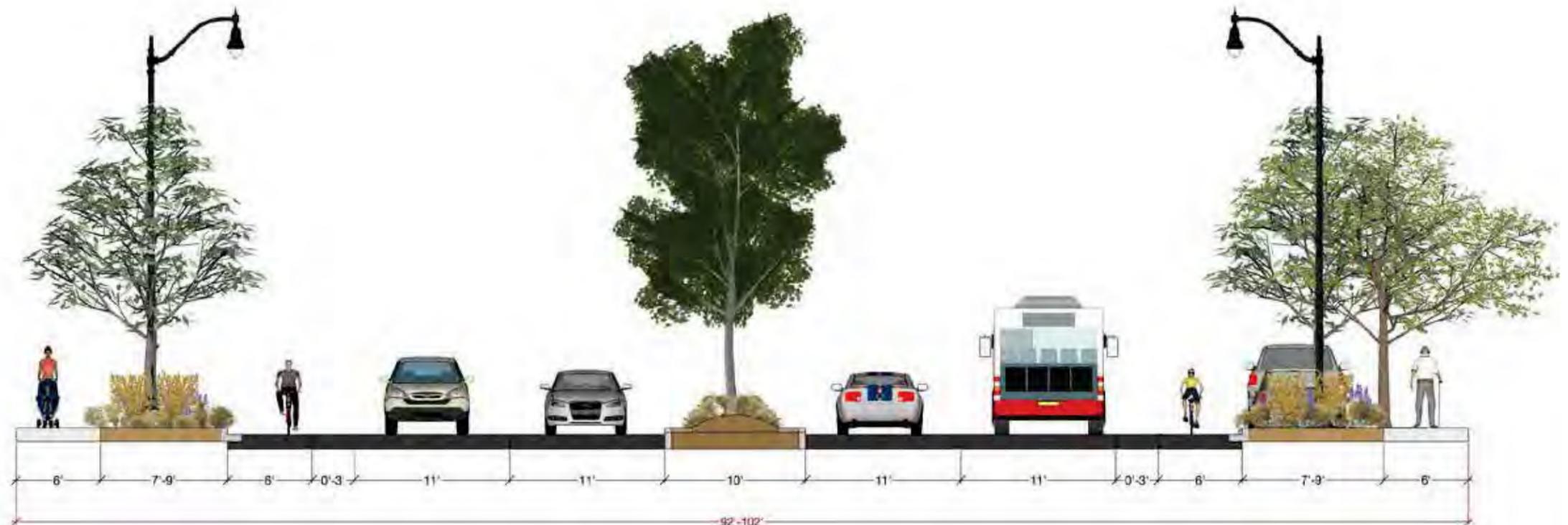
- addition of a 10' planted raised median; and
- addition of raised medians leading up to intersections, which help to define the left turn pocket and provide safer pedestrian crossings through the inclusion of a media refuge where a portion of the crosswalk is protected by a raised median cap that extends on the intersection side of the walkway; and
- reduction of travel lane widths to 11'; and
- inclusion of a striped bike lane with 6' from curb face to painted lane; and
- inclusion of a 3' striped buffer either on the vehicular side of the bike lane (for additional protection through offsetting of bikes from vehicles) or on the side next to parked vehicles (for additional offset from opening of car doors); and
- introduction of a 7'-9' planted parkway strip with trees groundcover and street lighting; and
- construction of 6' wide sidewalks; and
- the creation of the 7'-9' wide striped parking space with an adjacent 2' of parkway strip with trees and tree grates needed to meet minimum walking surface requirements while still providing for a growing space for new trees.

For those areas needing slight adjustments to the ROW standards, the following size adjustments can be made to bring the ideal ROW down to 90'.

- reduction or elimination of the bike lane buffer (-3' x 2 sides = -6'); and/or
- reduction of the parkway planter (-2' x 2 sides = -4')



Fig. 5-6 Isometric & Section



5.4 FINAL SEA GARDEN DISTRICT

THEME (from Industrial/Hollister to 7th Ave)

San Diego Bay National Wildlife Refuge is an urban wildlife refuge located on San Diego Bay at the mouth of the nearby Otay River, and accessible through the Otay River Valley system of trails. The refuge comprising 316 acres of salt marsh and coastal uplands surrounded by urban development, is a critically important area for wildlife because over 90 percent of the historic wetlands of San Diego Bay have been filled in, drained, or diked. The Refuge supports important programs for wildlife and habitat management that focus on the recovery of the endangered California Least Tern, Light-footed Clapper Rail, threatened Western Snowy Plover, and the endangered Salt Marsh Bird's Beak. This is one of South Bay's many important and exceptional parks and wildlife refuges on San Diego Bay. The collection of parks, refuges, playgrounds, walkways, peeks at San Diego wildlife, unique plant life, and endangered and threatened species form the basis for the Sea Garden theme. This theme provides a natural link to the regional character and is emphasized and interpreted to provide Main Street with a logical connection to the surrounding context.

Some of the selected site features and components that occur at selected intersections (or gateways) would include styled monument columns surrounded by mini-plazas and site furnishings. The intersections would include enhanced paving or integral color concrete or colored stamped patterns in asphalt.

The parkway and median trees would consist of Melaleuca, flowering New Zealand Christmas trees, Guadalupe and Date Palms; shrubs would include aloes, flax, sedges and rosemary.

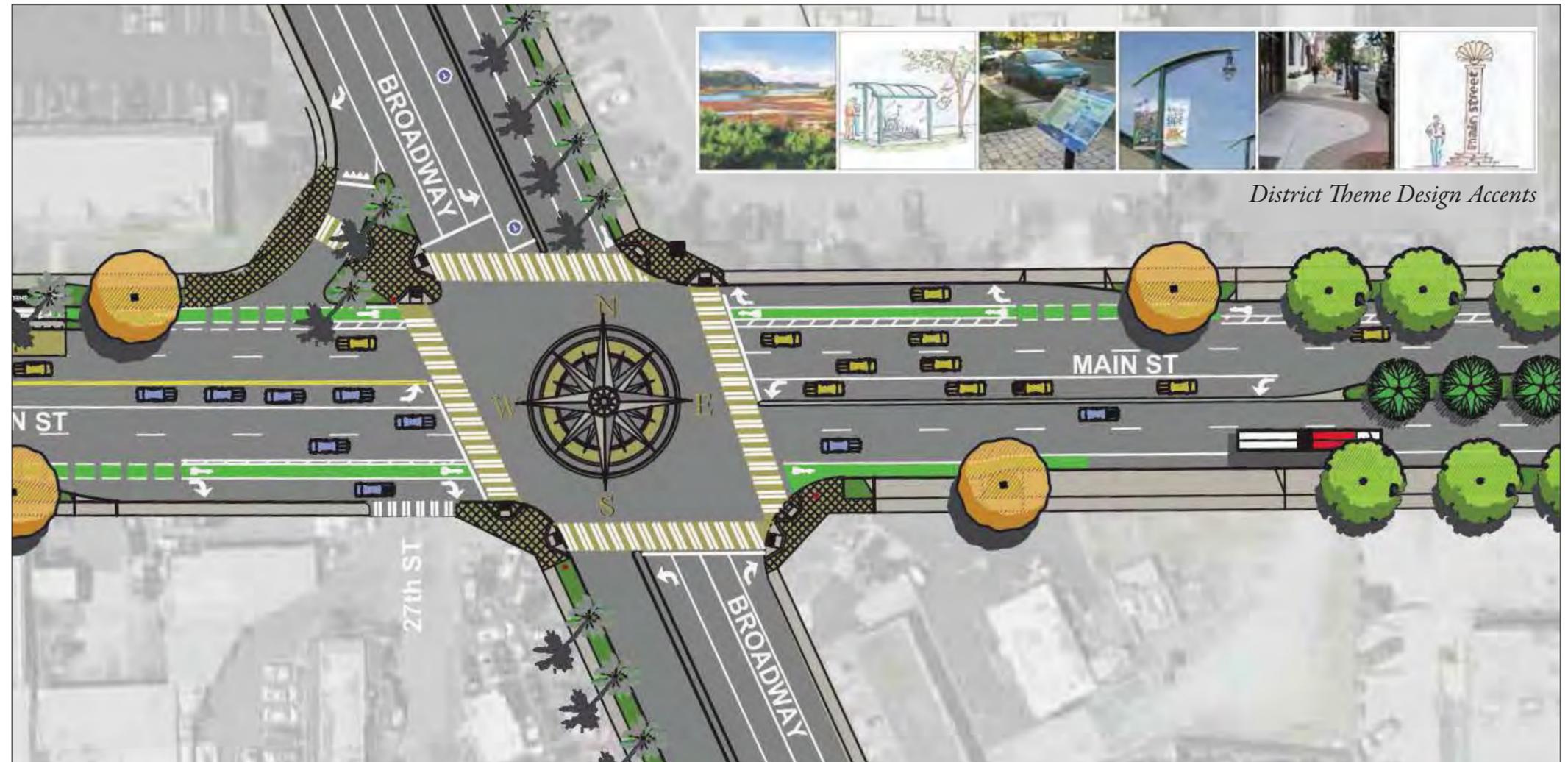


Fig. 5-7



District Theme Key Map

CONCEPTUAL PLANT MATERIAL LEGEND

DIST. MARKER TREES SUCH AS: 36" BOX SIZES	
	PISTACIA chinensis Chinese Pistachio
	METROSIDEROS excelsa New Zealand Christmas Tree
MEDIAN TREES SUCH AS: 36" BOX SIZES	
	MELALEUCA leucadendron Snow in Summer
	METROSIDEROS excelsa New Zealand Christmas Tree
PARKWAY TREES SUCH AS: 24" BOX SIZES	
	BRASIA edulis Guadalupe Palm
	PHOENIX dactylifera Date Palm
MEDIAN SHRUBS SUCH AS: 1 GAL. & 5 GAL. SIZES	
	ALOE aloe Aloe
	PHORMIUM Jack Spruce
	ROSMARINUS Prostrata Rosemary
	CAREX spp Sedge
PARKWAY SHRUBS SUCH AS: 1 GAL. & 3 GAL. SIZES	
	ROSMARINUS Prostrata Rosemary
	CAREX spp Sedge

5.5 FINAL AGRICULTURE/RANCHO DISTRICT THEME (from 7th Ave to between Albany & Reed)

The Agricultural theme evolved from research into the 'Orchard Period.' With the completion of the Sweetwater Dam in the late 19th century, agriculture, and citrus trees in particular became a successful local crop. Chula Vista eventually grew to become the largest lemon-growing center in the world, and sustained that position for several decades. A railroad was built to connect San Diego, National City, Chula Vista and Otay. This railroad, known as the National City and Otoy Railroad flourished for many years. The agricultural economy eventually led to the incorporation of Chula Vista on October 17, 1911. Local farms and ranches continued to grow lemons as their primary crop. At one time there were over eight packing houses in operation throughout the city.

Utilizing this design theme, site features and components would occur at gateway intersections (such as 3rd Avenue), and would include styled lemon tree monument columns surrounded by mini-plazas and site furnishings. Intersections would include enhanced paving with large patterns of citrus blossoms.

The parkway and median trees would consist of Chinese Pistache, flowering Bradford Pears and New Zealand Christmas trees; shrubs would include native grasses, sedges and fortnight lilies.



Fig. 5-8



District Theme Key Map

CONCEPTUAL PLANT MATERIAL LEGEND

DIST. MARKER TREES SUCH AS: 36" BOX SIZES	
	PISTACIA chinensis Chinese Pistache
	METROSIDEROS excelsa New Zealand Christmas Tree
MEDIAN TREES SUCH AS: 36" BOX SIZES	
	PISTACIA chinensis Chinese Pistache
	PYRUS calleryana 'Bradford' Flowering Pear
PARKWAY TREES SUCH AS: 24" BOX SIZE	
	OLEA europaea Olive
	QUERCUS ilex Holly Oak
MEDIAN SHRUBS SUCH AS: 1 GAL. & 5 GAL. SIZES	
	CAREX spp. Sedge
	DIETES spp. African Iris
PARKWAY SHRUBS SUCH AS: 1 GAL. & 5 GAL. SIZES	
	ELYMUS glaucus Blue Wild Rye
	HELICTOTRICHON sempervivens Blue Oak Grass

5.6 FINAL RIVER DISTRICT THEME

(from between Albany & Reed to Melrose)

An additional theme of significance and connection is the adjacent connection to the Otay Regional Park and Otay River. The Otay Valley Regional Park represents one of the major open space areas within the southern area of San Diego County, linking south San Diego Bay with Otay, San Miguel, and the Jamul Mountains. The presence of this recreational amenity will provide Main Street residents and visitors with opportunities ranging from playing fields and picnic areas to hiking, biking, and horse trails. At the same time, the park will protect open space, wildlife, historic, agricultural, and archaeological resources.

Selected site features and components in the vicinity of East Palm Road & Walnut Drive where a stream intersects and meets Chula Vista Main Street to the north and south. This area would include styled monument columns surrounded by mini-plazas and site furnishings. Hardscape in this vicinity would include enhanced paving with icons of river flora and fauna such as Least Terns, cobblestones, and trail way-finding information.

The parkway and median trees would consist of White Alder, London Plane tree (Sycamore's cousin), Madrone and Western Redbud trees; shrubs would include native grasses, sedges and fortnight lilies.



Fig. 5-9



District Theme Key Map

CONCEPTUAL PLANT MATERIAL LEGEND

DIST. MARKER TREES SUCH AS: 36" BOX SIZES	
	PISTACIA chinensis Chinese Pistache
	METROSIDEROS excelsa New Zealand Christmas Tree
MEDIAN TREES SUCH AS: 36" BOX SIZES	
	ARBUTUS Menziesii Madrone
	CERCIS occidentalis Western Redbud
PARKWAY TREES SUCH AS: 24" BOX SIZE	
	ALNUS incana White Alder
	PLATANUS acerifolia London Plane
MEDIAN SHRUBS SUCH AS: 1 GAL. & 5 GAL. SIZES	
	AGAVE attenuata Agave
	GAZANIA spp. Gazania
PARKWAY SHRUBS SUCH AS: 1 GAL. & 5 GAL. SIZES	
	MUHLENBERGIA capillaris Royal Mix Pink Muhly
	JUNCUS spp. Rush

