# 5.0 TRANSPORTATION

## 5.1 Introduction

Chula Vista's transportation system connects our different land uses with various types of roads and paths, providing access to where we live, work, shop, and spend our leisure time. The system plays an important role in shaping the overall structure and form of the City, in that it simultaneously divides and connects land uses. As Chula Vista and surrounding areas continue to grow, the transportation system must be able to accommodate future traffic and provide the means to move people and goods within and throughout Chula Vista.

This section of the Land Use and Transportation Element discusses Chula Vista's Circulation Plan; Measurements of Traffic; Urban Core Circulation Element; Public Transit Plan; Bikeway System; Pedestrian Sidewalks, Paths and Trails; Movement of Goods; and Noise (as it relates to traffic). Trails and bikeways are further discussed in Chapter 9, Environmental Element.

A Transportation Study was completed for this General Plan and is summarized in the Environmental Impact Report (EIR). The EIR examines existing roadway conditions (Year 2004), as well as a variety of future traffic conditions (Year 2030 and Build-out Scenario). Although long-term CEQA-level analysis was performed in the EIR, the City performs additional growth management analysis on specific circulation roadways throughout the City, as described below. This growth management analysis is in the very short term, and is not applicable to the future scenarios.

## 5.2 Circulation Plan

Chula Vista's Circulation Plan (Figures 5-13W and 5-13E) consists of the physical transportation system, such as streets; highways; bicycle routes; paths and sidewalks; and of various modes of transportation, such as cars; buses; Bus Rapid Transit (BRT) vehicles; trucks (for goods movement); rail; bicycles; ridesharing; and walking. It is designed to serve the land use patterns and densities described in this General Plan, and depicts the roadway classifications that will serve transportation demand resulting from the complete build-out of the City of Chula Vista.

For additional information and policies regarding transportation and transit, refer to Sections 8.0 - 10.0 of this element.

The Circulation Plan was analyzed using the San Diego Association of Governments (SANDAG) regional transportation demand model (TRANPLAN Series 10 population and employment forecasts). Technical evaluation was performed to confirm that the system will have sufficient capacity to provide acceptable Levels of Service (LOS).

## 5.3 Measurements of Traffic

Level of Service (LOS) is a measure of actual traffic conditions and the perception of such conditions by motorists. It is used to describe the average daily number of vehicles on a street relative to the street's vehicular capacity and the resulting effect on traffic. There are six defined Levels of Service, A through F, which describe conditions ranging from "ideal" to "worst", as defined in Table 5-8, Level of Service (LOS) Descriptions, below.

**TABLE 5-8**
**LEVEL OF SERVICE (LOS) DESCRIPTIONS**

| Level of Service (LOS) | Description of Operation |
|---|---|
| A | Traffic is typically free-flowing at average travel speeds, with very little delay. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal. |
| B | Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted but the majority of vehicles do not stop and it is not bothersome. |
| C | Represents stable operations with acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle. The ability to change lanes and maneuver may be more restricted than LOS B. |
| D | Congestion occurs and a small change in volume increases delays substantially during short periods, but excessive backups do not occur. |
| E | Congestion occurs with extensive delays on one or more signal cycles and low travel speeds occur. |
| F | Arterial traffic flows at extremely low speeds, intersection congestion occurs with excessive delays; and back ups from other locations restrict or prevent movement. |

In order to determine the LOS for a designated point along a street or at an intersection on a daily basis, the Average Daily Traffic (ADT) volume is compared to the street's intended capacity. This type of LOS analysis is a general indicator of roadway segment performance, and does not take into account intersection operations during peak commuting hours. Table 5-9, Street Segment Performance Standards and Volumes, shows acceptable LOS and volume for various street classfications. The acceptable LOS is C for all street classifications, except for streets in the Urban Core Subarea, which have an acceptable LOS of D. This is discussed fully in Section 5.4, Urban Core Circulation Element.

# Circulation Plan - West

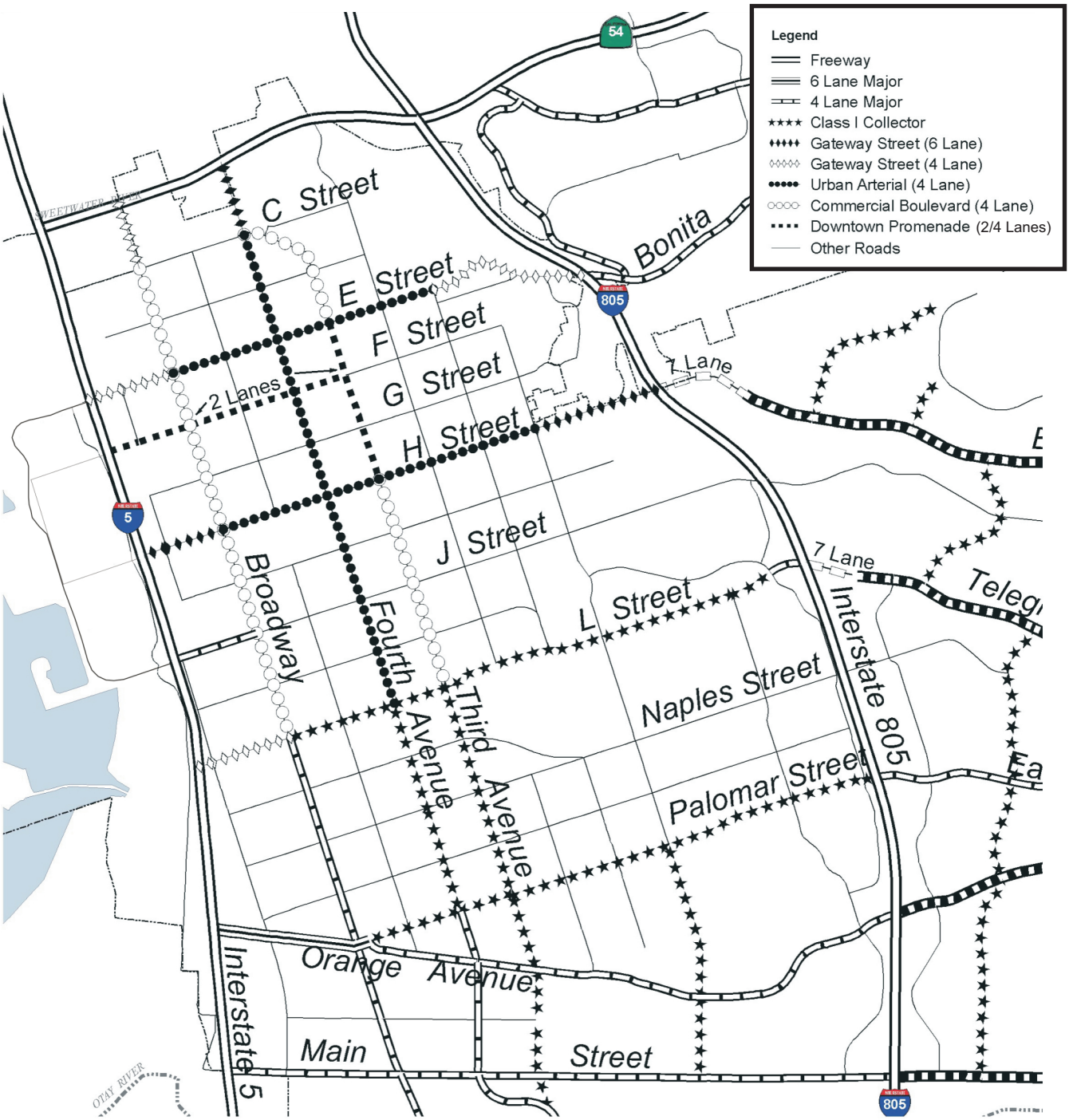


**Figure 5-13W**

# Circulation Plan - East

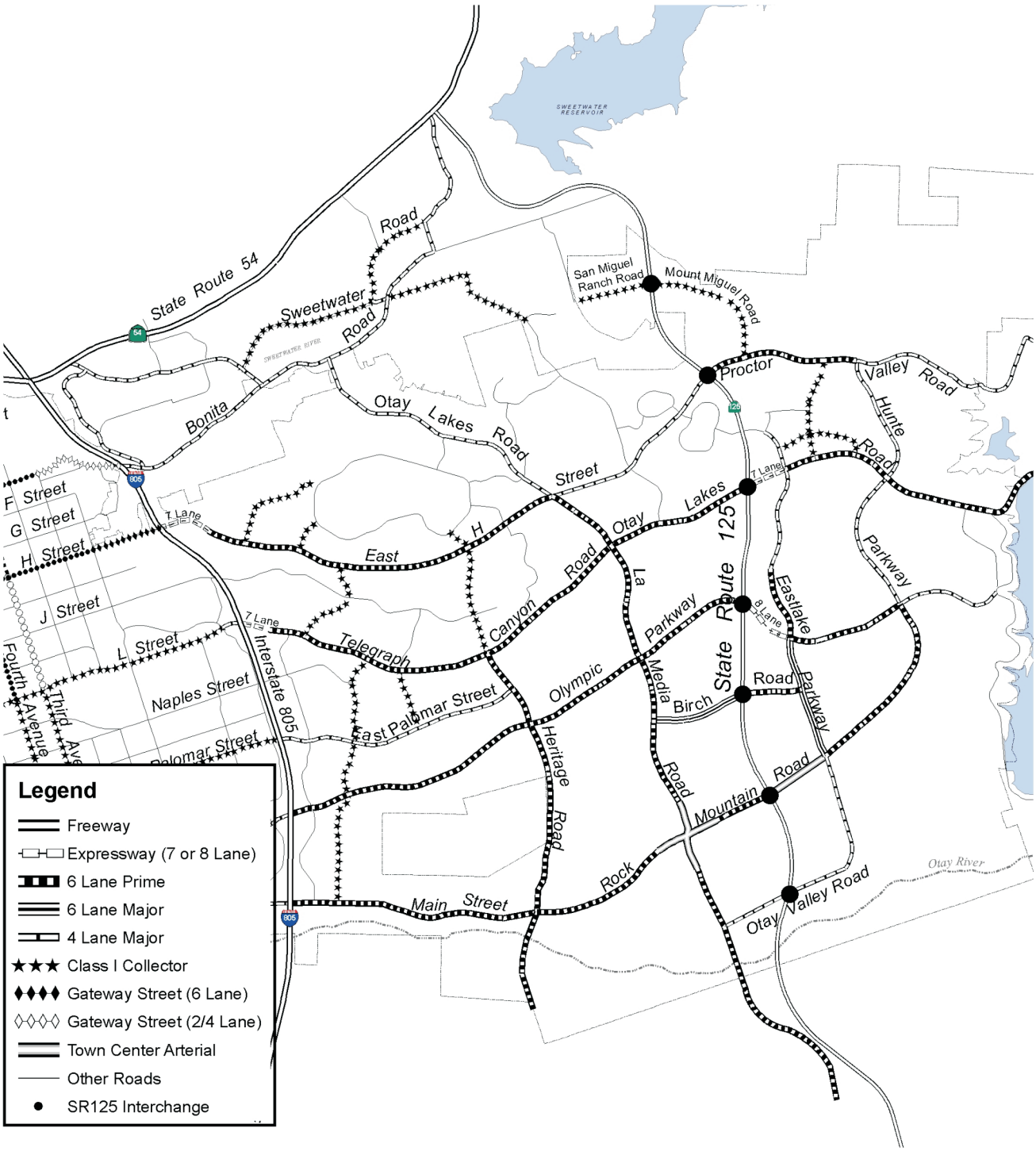


**Figure 5-13E**

**TABLE 5-9**
**STREET SEGMENT PERFORMANCE STANDARDS AND VOLUMES**

| Street Classification | Acceptable LOS | Acceptable Volume (ADT) |
|---|---|---|
| Expressway | C | 70,000 |
| Prime Arterial | C | 50,000 |
| Major Street (six lanes) | C | 40,000 |
| Major Street (four lanes) | C | 30,000 |
| Town Center Arterial | C | 50,000 |
| Class I Collector | C | 22,000 |
| Gateway Street | D | 61,200 (six lanes)<br>43,200 (four lanes) |
| Urban Arterial | D | 37,800 |
| Commercial Boulevard | D | 33,750 |
| Downtown Promenade | D | 14,400 |

A roadway's capacity is primarily a function of the number of lanes provided to carry traffic volumes, and whether or not the roadway is divided with a median or center turn lane. Typically, the more lanes provided, the more capacity the roadway has to accommodate traffic demand.

The peak hour capacity of a roadway is influenced by a number of variables, including: the type of intersection controls; signal timing; the presence and frequency of driveways; on-street parking; the percentage of the daily traffic in the peak hour; the direction of traffic in the peak hour; and other factors.

## 5.3.1 Analyzing and Measuring Traffic Impacts

The City of Chula Vista conducts traffic analyses and planning through a three-tiered system that allows the City to cover a broad range of time frames and conditions spanning from 20-year future forecasts, to near-term project evaluations, to actually driving the roadways to determine real-time current performance. These three analyses have different degrees of precision in determining impacts based on several considerations which include: the type of project being considered; the study years chosen; whether the analysis will consider short-term impacts, long-term impacts or both; and whether the analysis is being conducted to satisfy a CEQA requirement or is strictly a City traffic review.

## Long Term Forecasts

Long-term forecasts are utilized for determining theoretical traffic impacts in the distant future, and are typically applied in analyzing timeframes 15 years or more into the future, and/or at build-out of an area when all land use capacity is assumed to be developed. These are the types of forecasts used in conjunction with General Plan evaluations that are typically based on build-out conditions for the area under study. Regarding this General Plan, development conditions projected to the year 2030 were employed for the surrounding San Diego region using SANDAG's forecasts, with full build-out of all land uses assumed within Chula Vista's General Plan Area.

These forecasts are very general and conservative in nature, given that they look so far into the future, and are unable to address details such as intersection configurations, signal timing, and other particular roadway characteristics that may exist in the future. For long-term and General Plan-level analyses, LOS projections are determined using a general traffic volume to roadway capacity ratio (commonly referred to as V/C).

Table 5-9, Street Segment Performance Standards and Volumes, identifies those roadway classifications that comprise the City Circulation Plan. The Circulation Plan developed for the General Plan was based on forecasted ADT volumes resulting from build-out of the proposed General Plan land uses, as described above.

## Mid- to Short-term Analyses

Mid- to short-term horizon analyses typically review projected conditions looking out more than five years. Both mid- and short-term traffic analyses are usually conducted in conjunction with individual project-level evaluations through a Traffic Impact Report in order to determine project specific or project cumulative impacts. The mid-term analysis is typically done in five-year increments.

The focus of these analyses is to determine future year travel volumes on various roadway segments on a 24-hour basis. While these analyses employ the V/C methodology mentioned above, they also assess intersection performance within the approved study area. Turning movements at intersections are manually derived and are based on existing turn proportions, when applicable, or are logically assumed for not-yet-existent intersections using similar examples.

## Traffic Monitoring Program (TMP)

Under this third tier of traffic analysis, Traffic Monitoring Program (TMP), the City of Chula Vista monitors the actual performance of the street system by conducting roadway segment travel time studies annually in accordance with the City's Growth Management program and Traffic

Threshold Standards. The standards generally require that arterial roadway segments throughout the City maintain operating conditions of LOS C or better, with the exception that LOS D may occur for not more than two hours per day, typically in the peak travel periods. This periodic review of roadway operations and volume levels also provides the opportunity to consider geometric modifications that may provide additional capacity necessary to maintain an acceptable LOS.

Results from the TMP can also be used to evaluate potential roadway segment performance under near-term conditions (Years 0-4), using the methodology described in Chapter 11 (Arterial Streets) of the most recent version of the Highway Capacity Manual, which determines segment LOS based on speed. This methodology is not applicable beyond a four-year horizon. Classification of facilities and definition of segment lengths should be consistent with the City's current Growth Management Traffic Monitoring Program.

## 5.4 Urban Core Circulation Element

Traditional LOS methodologies and traffic study guidelines often favor improved automobile flow, which may have a negative impact on pedestrian and transit mobility, and have the unintended effect of limiting development opportunities in more developed areas. The Urban Core Circulation Element, however, recognizes that the automobile is just one of several modes of travel that can move people in urbanized environments, and that more intensive developments in built-up areas should not be constrained by policies that focus exclusively on moving vehicular traffic.

The overall goal of the Urban Core Circulation Element is to support the development of great places and neighborhoods by providing transportation choices and supporting those choices with attractive, safe, convenient, and functional infrastructure for all modes of travel. The Urban Core Circulation Element provides opportunities to make policies and standards sufficiently flexible to support Transit Oriented Development (TOD) in select transit corridors and town centers while maintaining the commitment of new development to mitigate impacts of new travel demand, and to improve the transit, pedestrian and bicycle environment.

The Urban Core Circulation Element recognizes that in certain corridors and centers served by transit, it is acceptable to reduce the vehicle level of service standards that are applied to suburban areas of the City under certain circumstances. These circumstances would include ensuring that the area's transportation system is able to move people effectively by a combination of modes and providing a sound analytical approach for evaluating traffic LOS. The Urban Core Circulation Element promotes the use of revised level of service standards, alternative ways of measuring level of service for vehicles, and possibly establishing level of service criteria and performance measures for other modes of travel. The following steps were taken to develop the Urban Core Circulation Element in western Chula Vista:

### 1. Identification of context-specific street classifications

The following roadway classifications are proposed within the Urban Core and its immediate environs:

- Gateway Street
  Urban Arterial
  Commercial Boulevard
  Downtown Promenade

See Section 5.5.7 for a more detailed discussion of the above-described street classifications.

### 2. Development of capacity standards for the Urban Core Circulation Element.

The capacities for the Urban Core Circulation Element were developed based on Highway Capacity Manual (HCM) procedures. The values presented in Table 5-9, Street Segment Performance Standards and Volumes, were obtained from the Generalized Planning Analysis method, which provides a method for estimating 24-hour street segment capacity using HCM 2000 procedures. Whereas, ADT-based thresholds in the City of Chula Vista and many other communities, have evolved over time as a general practice, the Generalized Planning Analysis method provides a scientific method to relate peak hour HCM-calculated results to acceptable ADT volumes on certain classes of roads. The acceptable 24-hour volume is adjusted to account for design elements that move traffic efficiently. These include traffic signal spacing and timing. The results provided by the method were tailored to Urban Core streets to account for peak hour spreading. Because the Urban Core will become a destination rather than a waypoint, the 24-hour volume will be less concentrated in peak commuting hours. The maximum capacities shown in this table assume implementation of traffic and multi-modal improvements.

### 3. Identification of appropriate performance standards for the Urban Core Circulation Element.

The Urban Core Circulation Element will accommodate all modes of travel (vehicular; transit; bicycling; and walking) and a variety of different trip types (shopping; entertainment; dining; as well as commuting). As discussed above, the existing capacities and performance standards used for streets throughout the City of Chula Vista emphasize vehicular commuting trips, and have the unintended effect of limiting the potential for a more urbanized downtown environment. Accordingly, within the Urban Core and its immediate environs (where the Urban Core Circulation Element is located), the minimum performance standard on the Urban Core Circulation Element is LOS D. Previously referenced Table 5-9 presents the proposed LOS criteria for these urban roadway classifications.

The approach of using a performance standard of LOS D for more urbanized areas is not unique to Chula Vista. Both the City of San Diego and San Diego County use LOS D as their performance standard in urbanized and built-out communities. The City of San Diego uses LOS C as the minimum performance standard in newly developing areas. The City of Chula Vista will have the same two-tiered performance standards that are tailored to the context of surrounding development. Further, the Urban Core Circulation Element follows the precedent of California Senate Bill 1636 (which allows for relaxing of LOS standards in "infill opportunity areas") and the City of San Diego, which has established a performance standard of LOS E for streets in their Centre City District. Continuing to use existing procedures and suburban-based performance standards would effectively discourage development in the Urban Core Subarea, hindering the implementation of one of the primary themes of this General Plan.

As discussed above, because of existing and projected future land use patterns in the City, there is a strong distinction between the operating characteristics of the street systems within and outside of the Urban Core Subarea. The LOS and volume standards in the City's Circulation Plan will be applied throughout Chula Vista, with special considerations in the Urban Core Subarea, where LOS E will be acceptable. LOS E is appropriate in the Urban Core Subarea because development will have a more urbanized character, and physical constraints exist, such as limited area to expand rights-of-way. Also, the change in performance standards will help balance and serve all transportation modes (i.e., Transit, pedestrian, bicycling, etc.) and will avoid the disruptive effects of widening streets in a built environment. In accordance with that urban character, projects within the Urban Core Subarea will need to comply with urban development standards, as presented in Section 7.2 of this element.

## 5.5 Roadway Classifications

Roadway classifications for the City of Chula Vista are described below. The roadway volume and acceptable LOS for each roadway classification is summarized in Table 5-9, Street Segment Performance Standards and Volumes, Detailed information regarding roadway design and roadway sections are found in the City of Chula Vista Subdivision Manual, which contains general guidelines for roadway design, including street cross-sections and other related improvements. Urban Core streets are described below and are addressed in more detail in Section 9.3.5, Urban Core Street Network.

### 5.5.1 Freeways

Freeways are an important part of the overall circulation system, serving as a means of bypassing regional through traffic, as well as supplementing the local thoroughfare system. Capable of carrying large volumes of unimpeded traffic at high speeds, freeways serve as the primary corridors between communities and other major traffic generators, such as large commercial; industrial; recreational; and residential centers.

The freeway system serving Chula Vista consists of the following:

- Interstate 5, running north-south through the General Plan area, will continue to link Chula Vista with central San Diego to the north and Otay Mesa and Mexico to the south.
- Interstate 805 provides access to the center of the Chula Vista residential and commercial areas. This north-south freeway connects the inland portions of Chula Vista with communities to the north and south.
- State Route 54 (South Bay Freeway) provides access to and from the northeast communities of La Mesa and El Cajon. This east-west freeway also serves as the most efficient route between the coastal area and areas to the east and northeast.
- State Route 125 Tollway, a north-south route, will provide access from the eastern part of the City north to La Mesa and eastern San Diego, and south to Otay Mesa and Mexico.

## 5.5.2 Expressways

Expressways are essentially enhanced prime arterials whose principal function is to accommodate immediate access to the freeway system for regional travel patterns. The design of expressways, therefore, emphasizes design features to increase capacity and speed, while limiting "friction" associated with driveway access and parking maneuvers. The predominant design feature of this roadway is the number of lanes it has, eight lanes total with four in each direction. A raised median is required to separate the two directions of travel and to provide for landscaping or other visual enhancements.

## 5.5.3 Six-Lane Prime Arterials

This facility is designed to carry high volumes of traffic and serves to distribute traffic to and from the freeway system. The prime arterial facility proposed in the City's Circulation Plan is designed to move traffic between major generators.

## 5.5.4 Six- and Four-Lane Major Streets

The major street facility proposed in the City's Circulation Plan accommodates either six or four lanes of traffic. These facilities are designed to carry high volumes of traffic and serve to distribute traffic to and from the freeway system and arterials. Major streets are designed to distribute more localized (rather than regional) trips.

## 5.5.5 Town Center Arterial

The Town Center Arterial is intended for use primarily in the East Planning Area's Otay Ranch Subarea. Many conflicting movements are reduced through the use of paired one-way streets that may include on-street parking, wider sidewalks, and neckdowns at intersections. The Town Center Arterial provides a more efficient traffic flow by eliminating wide roadway arterials, with their inherent long signal cycle lengths and segregated left turn lanes at major intersections, and it creates a more energized, mixed use pedestrian-oriented community within an enlarged urban transit network.

## 5.5.6 Class 1 Collector Streets

Collector streets allow access to residential areas by relieving traffic pressure on arterials and major streets by providing alternate routes for short trips. Class I collector streets primarily circulate localized traffic, and distribute traffic to and from prime arterials and major streets. Class I collectors are designed to accommodate four lanes of traffic; however, they carry lower traffic volumes at slower speeds than major arterials.

## 5.5.7 Urban Core Street

The following four roadway classifications are found only in Chula Vista's Urban Core Subarea and have a different acceptable LOS standard than the City's other roadway classifications. Their acceptable LOS D is in accordance with the concepts described above in Section 5.4 of this element.

### Gateway Street

These roadways (segments of Broadway, Fourth Avenue, E Street, H Street, I Street, and L Street) connect the Urban Core to State Route 54, Interstate 805 and Interstate 5. These facilities are analogous to six- or four-lane major roads in other parts of the City, but will provide special design features and amenities to encourage access for the full spectrum of travel modes. These streets will be the major entry points to and from the Urban Core, and special landscape and entry treatments will be incorporated into the design.

### Urban Arterial

These roads include portions of E Street; H Street; Marina Parkway; and Fourth Avenue. Urban arterial cross-sections are similar to four-lane major roads in other areas of Chula Vista, but with special features to support multi-modal trip-making, such as wider sidewalks, transit station curb "bulb outs", and pedestrian amenities.

### Commercial Boulevard

These streets include segments of Broadway and Third Avenue (north of E Street and South of H Street) and will serve existing and future shopping districts. Design will be generally consistent with four-lane majors in other areas, but with special design features reflecting the multi-modal nature of streets in more urban areas.

### Downtown Promenade

These roads (including portions of F Street and Third Avenue) will provide access to retail establishments in the heart of the Urban Core. Cross-sections will be similar to a two-lane or four-lane collector, but with multi-modal features and amenities that accommodate the surrounding urban context.

Furthermore, and in order to help promote pedestrian friendliness, these streets will provide, in varying amounts, the following generalized amenities:

- Way finding maps; grated planters; trash receptacles; and benches strategically located throughout the Urban Core Subarea. Streetscapes should be designed with inviting wider sidewalks that should be passable without having to maneuver around hedges or other obstacles.

- On-street parking, limited driveway cuts, and landscaping or planting strips, that create a buffer between traffic and pedestrians and provide canopy shade. A well-designed streetscape makes people feel comfortable and invites and motivates residents to walk or bike to destinations, such as shopping or work. Urban Core Subarea street design should include mid-block crosswalks and neighborhood pass-throughs to future open space areas and common areas. This helps to create a human scale.

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- Behind the sidewalk, easily accessible building entrances with minimum building setbacks, windows at street level, and no blank walls on adjacent buildings.

- Distinctive public transit amenities to increase ease of use and attractiveness of neighborhoods. Transit amenities should include next-bus information kiosks, bicycle facilities, and interconnections to other routes and bikeways; bike racks; lockers; and shower facilities. The objective of this design is to provide convenient public access by reinforcing bikes as a mode of transportation connected to and coordinated with other modes and bus lines, connecting people and places through a complete street network that invites walking and bicycling.

# 5.6 Public Transit Plan

The proposed public transit system is a comprehensive network combining existing and planned public transit facilities to provide affordable, efficient public transportation for the residents of Chula Vista. It integrates the needs of both regional travel and local travel. The key routes of the proposed public transportation system are discussed in the following sections. The public transit network is based on SANDAG's Regional Transit Vision (RTV) and has been augmented with additional routes by the City.

## 5.6.1 Regional Transit Plan

The Regional Transit Vision (Figure 5-14) calls for a network of fast, reliable, and convenient services that include rubber-tired vehicles (referred to as Bus Rapid Transit (BRT)) that connect residential areas with employment and other major activity centers. Using market research and analyzing people's travel patterns, four service concepts have been identified to address varying needs (see Table 5-10). Together, these different service concepts make up a comprehensive system that complements and supports existing and planned land uses.

Yellow Car and Red Car services form the backbone of the regional transit system, providing rapid and relatively frequent service. The Coaster commuter rail system is an example of Yellow Car service, while the San Diego Trolley is an example of Red Car service in Chula Vista. Yellow Car (BRT) service is planned for the Interstate 805 corridor, and Red Car (BRT) service is planned for east/west corridors (H Street, Palomar Street, and Main Street) and the State Route 125 corridor.

Blue Car service is essentially the local bus network, while Green Car service includes local shuttles that connect local activity centers and the backbone transit network. Green Car service would connect the Bayfront Planning Area and the Northwest Planning Area's Urban Core Subarea in Chula Vista.

## 5.6.2 Public Rapid Transit Expansion - South Bay Transit First!

SANDAG's adopted Regional Transit Vision and Transit First! Strategy, which is discussed in Section 1.5.1 of this element, incorporates Bus Rapid Transit (BRT) vehicles into Chula Vista's circulation system, replacing the previously planned light-rail transit system envisioned for eastern Chula Vista. The BRT system uses high quality, rubber-tired vehicles, offering the speed, comfort and amenities of a trolley with the flexibility of non-fixed modes of transportation. BRT vehicles travel in their own lanes and/or receive priority at signalized intersections in mixed flow conditions. Upgraded transit stations will have shelters, passenger information and other features.

These service concepts and their characteristics are summarized in Table 5-10, Transit Service Concepts, below.

**TABLE 5-10**
**TRANSIT SERVICE CONCEPTS**

| SERVICE | TYPES OF TRIPS | TRIP CHARACTERISTICS |
|---|---|---|
| Green Car Service | Community Trips | Community-based shuttles, lower speed, frequent stops |
| Blue Car Service | Short Trips | Basic mobility, local service, lower speed, frequent stops |
| Red Car Service | Medium Trips | Corridor-focused service, higher speed, less frequent stops |
| Yellow Car Service | Long Trips | Regional service, highest speed, limited stops |

SANDAG approved the Otay Ranch Transitway Alignment for planning purposes in March 1993 and is currently examining new alignments and variations in southeast Chula Vista, including the area east of State Route 125. Ultimately, the Otay Ranch segment would travel south along State Route 125 to meet the Otay Mesa Segment at the Otay Mesa Transit Center and Otay Mesa Road. In the Northwest and East Planning Areas, stops in Chula Vista may include those in the vicinity of Plaza Bonita; H Street/Terra Nova; Otay Ranch Villages 1, 5, 6, and 9; Freeway Commercial; the Otay Ranch Eastern Urban Center; the proposed university; and all of the Light Rail Transit (LRT) stations at E, H and Palomar Streets.

Routes that will link eastern Chula Vista with the western areas of the City and the existing trolley stations include:

- Route 628/694: Downtown San Diego to Otay Ranch (Phase 1) and ultimately to East Otay Mesa and the Mexican border (Phase 2)

- Route 627: H Street Trolley Station to Otay Ranch via Southwestern College

- Route RC-1/635: Palomar Street Trolley Station to Eastlake Business Center via Main Street and Otay Ranch.

  In addition to the existing San Diego Trolley (Route 510), other first tier routes identified in the South Bay Transit First Study that will traverse Chula Vista providing north/south links include:

- Route 540/640: San Ysidro international border crossing to Old Town Transit Center, providing express service using Interstate 5 to supplement the corridor service provided by the existing trolley.

- Route 680: San Ysidro international border crossing to Sorrento Valley, primarily along Interstate 805.

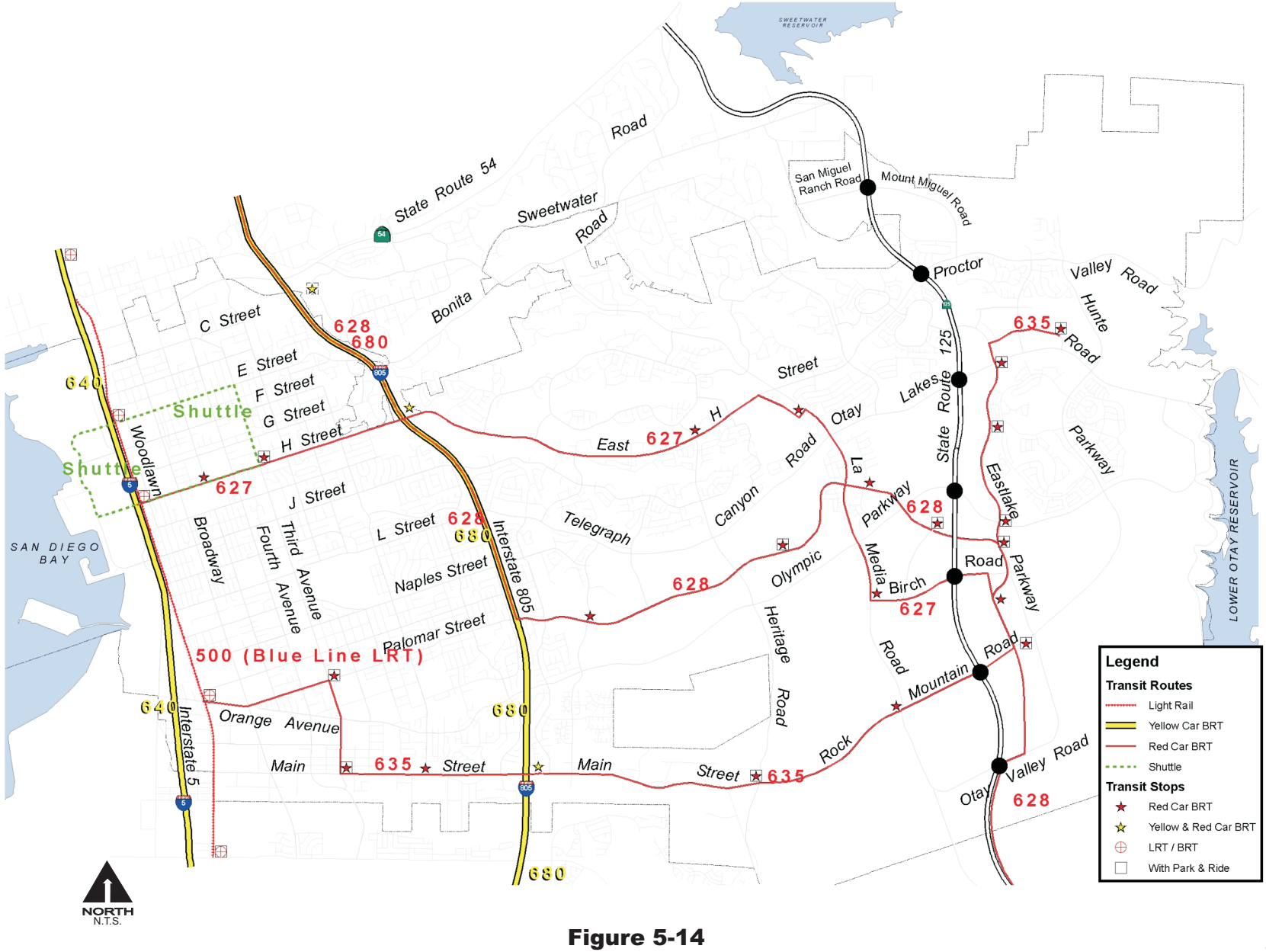


**Figure 5-14**



CITY OF CHULA VISTA

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### 5.6.3 Local Feeder Bus Routes

The proposed public transit system also includes a network of local bus routes oriented to each of the community activity centers, as well as the Urban Core Subarea and eastern activity centers. Community activity centers serviced by the local bus network include Bayfront; Terra Nova; Bonita; Southwestern College; Eastlake; Otay Ranch villages; the proposed university; Sharp Hospital; and the Montgomery area. The local bus network will loop into the neighborhood area collecting riders for the east-west express bus route and the north-south regional transit system.

### 5.6.4 Connection Services

The Urban Core Subarea have will have the greatest diversity of public; commercial; civic; financial; cultural; and residential uses, emphasizing its role as the hub of Chula Vista. Extension of streets from the Urban Core Subarea into the Bayfront Planning Area provides strong east-west linkages for all forms of vehicular and transit movement, including pedestrians and bicyclists. An appropriately designed local feeder bus route (Green Car Service), e.g., a transit loop operating on E or F and H Streets, Third Avenue and Marina Parkway, is intended to connect the Bayfront's activities and amenities to the Urban Core Subarea's Downtown Third Avenue and Civic Center; H Street; and the mixed use transit-oriented developments surrounding the E and H Street trolley stations, (See Figure 5-15; Bayfront Green Car Line).

Additional local feeder bus loops should connect areas as planned land uses are implemented and future needs arise. Examples may include connections between the Eastern Urban Center and other areas in the East Planning Area with the Northwest and Southwest Planning Areas; connections between the Southwest and Northwest Planning Areas; or connections between specific activity centers and nearby major transit stations. See Section 7.7 of this element for policies on transit shuttles between activity centers.

## 5.7 Bikeway System

The City of Chula Vista Bikeway Master Plan identifies existing facilities and bicycle deficiencies throughout the City, evaluates the existing bikeway system's relationship with other mobility systems, and provides cost estimates to make improvements.

Bicycle paths, lanes, and routes are provided on a number of Chula Vista's roadways. The bike

system provides bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. There are a few Class I facilities (bike lane separated from traffic) within the City, but virtually all arterial roadways east of Interstate 805 have Class II facilities (on-street bike lanes marked at the curb or in the parking lane). There is a significant amount of Class III bikeway facilities (signage, no paint in right-of-way), primarily within western Chula Vista. See Figure 5-16 for the City's existing and programmed bikeway facilities.

*There are three regional bikeway projects being planned for the City of Chula Vista.*

In addition to the City's bikeway system, the regional San Diego Bayshore Bikeway is a 26-mile bikeway around San Diego Bay, which includes a Class I segment along the Bay's east side, through Chula Vista's Bayfront Planning Area, with a bridge across the Sweetwater River. There are three regional bikeway projects being planned or scheduled for completion within or very near to the City of Chula Vista:

- Sweetwater River/Otay River Loop, which includes joint planning by City of Chula Vista, City of National City, and the County of San Diego;
- State Route 905 Corridor, which provides access from the City to two U.S.-Mexican border crossings; and
- State Route 94/State Route 54 Corridor, where the State Route 54 portion will connect to the Sweetwater River Bikeway.

## 5.8 Pedestrian Sidewalks, Paths and Trails

Pedestrian sidewalks, paths, and trails are important for several reasons, including: mobility and access; connectivity between land uses; safety; health; and community interaction. Not all people get to their destination by automobile, including those too young to drive, the elderly, or those who prefer to walk. Even for people who do drive or take transit, all trips begin and end by walking. Sidewalks and other pedestrian pathways are important for providing connections to schools; parks; shopping; jobs; and between neighborhoods. Children, in particular, should be able to walk safely to school. Increased numbers of people walking along streets creates a safer environment, and, thereby, encourages others to walk also . Vibrant urban areas always have high levels of pedestrians.

# Bayfront Green Car Line

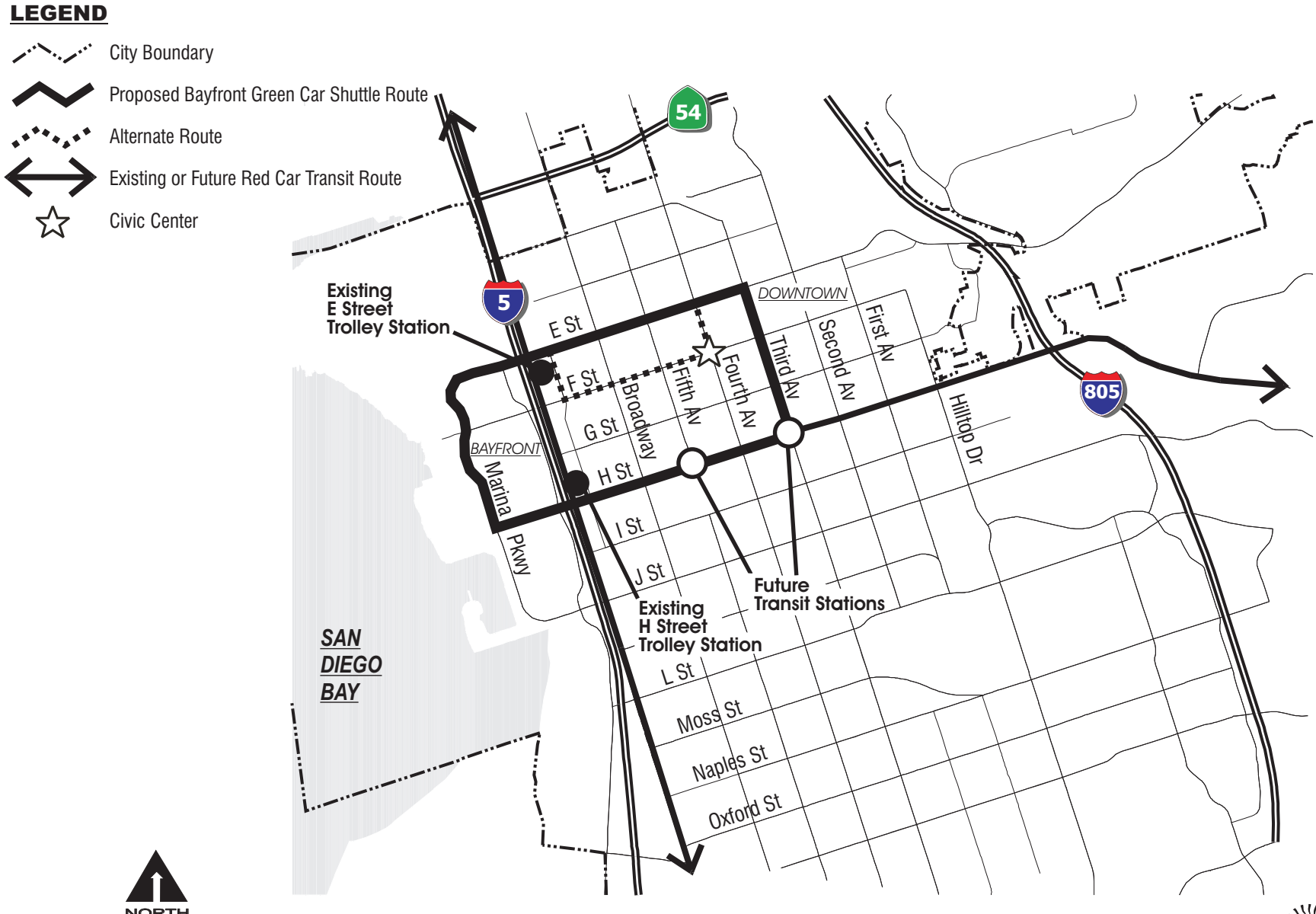


**Figure 5-15**



CITY OF CHULA VISTA

# Existing and Programmed Bikeways

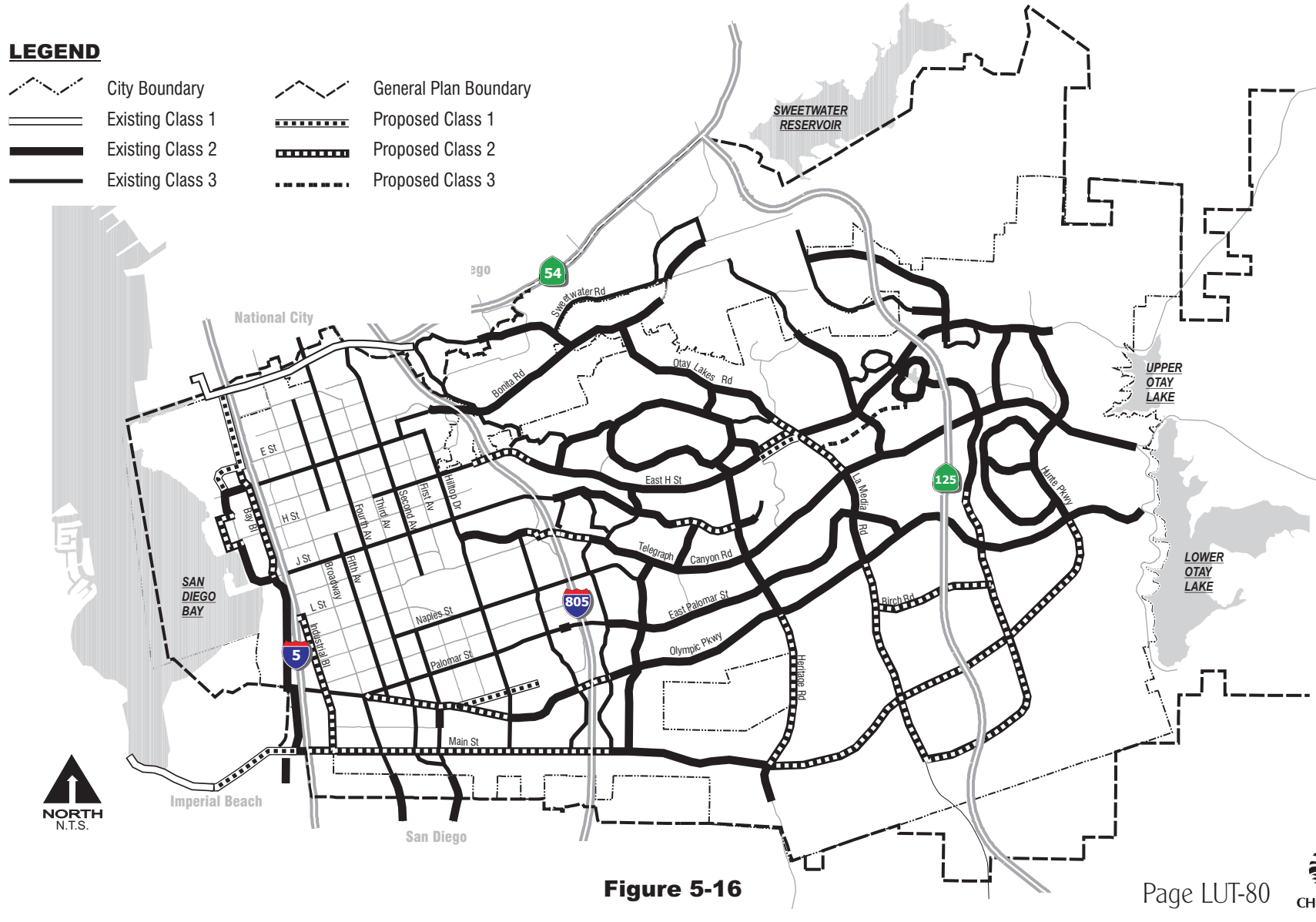


Figure 5-16



CITY OF CHULA VISTA

Walking is a healthy activity and helps prevent certain diseases, as medical authorities in the United States have become increasingly concerned about the rise of weight-related health problems in our population. Walkers have opportunities to window shop; observe their neighborhood; people watch; and socially interact with others, which can make them feel more connected to their community in a positive way, and improve their health.

*Although most of Chula Vista has sidewalks, some neighborhoods that were annexed into the City are not completely served and need upgrades or improvements.*

Although most of Chula Vista has sidewalks, some neighborhoods that were annexed into the City from unincorporated San Diego County areas are not completely served and need upgrades or improvements. Also, areas intended for increased intensity may have sidewalks that are too narrow to accommodate the envisioned activity levels or may lack convenient connections to adjacent land uses, neighborhoods, or transit service. The safety and comfort of pedestrians need to be considered.

## 5.9 Movement of Goods

The efficient movement of goods is vital to the economic stability and growth of both Chula Vista and the San Diego region. A brief discussion of the rail, air, marine, and trucking facilities for movement of goods is found below, and Figure 5-17, Movement of Goods Facilities, shows major facilities used for goods transportation.

### Rail

Two primary rail haulers of freight, the Burlington Northern Santa Fe (BNSF) and the San Diego and Imperial Valley (SDIV) railroads, link the San Diego County coastal region (including Chula Vista) to the larger national railway system. BNSF maintains a freight easement over the 62 miles of San Diego County coastal mainline that terminates at the National City Marine Terminal north of Chula Vista. BNSF also interchanges freight with the SDIV. The SDIV operates freight service on the SANDAG-owned railway in the southwestern part of the County, including Chula Vista, where it is known as the San Diego and Arizona Eastern (SD&AE) Railway. Freight

hauling occurs during night-time hours when the trolley is not in service. The SDIV operates "short haul" railroad service south through Tijuana to the eastern areas of Tecate, Mexico and California's Imperial Valley.

### Air

Chula Vista's commercial air transportation needs are served by Lindbergh Field, San Diego's international airport (passenger and freight traffic), and by Brown Field Municipal Airport, a general aviation facility with one runway located south of Chula Vista on Otay Mesa within the City of San Diego. Abelardo L. Rodriguez Airport, in Tijuana, is approximately one quarter mile south of the U.S.-Mexico border, with a single runway that provides passenger and cargo service to major cities in Mexico.

### Marine

Maritime shipping needs for Chula Vista are provided by two major marine terminals, the Tenth Avenue Marine Terminal in San Diego and the National City Marine Terminal in National City. The City of Chula Vista's marina at the south end of San Diego Bay, located at the west end of J Street in the Bayfront, is used for recreational boating and also has some boating-related light industrial uses.

### Trucks

Although a portion of goods movement from and through Chula Vista is via the rail, air, and marine services discussed above, the vast majority of goods movement throughout Chula Vista is by trucks. SANDAG studies from 1981 onward show a steady increase of heavy-duty trucks (defined as having over a one ton carrying capacity) over the years. In Chula Vista, most truck traffic is through traffic on the regional freeways, but there is also internal truck traffic generated by economic activity typical of a mid-sized city, such as Chula Vista.

Chula Vista has designated select roadways as truck routes to provide for the regulated movement of trucks throughout the City. This is intended to route truck traffic to those streets where neighborhood intrusion, noise, and other potential impacts are minimized. Roadways providing access to the freeways and major activity centers are the most likely candidates for truck route designation. The designation of truck routes does not prevent trucks from using any other streets to make deliveries or for other reasons, as defined in the Vehicle Code of the State of California.

*Chula Vista has designated select roadways as truck routes to route truck traffic to those streets where neighborhood intrusion, noise, and other potential impacts are minimized.*

## 5.10 Noise

Noise is closely related to land use and transportation. See Section 3.5, Noise, of Chapter 9, Environmental Element, for information on noise levels, with objectives and policies that address protecting people from excessive noise and minimizing noise from transportation.

El Cajon
La Mesa
Lemon Grove
Point Loma
San Diego International Airport Lindbergh Field
San Diego
B Street Pier
Broadway Pier
11th Naval District Headquarters
Tenth Avenue Marine Terminal
North Island Naval Air Station
Coronado
National City
National City Marine Terminal
PACIFIC OCEAN
Chula Vista
Imperial Beach
SD&E
Brown Field
United States
Mexico
Tijuana
NORTH
N.T.S.
LEGEND
Marine Cargo Terminal
Cruise Ship Terminal
International Airport
General Aviation Airport

**Figure 5-17**

# 6.0 GOALS

The overall goals of the Land Use and Transportation Element are:

6.1 Safe; healthy; walkable; and vibrant communities with a balance of jobs and housing.

6.2 A mix of land uses that meets community needs and generates sufficient revenue for public facilities, services, and amenities.

6.3 A sustainable circulation/mobility system that provides transportation choices and is well-integrated with the City's land uses.

# 7.0 PLANNING FACTORS, OBJECTIVES, AND POLICIES

There are several planning factors involved in achieving the three goals of the Land use and Transportation Element. Such factors are discussed in Sections 7.1 - 10.5.9 of this element. Each factor has at least one objective, or focused goal, and each objective has at least one policy, which describes how the City will meet the objectives.

## 7.1 A Balance of Land Uses

A balance of land uses–residential; employment; commercial; recreational; civic/cultural; and open space, provided at the appropriate intensity, location, and mix–is important to Chula Vista's future. Benefits include: reduced commute times; improved air quality; higher sales tax revenues; increased mobility options; and an improved quality of life for City residents. For example, jobs that are close to housing areas reduce commute times and improve air quality. Currently, Chula Vista has fewer jobs than housing units. Adding more jobs, shopping, and restaurants to our City can help to reduce trips outside the City and increase local revenues. A full range of commercial services, from regional shopping centers to specialty stores, is convenient for residents, can attract non-residents to shop here, and keeps sales tax revenues in the City, where it will most benefit residents. Residential areas with nearby stores, services, and restaurants allow residents to walk or bike for their daily shopping needs, which is a healthy alternative to driving.

Residential; commercial; industrial; educational; recreational; and civic facilities should provide a balance and combination of uses that both complement the existing community and accommodate the future needs and desires of the community. Ideally, this balance would meet the needs of Chula Vista's residents and contribute towards meeting regional needs.

**Objective - LUT 1**

Provide a balance of residential and non-residential development throughout the City that achieves a vibrant development pattern, enhances the character of the City, and meets the present and future needs of all residents and businesses.

## Policies

**LUT 1.1** Ensure that land uses develop in accordance with the Land Use Diagram and Zoning Code in an effort to attain land use compatibility.

**LUT 1.2** Coordinate planning and redevelopment activities and resources to balance land uses, amenities, and civic facilities in order to sustain or improve the quality of life.

**LUT 1.3** Identify specific focus areas in Chula Vista where the majority of future development should occur.

**LUT 1.4** Seek to achieve an improved balance between jobs and housing in Chula Vista.

**LUT 1.5** Endeavor to create a mixture of employment opportunities for citizens at all economic levels.

**LUT 1.6** Attract and maintain land uses that generate revenue for the City of Chula Vista, while maintaining a balance of other community needs, such as housing, jobs, open space, and public facilities.

**LUT 1.7** Provide high-quality public facilities, services, and other amenities within close proximity to residents.

**LUT 1.8** Pursue higher density residential categories and retail demand that are not being met within the City.

**LUT 1.9** Provide opportunities for development of housing that respond to diverse community needs in terms of density, size, location, and cost.

**LUT 1.10** Maintain an adequate supply of land designated and zoned for residential use at appropriate densities to meet housing needs, consistent with the objective of maintaining a balance of land uses.

**LUT 1.11** Promote and assist the growth and vitality of existing commercial centers.

**LUT 1.12** Encourage regional-serving, high-volume retail or other uses to locate near freeway access to minimize traffic on City streets.

**LUT 1.13** Maintain neighborhood and community shopping centers of sizes and at locations that offer both choice and convenience for shoppers and residents, while sustaining a strong retail base for the City.

**LUT 1.14** Provide sufficient sites to meet the need for commercial services that can be supported by local residents, businesses and workers, such as automobile sales and repair; construction contractors; building material; warehousing and storage; home repair services; and maintenance supplies.

**LUT 1.15** Allow office uses that are associated with complementary commercial service businesses in commercial service areas.

**LUT 1.16** Maintain and promote the Northwest Planning Area's Urban Core Subarea as the major office; financial; civic; and cultural center of Chula Vista by directing higher intensity office uses; government; urban residential; retail; restaurants; and entertainment uses to locate there.

**LUT 1.17** Encourage the development of cultural and performing arts nodes in different areas throughout the City, each with a specific non-competing focus, such as viewing performances or works of art, and learning about, creating, or purchasing art.

**LUT 1.18** Prepare Specific Plans or other appropriate plans to further define and implement the General Plan's intent for the Northwest and Southwest Planning Areas.

**LUT 1.19** Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, traffic circulation patterns, environmental constraints, and compatibility with surrounding land uses.

## 7.2 Urban Design and Form

As introduced in Section 3.5 of this element, establishing and reinforcing Chula Vista's urban design and form is necessary to ensure that the desired character and image of the City is protected and enhanced as the City grows and develops over time. The evolving urban design and form of Chula Vista are considered to be key to the City's community character and image, and should be addressed carefully. As noted, in particular, under Theme 8, "Shaping the Future through the Present and Past", such change and evolution must be accomplished in a manner that complements Chula Vista's heritage and unique sense of place. This includes consideration of a number of inter-related factors, such as preserving and enhancing stable residential neighborhoods, focusing on edges between new development and redevelopment to ensure compatible land use and edge transitions, and historic preservation, among others. This approach to ensuring harmony between needed and desired changes and harmony between the City's past and present, is carried out through a number of objectives and policies, both in this Section and in Sections 7.3 through 7.6, as well as in the Area Plans in LUT Sections 8.0 - 10.0

Given Chula Vista's past, and the community's concerns about image and character, another key component of this General Plan is clearly identifying those areas where the highest intensities and densities should be focused. In the General Plan, these areas consist of the Mixed Use Transit Focus Area (TFA) designated lands in Northwest Chula Vista at the E and H Street trolley station areas, and the area around Third Avenue and H Street. In Eastern Chula Vista, they are Focused within the Eastern Urban Center of Otay Ranch. These areas are targeted for the highest intensity and density of land uses, the largest potential building forms, and in western Chula Vista, are located proximate to existing residential areas. Therefore, it is important that provisions for transitions and edges among building masses, and land uses relationships both within the TFAs, and between the TFA-designated areas and adjoining existing neighborhoods, be clear and well-defined. These provisions must address such topics (among others) as building setbacks, screening and landscaping, solar access and shadowing, and pedestrian and vehicular circulation. The following Objectives and Policies, as well as those in Section 7.5, address these topics.

Historically, taller buildings (over four or five stories) have occurred rarely, and certainly not through a strategic effort to define the City's skyline, to identify where prominent building mass would be beneficial, or to signify important activity centers. As shown on Figure 5-18, Urban Form, this General Plan identifies four, limited locations where urban development intensities would be most appropriate. These include the three Transit Focus Areas (TFA) in Urban Core of western Chula Vista; two around the existing E Street and H Street trolley stations, and the third around the future station on H Street near Third Avenue. The fourth area is the Eastern Urban Center in Otay Ranch which has been planned for urban development since the Otay Ranch General Development Plan was approved in 1993.

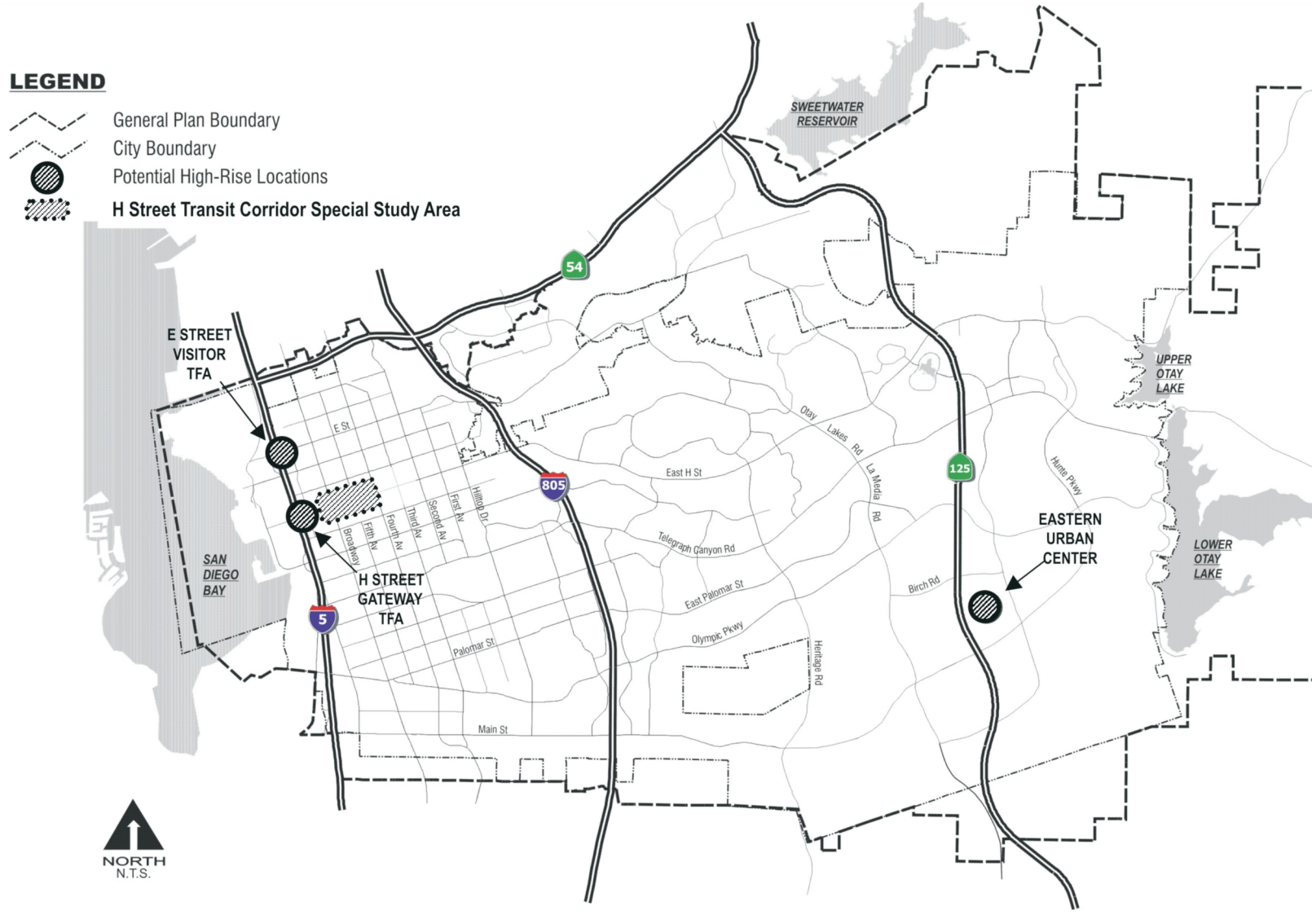
LEGEND
General Plan Boundary
City Boundary
Potential High-Rise Locations
H Street Transit Corridor Special Study Area
SWEETWATER RESERVOIR
UPPER OTAY LAKE
LOWER OTAY LAKE
SAN DIEGO BAY
E STREET VISITOR TFA
H STREET GATEWAY TFA
EASTERN URBAN CENTER
54
805
5
125
E St
Broadway
Fifth Av
Fourth Av
Third Av
Second Av
First Av
Hilltop Dr
East H St
Telegraph Canyon Rd
East Palomar St
Olympic Pkwy
Palomar St
Main St
Otay Lakes Rd
La Media Rd
Heritage Rd
Birch Rd
Hunte Pkwy
NORTH
N.T.S.

**Figure 5-18**

Also depicted on Figure 5-18 is the H Street Transit Corridor Special Study Area. The purpose of this special study is to analyze and evaluate the appropriateness of plan changes that could result in mixed land uses, increased intensities, and potential high-rise buildings along H Street between Interstate 5 and Fourth Avenue. An important consideration of the study is that the area is a major activity corridor, and functions as the primary entry into the urban core. It is a major link between Broadway and the downtown area, is targeted as a major transit connection between the eastern portion of the City and the west, and currently consists primarily of community or sub-regional-serving non-residential land uses. These uses include the South County Regional Center and Superior Court; medical offices; several bank facilities; a major hospital and medical facility at Scripps; major commercial uses at the Chula Vista Center; numerous restaurants; retail businesses; and professional offices. In view of these existing land uses along H Street, the future intensification planned with the two TFAs at either end of the corridor, and the potential for future market forces to focus on H Street as a key corridor, a special study is needed that examines further potential changes in land use and intensity; building mass; the potential for taller buildings; and the relationship and appropriate transitions to adjacent stable neighborhoods (see Policy LUT 2.6).

The identification of the above-mentioned TFAs and corridor within the City's Urban Core, as well as within the Eastern Urban Center (EUC), are intended to establish places where people are attracted to active; pedestrian-oriented experiences, including: shopping; restaurants; entertainment; and employment, and which are located along major thoroughfares and transit routes where they can be most readily accessed. While allowance for higher intensities and taller buildings, (or "high-rise" structures), in these locations provides more housing, employment and other opportunities on a smaller amount of land, the principal reason for high-rise structures is to provide landmarks and skyline recognition for key areas of the City, and punctuate them as vibrant, active and successful community centers.

The following objectives and policies are provided to ensure that the evolution of more urban land use areas within Chula Vista is strategically focused and harmoniously integrated to adjoining, stable neighborhood areas, and that the allowance of high-rise structures of eight or more stories is appropriately managed. In addition, please see Planning Area Plans in Sections 8.0 - 10.0 of this element for further site area specific discussions and policies, as well as the Otay Ranch General Development Plan (GDP), which addresses development within the EUC.

## Objective - LUT 2

Limit locations for the highest development intensities and densities, and the tallest building forms, to key urban activity centers that are also well-served by transit

## Policies

**LUT 2.1** Locate Mixed Use Transit Focus Areas where major transit stations exist or are planned.

**LUT 2.2** Locate the highest development intensities and residential densities within Mixed Use Transit Focus Areas where strong City Gateway elements exist or key urban activity areas occur.

**LUT 2.3** Limit the location of high-rise structures to within the E Street and H Street Transit Focus Areas at Interstate 5, and the Eastern Urban Center area of Otay Ranch.

**LUT 2.4** High-rise buildings will be subject to discretionary review in order to ensure they are a positive addition to the City, in accordance with the following provisions:

- The building must reflect unique, signature architecture that symbolizes the City and can be immediately recognized as a positive Chula Vista landmark.
- The building must be accompanied by clear public benefits in acceptance of the height, such as increased public areas, plazas; fountains; parks or paseos; extensive streetscape improvements; or other public venues or amenities.
- The overall building height and massing must reflect appropriate transitions to surrounding areas, in accordance with the future vision for those areas, or if the building is on the periphery of an area of change, to the adjoining neighborhood. Specific Plans, General Development Plans/Sectional Planning Area Plans or other zoning regulations will provide the basis for defining such transitions.

**LUT 2.5** Require proposals for development within TFAs to conduct studies to assess the effects on light and solar access, and shadowing and wind patterns on adjacent areas and buildings.

**LUT 2.6** Conduct a special study to examine the potential for higher land use intensities and taller buildings along the H Street Transit Focus Corridor between Interstate 5 and Fourth Avenue, and to address compatibility issues with adjacent stable neighborhoods. The precise boundaries will be established at the time of the study, and all land use policies within in this General Plan shall apply until modified or amended, as a result of study findings.

## Objective - LUT 3

Direct the urban design and form of new development and redevelopment in a manner that blends with and enhances Chula Vista's character and qualities, both physical and social.

## Policies

**LUT 3.1** Adopt urban design guidelines and/or other development regulations for all Districts or Focused Areas of Change as presented in Sections LUT 8.0 - 10.0 of the LUT Element, as necessary, to ensure that new development or redevelopment recognizes and enhances the character and identity of adjacent areas, consistent with this General Plan's Vision.

**LUT 3.2** Any such urban design guidelines and/or other development regulations shall be consistent with other, related policies and provisions in this General Plan, including Sections 7.3 through 7.6.

**LUT 3.3** Buildings within the TFAs should not adversely affect public views or view corridors, and should be designed to be sensitive to adjacent buildings and areas.

## 7.3 Preserving and Enhancing Stable Residential Neighborhoods

Planning for existing neighborhood preservation, identity and protection is one of the most important purposes of the City's General Plan. Existing residential neighborhoods in the City consist of either mostly single-family dwellings, mostly multi-family dwellings, or areas in transition. Residential neighborhoods that are not considered in transition are considered stable, and should be protected. (Please refer to LUT Section 4.7 for discussion of this terminology.)

To maintain the quality of existing, stable residential neighborhoods requires that the City conserve existing housing, ensure good street design, minimize and control traffic in residential neighborhoods, and ensure that development adheres to quality design standards. Please refer to Section 7.3 for additional policies on the protection of stable neighborhoods.

### Objective - LUT 4

Establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable residential neighborhoods.

## Policies

**LUT 4.1** Preserve and reinforce the community character of existing, older, well-maintained, stable residential neighborhoods located outside of the Districts or Focus Areas identified for change in this document.

**LUT 4.2** Protect existing, stable, single-family neighborhoods through zoning or other regulations that discourage the introduction of higher density residential or other incompatible or potentially disruptive land uses and/or activities.

**LUT 4.3** Require that new development, or redevelopment, through consideration of site and building design, and appropriate transition and edge treatments does not negatively affect the nature and character of nearby established neighborhoods or development.

**LUT 4.4** Ensure that proposals for new construction, remodels and additions within existing stable, neighborhoods are appropriately sized and designed to be compatible with the neighborhood's character, and to minimize impacts on adjacent parcels.

**LUT 4.5** Establish zoning or other regulations to ensure that non-residential uses or activities in stable residential neighborhoods occur only when the character and the quality of the neighborhood can be maintained.

**LUT 4.6** Minimize through circulation design and/or traffic-calming features (to the maximum extent practicable), the use of neighborhood streets in stable residential neighborhoods for regional or cut-through traffic, to protect those neighborhoods from adverse traffic effects. This would include access to and from side streets and alleys.

**LUT 4.7** Recognize established communities and neighborhoods within the City through signage, landscaping, or other identifying features.

## 7.4 Implementing Mixed Use Areas

This General Plan proposes mixed use development to create vibrant environments in select areas of the City. These mixed use areas are intended to provide housing and jobs near existing and proposed transit locations, as well as at activity centers located throughout the City. The mixed use areas allow the City an opportunity to provide appropriate areas with a more urban living and working environment than currently exists in the City.

## Objective - LUT 5

Designate opportunities for mixed use areas with higher density housing that is near shopping, jobs, and transit in appropriate locations throughout the City.

## Policies

**LUT 5.1** Promote mixed use development, where appropriate, to ensure a pedestrian-friendly environment that has opportunities for housing; jobs; childcare; shopping; entertainment; parks; and recreation in close proximity to one another.

**LUT 5.2** Encourage new development that is organized around compact, walkable, mixed use neighborhoods and districts in order to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.

**LUT 5.3** Authorize and encourage mixed use development in focus areas, including high-density residential housing, neighborhood-serving commercial, and office uses.

**LUT 5.4** Develop the following areas as mixed use centers: Urban Core; Palomar Trolley Station; Eastern Urban Center; and Otay Ranch Village Cores and Town Centers.✷

**LUT 5.5** Amend the Zoning Ordinance to implement mixed use zoning districts that provide development standards for mixed use development, which should address minimum density and intensity requirements; allowable uses; building heights; and any shared parking standards

.

**LUT 5.6** Allow for the revitalization and intensification of infill sites within the Northwest and Southwest Planning Areas, consistent with FAR limitations; and amend the Zoning Ordinance so that it does not inhibit appropriate infill development.

**LUT 5.7** Encourage new ownership or rental housing in mixed use designations and near major transit services, where compatible with adjacent neighborhoods. Mixed use housing should minimize impacts on designated single-family neighborhoods.

✷*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information*

**LUT 5.8** Encourage a wide variety of retail and commercial services, such as restaurants and cultural arts/entertainment, in appropriate locations.

**LUT 5.9** Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed use areas.

**LUT 5.10** Support the continued development of a visitor economy in the Northwest Planning Area and additional visitor commercial uses and amenities in the Bayfront Planning Area.

**LUT 5.11** Endeavor to reduce the number of peak hour automobile trips by supporting increased services near workplaces.

**LUT 5.12** Minimize local and regional traffic by concentrating higher density employment near major transit services.

**LUT 5.13** Higher density residential and mixed use residential/commercial development should be designed to:

- Create a pleasant walking environment to encourage pedestrian activity;
- Maximize transit usage;
- Provide opportunities for residents to conduct routine errands close to their residence;
- Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project;
- Use architectural elements or themes from the surrounding neighborhood; and
- Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts.

## 7.5 Compatible Land Use and Edge Transitions

Incompatible land uses immediately adjacent to one another, such as residential and industrial uses, may significantly affect the health of a community. Uses should be appropriately buffered, or incompatibilities should be addressed through redesignation of uses or mitigation of impacts to adjacent uses in the area. Mixed use areas will inherently have higher levels of activity and intensity than solely residential neighborhoods. Both the pattern of mixed use areas and individual project designs must be sensitive to edge transitions between neighborhoods and strive to minimize potential impacts on adjacent residential neighborhoods.

### Objective - LUT 6

Ensure adjacent land uses are compatible with one another.

## Policies

**LUT 6.1** Ensure, through adherence to design guidelines and zoning standards, that the design review process guarantees excellence in design and that new construction and alterations to existing buildings are compatible with the best character elements of the area.

**LUT 6.2** Require that proposed development plans and projects consider and minimize project impacts upon surrounding neighborhoods.

**LUT 6.3** Require that the design of new residential, commercial, or public developments is sensitive to the character of existing neighborhhods through consideration of access, compatible building design and massing, and building height transitions, while maintainin the goals and values set forth in the General Plan. Within TFAs, design provisions should include requirements for a minimum building stepback of 15 feet for every 35 feet in height, for edges abutting residential uses.

**LUT 6.4** Discourage additional multi-family development in existing single-family designated neighborhoods.

**LUT 6.5** Require, through sensitive and attractive design, that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood.

**LUT 6.6** Establish design guidelines and development standards for commercial and mixed use development that respect and complement the character of surrounding neighborhoods and uses.

**LUT 6.7** Require that outdoor storage areas or salvage yards be screened from any public right-of-way.

**LUT 6.8** Require that any land use that handles, generates and/or transports hazardous substances, will not negatively impact existing or future sensitive receptors/land uses, as defined by state and federal regulations.

**LUT 6.9** Coordinate with adjacent landowners, cities, and San Diego County in establishing compatible land uses for areas adjacent to the City's boundaries.

**LUT 6.10** Coordinate and work closely with the City of San Diego, National City, and San Diego County in the Otay Valley Regional Park and Sweetwater/Bonita areas to participate in the development review processes of projects proposed in these areas. Work to ensure that such development takes applicable City of Chula Vista standards into consideration, as appropriate.

## Objective - LUT 7

Appropriate transitions should be provided between land uses.

## Policies

**LUT 7.1** Protect adjacent, stable residential neighborhoods by establishing guidelines that reduce the potential impacts of higher intensity mixed use, commercial, and urban residential developments (i.e. transitional areas).

**LUT 7.2** Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.

**LUT 7.3** Require that commercial and industrial development adjacent to residential or educational uses be adequately screened and buffered to minimize noise, light, glare, and any other adverse impacts upon these uses.

**LUT 7.4** Require landscape and/or open space buffers to maintain a naturalized or softer edge for proposed private development directly adjacent to natural and public open space areas.

**LUT 7.5** Projects within TFA shall provide appropriate and sufficient features to soften the transaction to adjacent buildings and properties, through the following techniques.

- Project landscape plans should include shade tree and screening plantings to reduce heat gain upon, and visually soften building edges.
- Exterior lighting designs shall focus internally in order to reduce light pollution on neighboring properties.
- Fencing and/or buffers shall be required to screen features such as dumpsters, rear entrances, utility and maintenance structures, and loading facilities.
- Walls or fencing along project edges shall be articulated and incorporate features to avoid presenting a monotonus or blank wall to the street or adjacent property.

**LUT 7.6** In order to ensure appropriate separation from existing development to new, taller buildings forms within TFAs ensure a minimum 15-foot rear yard setback for structures up to 84 feet in height.

## 7.6 Enhancing Community Image

Community image is the impression held in the minds of Chula Vista residents and visitors to the City. It is created by both natural and man-made features, such as views; open space; city entryways; primary or secondary gateways; streetscapes; buildings; parks; and plazas.

Preservation and enhancement of scenic resources, and the positive visual aspects of Chula Vista's urban, suburban, and rural character are important factors as the City continues to grow. Continued environmental protection of our open space network is important to City residents and will continue. Directing new and infill growth to areas along major arterial corridors and transit routes is beneficial to open space areas and will benefit our City as a whole.

Urban design refers to the various physical design elements that make up the City's built environment, including buildings; public spaces; gateways; streetscape; and landscaping. The quality, physical form, and arrangement of these elements contribute to the City's image, neighborhood identity, and overall livability.

Gateway areas into the City or its districts that are well-designed, attractive, and exhibit a special character help to enhance the City's image and instill community pride. Quality architecture and landscape design are also important elements of city building and place-making. Preservation of important cultural buildings and landmarks contribute to the community's unique sense of place. Also, programs for public art, signs, and landscaping help to create an attractive and special environment for Chula Vista's residents and visitors.

### *Community Image and Identity*

**Objective - LUT 8**

Strengthen and sustain Chula Vista's image as a unique place by maintaining, enhancing, and creating physical features that distinguish Chula Vista's neighborhoods, communities, and public spaces, and enhance its image as a pedestrian-oriented and livable community.

## Policies

**LUT 8.1** Develop a program to enhance the identity of special districts and neighborhoods to create variety and interest in the built environment, including such items as signage, monuments, landscaping, and street improvements.

**LUT 8.2** Emphasize certain land uses and activities, such as cultural arts; entertainment; specialty retail; or commercial recreation, to enhance or create the identity of specialized districts or Focus Areas in the City.

**LUT 8.3** Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and enhance the desired character of their District.

**LUT 8.4** Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including: parks; courtyards; water features; gardens; passageways; paseos; and plazas, into public improvements and private projects.

**LUT 8.5** Prepare urban design guidelines that help to create pedestrian-oriented development by providing:

- Pedestrian circulation among parcels; uses; transit stops; and public or publicly accessible spaces;
- Human scale design elements;
- Varied and articulated building facades;
- Visual (first floor clear glass windows) and physical access for pedestrians;
- Ground floor residential and commercial entries that face and engage the street; and
- Pedestrian-oriented streetscape amenities.

**LUT 8.6** Develop a master plan for artwork in public places that would identify the types of art desired and establish appropriate settings for the display of art, including within public rights-of-way and landscape medians.

**LUT 8.7** Ensure that vacant parcels and parcels with unsightly storage uses, such as auto salvage yards, are appropriately screened from the street to reduce their negative visual effects.

**LUT 8.8** Encourage the upgrading, beautification, and revitalization of existing strip commercial areas and shopping centers.

*Gateways and Streetscapes*

## Objective - LUT 9

Create enhanced gateway features for City entry points and other important areas, such as special districts.

## Policies

**LUT 9.1** Create consistent entry features for City entryways and gateways so people recognize that they are entering Chula Vista.

**LUT 9.2** The City will prepare, or cause to have prepared, entryway/gateway master plans for each of the identified entryways/gateway within the City to appropriately guide development within these areas (see LUT Section 3.2 and Figure 5-6). These master plans will provide design guidelines and standards for public improvements, as well as for private or public development within these designated areas. Examples may include: enhanced pavement and/or sidewalk standards; enhanced landscape standards; thematic sign standards; and special architectural standards for buildings or other structures.

The City will prepare a General Plan Implementation Program to assure establishment of these gateway master plans, and it will include interim provisions for the processing of any projects within these areas prior to completion and adoption of the according entryway/gateway master plan.

**LUT 9.3** As part of the approval process for projects within designated City entryway/gateway areas, the City shall confirm that the design conforms to applicable entryway/gateway design guidelines and standards.

**LUT 9.4** Cooperate with Caltrans to improve freeway landscaping, especially at on- and off-ramps and at freeway interchanges.

**LUT 9.5** Establish a pedestrian paseo along F Street (F Street Promenade) that will link downtown with the Interstate 5 Corridor District and the Bayfront Planning Area.

## Objective - LUT 10

Create attractive street environments that complement private and public properties, create attractive public rights-of-way, and provide visual interest for residents and visitors.

## Policies

**LUT 10.1** The City shall create unique landscape designs and standards for medians for each major thoroughfare to distinguish each from the other and to provide a special identity for districts and neighborhoods.

**LUT 10.2** Landscape designs and standards shall include a coordinated street furniture palette, including waste containers and benches, to be implemented throughout the community at appropriate locations.

**LUT 10.3** Provide well-designed, comfortable bus stops throughout the City.

**LUT 10.4** Prior to the approval of projects that include walls that back onto roadways, the City shall require that the design achieves a uniform appearance from the street. The walls shall be uniform in height, use of materials, and color, but also incorporate elements, such as pilasters, that add visual interest.

**LUT 10.5** Require undergrounding of utilities on private property and develop a priority-based program of utility undergrounding along public rights-of-way.

**LUT 10.6** Study the locational requirements of utility, traffic control, and other cabinets and hardware located in the public rights-of-way to determine alternative locations for these items in less obtrusive areas of the street environment.

**LUT 10.7** Work with utility providers to coordinate the design of utility facilities (e.g., substations, pump stations, switching buildings, etc.) to ensure that the facilities fit within the context of their surroundings and do not cause negative visual impacts.

*Quality Design*

## Objective - LUT 11

Ensure that buildings and related site improvements for public and private development are well-designed and compatible with surrounding properties and districts.

## Policies

**LUT 11.1** Promote development that creates and enhances positive spatial attributes of major public streets; open spaces; cityscape; mountain and bay sight lines; and important gateways into the City.

**LUT 11.2** Promote and place a high priority on quality architecture, landscape, and site design to enhance the image of Chula Vista, and create a vital and attractive environment for businesses, residents, and visitors.

**LUT 11.3** The City shall, through the development of regulations and guidelines, ensure that good project landscape and site design creates places that are well-planned; attractive; efficient; safe; and pedestrian-friendly.

**LUT 11.4** Actively promote architectural and design excellence in buildings, open space, and urban design.

**LUT 11.5** Require a design review process for all public and private discretionary projects (which includes architectural, site plan, landscape and signage design) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific requirements of the City's Design Manual, General Plan, and appropriate zone or Area Development Plans.

*Historic Resources*

## Objective - LUT 12

Protect Chula Vista's important historic resources.

## Policies

**LUT 12.1** Establish a formalized process for historic preservation by evaluating requirements for certified local government status, as defined by the state historic preservation office.

**LUT 12.2** Amend City zoning codes, as necessary, to implement the recommendations contained in "An Evaluation of Historic Preservation in Chula Vista" and related subsequent evaluations and studies..

**LUT 12.3** Adopt a Historic Preservation ordinance that implements the goals established by the City Council in February, 2000; the City Council strategic themes of 2003; and the document "An Evaluation of Historic Preservation in Chula Vista".

**LUT 12.4** Conduct an objective, comprehensive City-wide survey of Chula Vista's historical assets for the purpose of establishing a list of buildings appropriate for formal historical designation.

**LUT 12.5** Recognize the inherent public value of historic preservation in contributing to the beauty, character, and sense of place in Chula Vista, and promote and facilitate participation in the Mills Act and other appropriate incentive programs to encourage the preservation of cultural resources.

**LUT 12.6** Through the City's development regulations, acknowledge and recognize those areas of the City that have historic resources. Examine current and future zoning and development regulations and design guidelines to ensure they support preservation and restoration of designated historic resources, and, as appropriate, require new development or redevelopment to acknowledge these in context.

**LUT 12.7** Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to historic resources in accordance with the California Environmental Quality Act.

**LUT 12.8** As practicable, the City will support and encourage the rehabilitation of sound, historic buildings.

**LUT 12.9** Encourage and promote the adaptive reuse of historic resources and buildings, and, where appropriate, the non-historic buildings that embody Chula Vista's cultural or historic character.

**LUT 12.10** Promote the maintenance; repair; stablization; rehabilitation; restoration; and preservation of historical resources in a manner consistent with federal and state standards.

**LUT 12.11** Prior to the approval of any projects that propose the demolition or significant alteration of a potentially significant historic resource (as defined pursuant to applicable state and federal laws), require the completion of an historic survey report to determine significance. If determined to be significant, require appropriate and feasible mitigation pursuant to CEQA Guidelines, Section 15064.5.

**LUT 12.12** In instances where projects may adversely affect significant historic resources,. require the implementation of an appropriate conservation program in accordance with applicable state and federal laws.

**LUT 12.13** Protect, preserve, and seek to restore publicly-owned historical resources (such as Rohr Manor House and the Chula Vista Women's Club).

*Scenic Resources*

## Objective - LUT 13

Preserve scenic resources in Chula Vista, maintain the City's open space network, and promote beautification of the City.

## Policies

**LUT 13.1** Identify and protect important public viewpoints and viewsheds throughout the Planning Area, including features within and outside the planning area, such as: mountain; native habitat areas; San Diego Bay; and historic resources.

**LUT 13.2** Continue to implement the City's planned open space network.

**LUT 13.3** Screen unsightly industrial properties on the Bayfront, or convert such properties to uses that are consistent with the desired visual character of the Bayfront.

**LUT 13.4** Any discretionary projects proposed adjacent to scenic routes, with the exception of individual single-family dwellings, shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage, and utilities. Development adjacent to designated scenic routes should be designed to:

- Create substantial open areas adjacent to scenic routes through clustering development;
- Create a pleasing streetscape through landscaping and varied building setbacks; and
- Coordinate signage, graphics and/or signage requirements, and standards.

## 7.7 Linking Chula Vista Internally and to the Region

Chula Vista is an integral part of the larger San Diego region and is emerging as the dynamic hub of the south San Diego County area. To maintain and continue to develop in this role, it is crucial that Chula Vista's transportation system is well connected to the region's overall transportation network. It is equally important that Chula Vista's internal connections function efficiently and provide convenient access between the City's various activity centers, and from residential areas to activity centers.

This General Plan anticipates full funding and completion of State Route 125, including the Otay River crossing, essential interchanges in Chula Vista, and accommodation of regional transit service as central to supporting the development concepts of the General Plan.

### Objective - LUT 14

Coordinate with appropriate regional and local agencies to create an effective regional transportation network that links Chula Vista to the surrounding region and Mexico.

### Policies

**LUT 14.1** Support the study, design, expansion, and construction of a regional freeway system that will have the capacity to carry forecasted regional traffic demand in and through the City of Chula Vista.

**LUT 14.2** Support planning for regional freeways and state highways to allow mitigation of anticipated impacts from external trips on the Chula Vista circulation system.

**LUT 14.3** Plan for high capacity regional freeway and Transit First facilities to adequately serve the regional travel demand resulting from the land uses associated with adjacent areas.

**LUT 14.4** Focus regional traffic corridors traversing the General Plan area to Interstate 5; Interstate 805; State Route 54; and State Route 125. Major east-west roads should be used to effectively distribute traffic to the freeways and tollways.

**LUT 14.5** Continue to actively participate in regional organizations and processes to ensure the integration of Chula Vista circulation system facilities with circulation systems planned for by other agencies.

**LUT 14.6** Define and evaluate quality of life standards for transportation, and establish an implementation plan for financing needed facilities.

**LUT 14.7** Coordinate with regional agencies to ensure adequate transportation links with regional population, employment and activity centers.

**LUT 14.8** Analyze the need for, timing and ultimate construction of the future La Media Road Crossing of the Otay Valley as part of the pending updates of plans within the surrounding area, such as the City of San Diego's Otay Mesa Community Plan Update. Factors to be considered in the analysis include existing and forecast traffic volumes and LOS on the circulation system, and Johnson Canyon Open Space Preserve.

**LUT 14.9** In order to provide direct access to the University, RTP, Village Nine Town Center, and to provide regional transit service across the Otay Valley, support the construction of the Rock Mountain and Otay Valley Road interchanges with State Route 125, as warranted in accordance with the City of Chula Vista Toll Road Agreement with San Diego Expressway Limited Partnership and Agreement Affecting Real Property, as amended.

**LUT 14.10** Work with regional planning agencies to incorporate revisions in the regional mobility network proposed to support the City of Chula Vista's General Plan.

**LUT 14.11** Work with regional funding agencies to prioritize transportation system improvements as they are needed in Chula Vista, local smart growth opportunity areas, and south San Diego County.

## Objective - LUT 15

Improve transportation connections within Chula Vista and between eastern and western Chula Vista, particularly transit connections between major activity centers.

## Policies

**LUT 15.1** Study and consider physical and operational improvements to increase street and intersection capacity, provided they are compatible with other City goals.

**LUT 15.2** Optimize and maintain the performance of the traffic signal system and the street system to facilitate traffic flow and to minimize vehicular pollutant emission levels.

**LUT 15.3** Support the implementation of enhanced transit service concepts (such as Transit First!) on H Street and other major east/west arterials. Enhance east/west accessibility with use of Bus Rapid Transit (BRT).

**LUT 15.4** Develop an overall transportation system plan and standards, including an evaluation of service levels, to address mobility, accessibility, and linkage between eastern and western Chula Vista.

**LUT 15.5** Develop a convenient, destination-oriented shuttle system within the City that links activity centers, recreation opportunities, and other appropriate important destinations. Ensure that such a system is environmentally-friendly, affordable, and accessible, and connects Downtown Third Avenue, the Civic Center, H Street, and the Bayfront.

## 7.8 Land Use and Transportation Integration

Transportation and travel are important quality of life components for Chula Vista residents. Ease of getting back and forth to work and school, the amount of time spent commuting, and the number and degree of choices available for getting around are very important to people. Land use type, function, and location all have a major effect on transportation use, and decisions about transportation influence what is built and where. Planning for land use and transportation facilities must be considered together to achieve the best solutions. For example, higher density housing always reduces land consumption, but it only has transportation benefits when paired with a land use mix that provides destinations within a convenient walking distance, in areas that have access to transit and transportation corridors, and in areas that have street patterns that are interconnected and developed with sidewalks..

### Objective - LUT 16

Integrate land use and transportation planning and related facilities.

### Policies

**LUT 16.1** Promote the development of well-planned communities that will tend to be self-supportive and, thus, reduce the length of vehicular trips, reduce dependency on the automobile, and encourage the use of other modes of travel.

**LUT 16.2** Ensure that new development and community activity centers have adequate transportation and pedestrian facilities.

**LUT 16.3** Provide direct and convenient access to public transit stops within residential, commercial, and industrial areas.

**LUT 16.4** Develop plans, policies, and standards for enhancing interchanges and bridge crossings along (or over/under) the Interstate 5, Interstate 805, State Route 54, and State Route 125 corridors to support transit, vehicular, non-motorized, and pedestrian connections.

## Objective - LUT 17

Plan and coordinate development to be compatible and supportive of planned transit.

## Policies

**LUT 17.1** Designate sufficient land at appropriate densities to support planned transit and require that development be transit-oriented, as appropriate to its proximity to transit facilities.

**LUT 17.2** Direct higher intensity and mixed use developments to areas within walking distance of transit, including San Diego Trolley stations along E, H, and Palomar Streets, and new stations along future transit lines, including Bus Rapid Transit (BRT).

**LUT 17.3** Establish new Town Centers in the East Planning Area to be transit-oriented and include a transit station. ✷

**LUT 17.4** Require developers to consult and coordinate with SANDAG and the City to ensure that development is compatible with and supports the planned implementation of public transit.

## 7.9 Improving Vehicular And Transit Mobility

The City of Chula Vista will continue its efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity; however, the City's ability to widen roads to accommodate increased demand from automobile traffic is limited. Additionally, road widening in some areas is not consistent with goals to create streets that are pedestrian-friendly and safe. Therefore, the City must seek alternative ways to increase the capacity to move both people and cars. This includes more efficient use of roadways, traffic demand reduction, and increased use of transit, bicycles, and walking.

✷ *For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information*

## Objective - LUT 18

Reduce traffic demand through Transportation Demand Management (TDM) strategies, increased use of transit, bicycles, walking, and other trip reduction measures.

## Policies

**LUT 18.1** Support and encourage the use of public transit.

**LUT 18.2** Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use conventional transit service.

**LUT 18.3** Provide and enhance all feasible alternatives to the automobile, such as bicycling and walking, and encourage public transit ridership on existing and future transit routes.

**LUT 18.4** Use master planning techniques in new development and redevelopment projects to enable effective use of public transit.

**LUT 18.5** Implement TDM strategies, such as carpooling, vanpooling, and flexible work hours that encourage alternatives to driving alone during peak periods.

**LUT 18.6** Encourage employer-based TDM strategies, such as: employee transportation allowances; preferential parking for rideshare vehicles; workplace-based carpool programs; and shuttle services.

**LUT 18.7** Support the location of private "telework" centers.

**LUT 18.8** Encourage establishment of park-and-ride facilities near or at transit stations, as appropriate to the area's character and surrounding land uses.

## Objective - LUT 19

Coordinate with the regional transportation planning agency, SANDAG, and transit service providers such as the Metropolitan Transit System (MTS), to develop a state-of-the-art transit system that provides excellent service to residents; workers; students; and the disabled, both within the City, and with inter-regional destinations.

### Policies

**LUT 19.1** Designate transportation corridors as potential express transit facilities, such as Bus Rapid Transit (BRT).

**LUT 19.2** Actively support and contribute to local and regional planning efforts for the design and implementation of regional transit facilities.

**LUT 19.3** Support the implementation of Transit First! concepts and other innovative technologies to raise the standard of transit service.

**LUT 19.4** Provide incentives to promote transit in higher density areas.

**LUT 19.5** Plan for and promote improved access between the Palomar Street, E Street and H Street light rail stations and land uses east of those stations and to the Bayfront. This may involve the construction of separate bridges or ramps connecting Chula Vista streets to transit facilities and/or a deck over Interstate 5 to the Bayfront.

## Objective - LUT 20

Make transit-friendly roads a top consideration in land use and development design.

## Policies

**LUT 20.1** Incorporate transit-friendly and pedestrian-friendly elements into roadway design standards, such as signal priority for transit and adequate sidewalk widths for pedestrians.

**LUT 20.2** Protect rights-of-way where possible to facilitate future transit service and support the development of secure park-and-ride lots within walking distance of transit stations.

## Objective - LUT 21

Continue efforts to develop and maintain a safe and efficient transportation system with adequate roadway capacity to serve future residents, while preserving the unique character and integrity of recognized communities within the City.

## Policies

**LUT 21.1** Provide alternatives and mitigation strategies, as reflected in SANDAG's Regional Comprehensive Plan, so that the area's transportation system is able to move people effectively through a combination of modes.

**LUT 21.2** Conduct periodic analysis of the existing circulation system to verify that acceptable levels of service are provided on circulation corridors, as well as individual signalized intersections, as part of a comprehensive growth management program.

**LUT 21.3** Minimize adverse impacts of the transportation system on adjacent land uses

**LUT 21.4** Maintain and improve existing infrastructure for the movement of people, goods, and vehicles within and throughout the City.

**LUT 21.5** Consider public and personal safety and comfort factors in the design of major transit centers and their connections to the surrounding area, including consideration of crime prevention through environmental design (CPTED) principles and minimizing potential vehicle/pedestrian conflicts..

## 7.10 Grade Separated Transit Crossing at E Street and H Street

The San Diego Trolley Blue Line passes through the western part of the City of Chula Vista, along the east side of Interstate 5, with stations at E Street, H Street, and Palomar Street. Because the Trolley crossings of City streets are currently at-grade, station stops block the flow of traffic between Interstate 5 and western Chula Vista, resulting in delays and queues. This is especially true on E Street and H Street, which are major east/west roads linking the freeway and the western part of the City. These conditions will worsen due to local and regional traffic growth and the planned increase in Trolley service. Grade separation will reduce east/west traffic delays. Projected gridlock-like conditions will be substantially improved, because east/west traffic will flow through intersections without the queues and delays caused by increased Trolley crossings and their gate operations.

### Objective - LUT 22

Encourage regional and local efforts to continue planning for enhancements to Light Rail Trolley service along the west side of the City.

## Policies

**LUT 22.1** Provide grade separated Trolley crossings at E Street and H Street.

**LUT 22.2** Pursue regional, state and federal funding for grade separated Trolley crossings of E and H Streets.

## 7.11 Increase Mobility Through Use of Bicycles and Walking

Bicycles are an alternative to driving, accommodating longer trips than walking, especially when combined with transit. Every trip begins and ends with walking, so the pedestrian environment becomes the primary transportation element that connects all travel modes. For walking and bicycling to be viable alternatives to travel by car, the bicycle and pedestrian systems must efficiently and conveniently connect residential areas and activity centers in a safe and comfortable manner, and within an interesting environment.

### Objective - LUT 23

Promote the use of non-polluting and renewable alternatives for mobility through a system of bicycle and pedestrian paths and trails that are safe, attractive and convenient forms of transportation.

### Policies

**LUT 23.1** Encourage the use of bicycles and walking as alternatives to driving.

**LUT 23.2** Foster the development of a system of inter-connecting bicycle routes throughout the City and region.

**LUT 23.3** Preserve, restore, or provide the opportunity for a cyclist to ride a bicycle to virtually any chosen destination, in order to make the bicycle a viable transportation alternative.

**LUT 23.4** Link major residential areas with principal trip destinations, such as schools; parks; community centers; and shopping centers.

**LUT 23.5** Provide linkages between bicycle facilities that utilize circulation element alignments and open space corridors.

**LUT 23.6** In addition to using open space corridors, off-street bicycle trails should use flood control and utility easements. The trails shall be designed to minimize interaction with automobile cross traffic.

**LUT 23.7** Provide bicycle support facilities at all major bicycle usage locations.

**LUT 23.8** Provide and maintain a safe and efficient system of sidewalks, trails, and pedestrian crossings.

**LUT 23.9** Promote walking by providing short, direct, safe, and pleasant routes between residential areas and transit stations and/or activity centers.

**LUT 23.10** Promote the system of trails envisioned within the Chula Vista Greenbelt.

**LUT 23.11** Implement recommendations of the City's Bikeway Master Plan and Greenbelt Master Plan.

**LUT 23.12** Provide opportunities for use of personal mobility devices.

**LUT 23.13** New overpasses and interchanges should be designed to accommodate bicycles and pedestrians.

**LUT 23.14** Require new development projects to provide internal bikeway systems with connections to the citywide bicycle networks.

## 7.12 Regional Cooperation and Coordination

Many important issues affecting Chula Vista's quality of life, such as traffic congestion; air quality; jobs; and economic prosperity are regional issues shared by San Diego County's other cities, and unincorporated areas. Region-wide discussion and planning, with coordinated action and implementation, can address and improve regional issues and concerns that affect Chula Vista. The Regional Comprehensive Plan (RCP) approved by SANDAG in July 2004 provides a common basis for the region's cities to address issues of mutual concern and to provide balanced, regional solutions. It is important that the City continue to participate on regional bodies that address these issues, and continue to advocate and support proposed RCP solutions that will improve the quality of life for City residents.

The City is also influenced and affected by activities that take place immediately adjacent to its corporate boundary, such as National City and San Diego; within its sphere of influence, such as San Diego County's Sweetwater Community Plan area; or in the nearby surrounding area, such as the Otay Valley and Otay Mesa. Chula Vista needs to address issues of concern or problems in these areas, including establishment of appropriate municipal service boundaries and clear community identity, and proactively work with the appropriate jurisdiction to develop solutions.

### Objective - LUT 24

Work cooperatively with other agencies and jurisdictions to address regional issues that affect the quality of life for Chula Vista's residents, such as land use, jobs/housing balance, transportation, mobility, and economic prosperity, and advocate proactively with appropriate agencies regarding key issues.

## Policies

**LUT 24.1** Continue to coordinate with regional planning agencies to address regional issues integral to Chula Vista residents' quality of life, and advocate proactively with appropriate bodies regarding key issues.

**LUT 24.2** Coordinate City strategies with SANDAG, member jurisdictions and other appropriate agencies and/or organizations to meet housing and employment needs.

**LUT 24.3** Coordinate and cooperate with, and advocate the City's position and strategies on key issues with, appropriate State-wide agencies and organizations, including but not limited to Caltrans and the League of Cities.

**LUT 24.4** Coordinate airport land use compatiblility planning with the San Diego County Regional Airport Authority, in its role as the San Diego County Airport Land Use Commission.

## Objective - LUT 25

Address issues of concern or specific problems in areas immediately adjacent to the City's boundaries or within nearby surrounding areas, and proactively work with the appropriate jurisdiction to develop solutions.

## Policies

**LUT 25.1** Work with the City of San Diego to adjust the boundary between San Diego and Chula Vista to generally follow the Otay River.

**LUT 25.2** Work with the National City to adjust the boundary between National City and Chula Vista to generally follow the Sweetwater River/State Route 54.

## 7.13 Relationship of Density / Intensity to Amenities

Development in Chula Vista over the past 50 years has been primarily suburban in nature -- relatively low-density housing, well served by roadways where residents usually need to drive to shop, work, and play. Now Chula Vista is evolving from a suburban community into a city with a more urban-type environment in certain areas, primarily eastern Chula Vista's Eastern Urban Center (EUC) and portions of western Chula Vista. Urban-type environments are characterized by a mix of land uses and housing types, especially higher density, within walking distance of daily shopping needs; restaurants; entertainment; parks; plazas, and community facilities.

*Various strategies will be employed to provide the needed community amenities for existing and new development in mature areas of Chula Vista.*

Future urban-type development in the City will bring increased demand for services, infrastructure, and other needs. Due to the mostly built-out condition in the more mature areas west of Interstate 805, available land for acquisition for public parks and plazas is scarce and expensive. Various strategies will be employed to provide the needed community amenities for existing and new development in these mature areas of Chula Vista.

All new construction, redevelopment, and infill development will observe City requirements and standards to provide necessary improvements. Implementation will be guided by appropriate plans and documents, including, but not limited to, the development standards and guidelines found in existing and future Specific Plans and other regulatory documents. The allowable density and intensity of development is tied to the provision of amenities needed to achieve the community's vision for a well-balanced urban environment. The amenities and incentives are intended to achieve the General Plan's vision and objectives for mixed use development, additional housing opportunities, and a transit-oriented, pedestrian-friendly urban environment that results in improved livability for residents, workers, and visitors.

## Objective - LUT 26

Establish an Urban Core Improvements Program for the Urban Core Subarea.

### Policies

**LUT 26.1** Through the Urban Core Specific Plan, determine an urban framework for streets and gateways; transit accommodation; a network of parks and urban plazas; pedestrian-oriented streets; pedestrian and bicycle linkages; and activity nodes.

**LUT 26.2** Establish an Urban Core Improvements Program that addresses the urban framework elements; implements Urban Mobility techniques and parking strategies; determines what is needed in various areas; and sets priorities for implementation.

**LUT 26.3** Develop methods to finance the Urban Core Improvements Program, including but not limited to, Developer Impact Fees, tax increment financing (in redevelopment areas), and/or other financing programs.

## Objective - LUT 27

Establish a program for development to provide public amenities, and/or community services necessary to support urban development and implement the following policies.

### Policies

**LUT 27.1** Establish a program that relates the allowable floor area ratios (FAR) and residential densities of projects to the provision of the following potential public benefits or amenities and community services, as well as others not listed:

- Public plazas and pocket parks
- Water features in public open spaces

- Public art
- Streetscape improvements
- Pedestrian path improvements
- Enhanced pedestrian connections between parks, public spaces, and neighborhoods by means of paths and open space areas
- Jogging, walking, and fitness trails
- Outdoor through-block connections
- Sidewalk widening
- Arcades
- Upper-level setbacks for buildings more than 30 feet above grade
- Lower-level planting terraces or landscaping
- Underground parking and loading
- Parking concealed by occupiable space
- Additional on-site structured parking for adjacent commercial or residential uses
- Off-site park and open space contributions
- Transit station access and improvements
- Bike lockers
- Locate secure bicycle parking facilities near transit centers and major public and private buildings
- Human services programs, such as child daycare or senior daycare
- School or educational amenities
- Acquisition and maintenance of significant architecture or historical buildings or features
- Larger lot sizes created through lot consolidations
- Streetfront facades/windows
- Affordable housing

## Objective - LUT 28

Consider use of lot consolidation, where appropriate, so that projects meeting the objectives of this General Plan can be achieved, and a high level of community amenities can be provided.

## Policies

**LUT 28.1** Recognize that small lot sizes existing in the Urban Core Subarea and elsewhere may hinder implementation of projects; therefore, where appropriate, encourage and facilitate the consolidation of lots in order to meet the objectives of this General Plan and achieve a higher quality project with enhanced community amenities.

**LUT 28.2** Encourage development of projects on larger lots and consolidated lots in order to achieve the objectives of this General Plan and to take advantage of any incentives program.

## 7.14 Clustering of Residential Development

The concept of residential clustering involves the aggregation or grouping of allowable residential units onto a reduced land area on a particular site, typically in response to the site's unique physical characteristics. These characteristics include such items as: topography; geology; biological resources; or other similar constraints. Clustering may also be used to provide additional amenities for project residents, such as creating open space and/or recreational opportunities. Clustering is most effective when both the site resources and the residents are benefited.

One concern with clustering is that the resulting residential type and/or configuration becomes different than that intended for the area (in a non-clustered situation), and raises issues of consistency and compatibility. To respond, the degree of clustering should not result in housing types inconsistent to the area, such as creating multi-story, multifamily units in a single family designated area. In such an instance, smaller lot single-family dwellings, and single-family attached units or townhomes would be more appropriate. To address another concern, use of clustering is not intended to yield a number of units that would otherwise not be approved on the site in a normal configuration.

### Objective - LUT 29

Allow for the clustering of residential development to respond to site constraints, and improve amenities for project residents.

## Policies

**LUT 29.1** Clustering in response to site constraints must accomplish one or more of the following: preservation of natural landforms; significant reduction in the amount and extent of grading; response to geologic, soil or other hazards; and/or protection of sensitive biological resources.

**LUT 29.2** Clustering may be allowed when it aggregates open space with the project for amenity and recreational purposes, and/or improves the visual and functional qualities of the project.

**LUT 29.3** Clustering shall not result in the creation of dwelling product types that are substantially out of character with the intended dwelling type for the subject General Plan residential classification. The introduction of some unit types typically applicable to the next highest residential density classification may be allowed, provided that the predominant character of the project maintains consistency with the applicable residential classification.

## 7.15 Parking

Parking is a major component of existing and new development or redevelopment; however, parking demand and how it is met should not dominate or detract from the urban environment. Excessive land used for surface parking reduces residential and commercial densities and increases the distance between buildings and streets. A neighborhood or district's parking supply should be appropriate for the area's land uses and level of transportation service. Parking facilities should fit well within the area and not negatively affect its pedestrian-oriented environment, aesthetic qualities, or overall appearance.

### Objective - LUT 30

Use parking management to better utilize parking facilities and implement policies to reduce parking demand before considering public expenditures for additional parking facilities

## Policies

**LUT 30.1** Consider limiting parking in appropriate areas to discourage single-occupant vehicle commuting and to reinforce non-auto travel modes, but not so limiting as to adversely affect the viability and vitality of the area.

**LUT 30.2** Consider establishment of maximum allowances for off-street parking spaces in mixed use zones where parking demand could be offset by close proximity of uses or availability of transit.

**LUT 30.3** Emphasize the provision of short-term parking (e.g., parking duration limits, time-of-day, restricted parking zones) over long-term parking in commercial areas.

## Objective - LUT 31

Provide parking facilities that are appropriately integrated with land uses; maximize efficiency; accommodate alternative vehicles; and reduce parking impacts.

## Policies

**LUT 31.1** Strategically locate parking structures to serve commercial and employment centers, and to provide park and ride opportunities for use of express shuttle, trolley service, and other transit.

**LUT 31.2** Encourage consolidation of surface parking lots into structured parking facilities where appropriately located and well-designed.

**LUT 31.3** Provide parking and recharging facilities for alternative vehicles such, as bicycles and electric and low-emission vehicles.

## Objective - LUT 32

Evaluate the use and applicability of various strategies to provide parking.

## Policies

**LUT 32.1** Consider the joint use of parking facilities in mixed use areas where peak parking occurs at different times of the day or week and the parking facility is within one quarter mile of the uses it will serve.

**LUT 32.2** Consider the establishment of parking districts that may include a variety of public parking facilities, including surface lots and parking structures, to provide parking for a bounded geographical area.

**LUT 32.3** Consider the use of parking credits for developers in exchange for transit facility placement, bicycle facilities, and/or monetary contribution toward public parking.

**LUT 32.4** Consider the use of in-lieu fees, whereby a specified amount is submitted to the City for each parking space not provided on site, which the City shall subsequently use for the construction of public parking facilities.

## Objective - LUT 33

Ensure that parking facilities are appropriately sited and well-designed in order to minimize adverse effects on the pedestrian-oriented environment, and to enhance aesthetic qualities.

## Policies

**LUT 33.1** Off-street surface parking areas should be located and designed in a manner that supports and does not conflict with pedestrian activity, such as to the side or rear of buildings, wherever feasible. In pedestrian-oriented areas, locate surface parking lots to the rear or side of buildings, wherever feasible.

**LUT 33.2** Establish design guidelines for the siting and creation of parking structures, including the requirement that parking structures adjacent to street frontage have ground floor commercial uses along the frontage and that their facades incorporate design features that enhance the street frontage.

## 7.16 Planning For Healthy Communities

Land use and transportation have a strong influence on people's lifestyles and in promoting healthy communities. Land use arrangements and mixes that provide access to daily needs, conveniences, and employment in a safe, inviting, and walkable environment create the underpinnings for increased physical activity. Easy and convenient access to transit and other non-auto modes of travel, especially between residential and employment centers, reduces auto usage, congestion, and the attendant impacts to air quality. Auto emissions are the single largest source of air pollution, and air quality is a major environmental health factor. In addition, the availability of safe, convenient and connected walking paths, trails and bikeways, and neighborhood-based park and recreational options also promote physical activity and exercise.

Other parts of the General Plan also relate to the notion of healthy and safe communities and address topics such as police, fire and emergency medical facilities and services; park and recreation facilities and services; sustainable development; protection of the environment and people from air and water pollution and hazardous materials; and the close relationship between land use and transportation. For instance, Section 3.2 of the Public Facilities and Services Element (Chapter 8) addresses Police, Fire Protection, and Emergency Services; Section 3.5 of the Public Facilities and Services Element deals with Parks and Recreation, and includes an objective and policies on Joint Use of Park and School Facilities; the Environmental Element (Chapter 9) contains sections on Sustainable Development; Promoting Clean Air; Protecting Water Quality; and Hazardous Materials and Waste; and other sections of this Land Use and Transportation Element address Land Use and Transportation Integration, Improving Vehicular and Transit Mobility, and Increasing Mobility Through Use of Bicycles and Walking.

Rather than repeat all relevant discussions and policies here, this section augments and supports these related topics in order to emphasize the growing importance of promoting healthy lifestyles in a coordinated and integrated manner. It also helps respond to regional, state, and federal initiatives on this topic.

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## Objective - LUT 34

Support healthy lifestyles among residents through increasing opportunities for regular physical activity.

## Policies

**LUT 34.1** Encourage the development of parks and open space, as well as a network of pedestrian walkways for physical activity in all neighborhoods.

**LUT 34.2** Provide adequate lighting for streets; parks; recreation facilities; sidewalks; and bike paths to promote their use.

**LUT 34.3** Promote access to healthy foods through opportunities such as farmer's markets.