

1.5 Relationship to Regional & Multi-Jurisdictional Plans

1.5.1 San Diego Association of Governments (SANDAG)

The San Diego Association of Governments (SANDAG), with representatives from County government and eighteen cities in the County, conducts research and serves as the forum for decision-making on regional issues, such as growth, transportation and land use in San Diego County. The City of Chula Vista is a member of SANDAG and participates in the research and programs conducted by the agency. As described below, several region-wide plans and programs influence land use and transportation decisions in the City of Chula Vista.

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Regional Comprehensive Plan (RCP) for the San Diego Region

The Regional Comprehensive Plan (RCP) addresses San Diego's regional growth, while preserving natural resources and limiting urban sprawl. The RCP sets out the region's vision and core values, establishes policies to address key regional issues, and creates a public investment strategy for regionally significant infrastructure.

The RCP (SANDAG, July 2004) indicates that, based on current local General Plans, the region would continue to build homes at a slower pace than needed to support forecast population growth that would be added largely through natural increase (the number of births less the number of deaths), and is collectively about 93,000 housing units short of needed capacity. Chula Vista's role and efforts to address this are presented further in LUT Element Section 4.10, and through land use policies throughout LUT Section 7.0.

Regional Transportation Plan (RTP)

The current Regional Transportation Plan (RTP), called MOBILITY 2030, will implement a long-range vision for highways; major bus routes; Bus Rapid Transit (BRT); the trolley; rail lines; streets; bicycle travel; pedestrian traffic; and goods movement.

MOBILITY 2030 contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region. Within the South Bay and Chula Vista, the City and other jurisdictions worked with SANDAG to create the South Bay Transit First Study (2003), which identifies the proposed future transit system. This network is incorporated into this General Plan, and presented further in LUT Section 5.6, and through policies under section LUT 7.0.

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Regional Housing Program

The Regional Housing Program promotes strategies to increase housing supply and ensure access for all income groups, and provide a variety of housing choices for regional residents.

Employment Lands Inventory

SANDAG analyzes the region's supply of non-retail land and compares it to market demand over the past five years. In 2003, there were nearly 15,000 acres of designated employment land in the region, but only 1,420 acres, located mostly in the growing commercial and residential areas of south San Diego County, were immediately available. The Employment Lands Inventory in Chula Vista includes acreage along the Bayfront, along Main Street, in the Eastern Urban Center, and surrounding the Otay Landfill.

Transit First!

SANDAG's adopted Transit First! Strategy seeks to develop a network of transit services; integrate transit with land use planning; enhance operating speed; and improve the rider's experience. Transit First! projects will provide high-quality, rubber-tired vehicles offering the speed, comfort and amenities of a trolley, with the flexibility of non-fixed modes of transportation. Bus Rapid Transit (BRT) vehicles will travel in their own lanes, as well as in mixed flow lanes where they may receive priority at signalized intersections. Upgraded stations will have shelters, next bus passenger information, and other features.

Working with SANDAG, Chula Vista has completed a South Bay Transit First! Study to identify transit alignments, station locations, and other improvements as part of the overall transit network. Projects programmed for the near future include transit improvements from downtown San Diego to Otay Ranch via Interstate 805, Olympic Parkway and East Palomar Street. Major stations in the South Bay include: Sunbow; Heritage; Lomas Verde/Santa Venetia; Freeway Commercial; Eastern Urban Center; and University (Village 9).

Congestion Management Program (CMP)

SANDAG is the designated congestion management agency for the San Diego region. The Congestion Management Program (CMP) is a state-mandated program that helps cities and communities monitor transportation system performance, develop programs to address near- and long-term congestion, and better integrate land use and transportation planning decisions. By addressing congestion early through the CMP, we can avoid larger problems in the future that will require more expensive solutions. In the short-term, the CMP serves as an element of the Regional Transportation Plan (RTP), focusing on congestion management strategies that can be implemented in advance of the long- range transportation solutions contained within the RTP.



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.

Regional Transit Vision

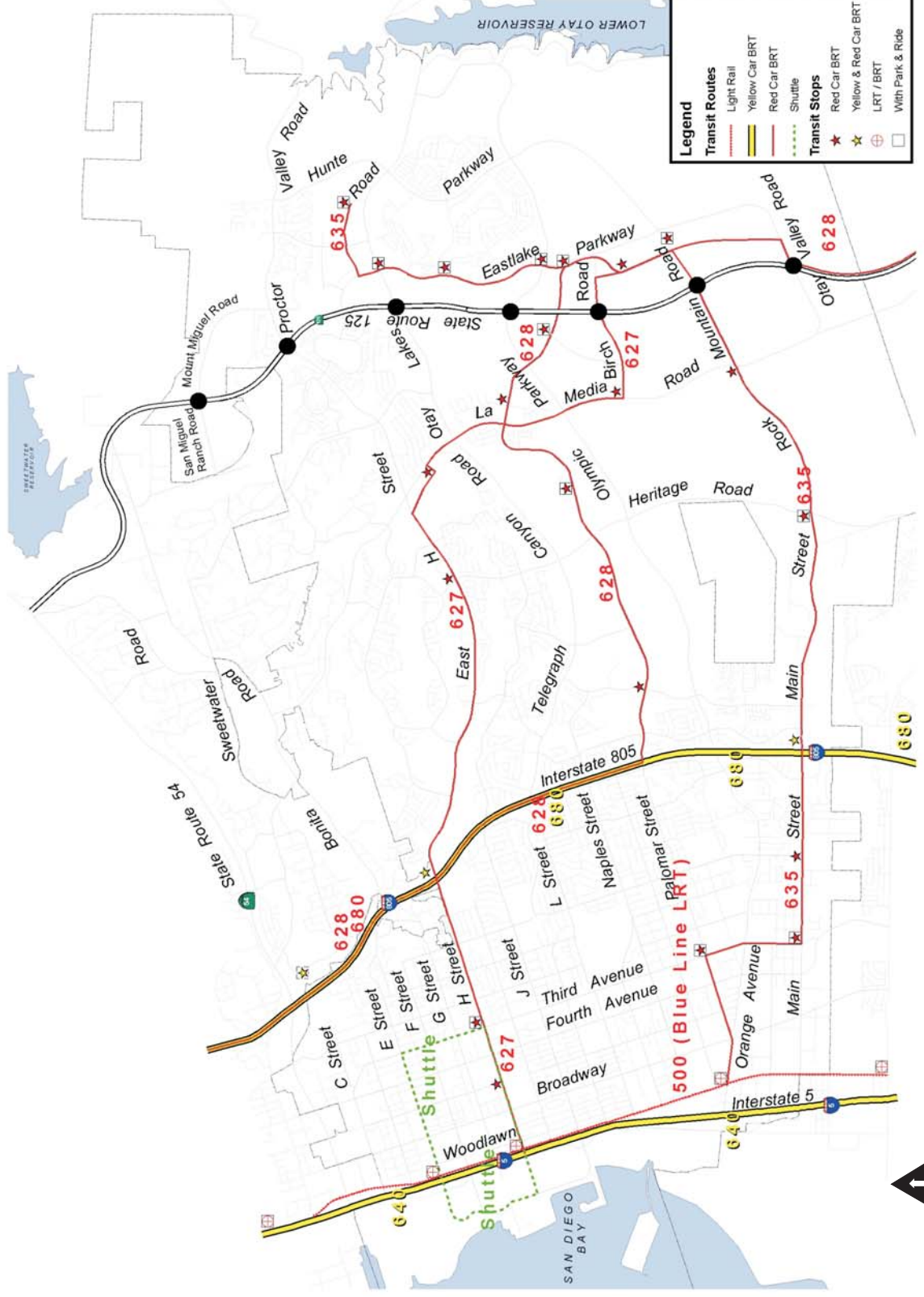


Figure 5-14

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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

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.



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- 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 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.
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Objective - LUT 20

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