

GPA/SPA Relationship Matrix – PA-12
SPA Consistency to GP - Items to address in SPA Plan
10/10/2022

GP Objective/ Policy #	Objective/Policy Text	SPA Consistency Comments/Response
GP Element – LAND USE AND TRANSPORTATION		
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.	The project will add up to 840 dwelling units to the existing Freeway Commercial SPA which includes a stop for the Rapid Bus to and from downtown San Diego, local bus services, a Park and Ride, and passive park and plaza space for residents and commercial customers.
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.	The project will provide residential units within the existing Freeway Commercial development (which is currently underserved in the City). The existing commercial development (approximately 670,000 square-feet) will not be decreased; however, the allowed commercial space will be reduced from 960,000 square-feet to 816,000 square-feet. The project analysis includes a market study which determined the planned commercial development in Otay Ranch exceeds the ultimate demand. The proposed residential land use is compatible with surrounding commercial uses within walking distance of retail, neighborhood services, and transit.
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.	The project will offer residential, commercial, and public park and plaza within walking distance of existing diverse uses.
LUT 1.4	Seek to achieve an improved balance between jobs and housing in Chula Vista.	The project provides housing in proximity to the major employment center (Millenia) and shopping at Otay Ranch Town Center.
LUT 1.5	Endeavor to create a mixture of employment opportunities for citizens’ at all economic levels.	N/A – the Freeway Commercial SPA was designed and implemented as a traditional shopping center rather than a business park. EUC, located on the south side of Birch Road, is a traditional employment center.
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.	The new residential units will increase the local tax base as well as sale taxes.
LUT 1.7	Provide high-quality public facilities, services, and other amenities within close proximity to residents.	The purpose and intent of the Plaza and Park areas is to provide a variety of spaces within the Town Center to accommodate passive and active uses and to avoid duplicative features and designs. The plaza is intended to be a more urban space with hardscape areas that can be used for seating, strolling, temporary vendors/attractions, and potential live entertainment, such as performers. Additionally, the space can include enhanced landscaping while accommodating emergency access through the area. The park areas are envisioned as passive and active spaces. The uses for each will be determined during the Design Review process, but uses are expected to potentially include paths, seating, landscaping youth and adult oriented play areas, lighting, dog park, and community garden; however, this list is not intended to be exhaustive or all inclusive. The uses and design of each space shall be considered separately during the Design Review process.
LUT 1.8	Pursue higher density residential categories and retail demand that are not being met within the City.	The project is in the ‘High’ residential category within the Otay Ranch Town Center boundary, consistent with the stated community and City-wide objective.
LUT 1.9	Provide opportunities for development of housing that respond to diverse community needs in terms of density, size, location, and cost.	The project provides for-sale and rental housing in a range of bedroom typologies for singles, couples, and families.
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.	The project supports the creation of new housing as articulated in the Housing Element.
LUT 1.12	Encourage regional-serving, high-volume retail or other uses to locate near freeway access to minimize traffic on City streets.	The project is located adjacent to SR-125 which will minimize the traffic impacts associated with the hotels.
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.	The project will maintain the existing shopping center location and size.
LUT 1.15	Allow office uses that are associated with complementary commercial service businesses in commercial service areas.	N/A - the Freeway Commercial SPA was designed and implemented as a traditional shopping center rather than a business park. EUC, located on the south side of Birch Road, is a traditional employment center.

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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.	The plaza was designed to encourage a diversity of uses, which may include art shows, food events, and cultural festivals.
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.	The project’s design guide reflects the architecture and design elements of the existing commercial development as well as the surrounding villages.
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 Land Use and Transportation 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.	The project includes Design Guidelines and a Master Precise Plan which will address the urban design guidelines and the development regulations consistent with the Otay Ranch GDP.
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.	The project accounts for the interface issues related to residential, park, and commercial uses as well as adjacency to SR-125.
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.	The project includes high density housing approximate to commercial and park and plaza uses as well as a Park and Ride, and a transit stop for local and regional services.
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.	The project provides both vertical and horizontal mixed-use development in a pedestrian-friendly environment connecting residents to shopping, entertainment, and parks. Specifically, the project includes demolition of an existing single use building and construction of the mixed-use building with ground-floor commercial fronting Main Street and residential units above. These residential units as well as those in the other buildings are located in proximity of employment on and off-site as well as shopping and park areas.
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.	The project will create a compact, walkable mixed-use development in proximity to an existing transit station (serving the community and the region), a Park and Ride, and utilizing existing roadways and utility infrastructure.
LUT 5.3	Authorize and encourage mixed use development in focus areas, including high-density residential housing, neighborhood-serving commercial, and office uses.	The project features high density and mixed-use residential development along within the Freeway Commercial area.
LUT 5.4	Develop the following areas as mixed use centers: Urban Core; Palomar Trolley Station; EUC; and Otay Ranch Village Cores and Town Centers.	The project would create a mixed-use area within the Freeway Commercial area of Otay Ranch Town Center.
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.	The project will provide for-sale and rental housing in a mixed-use environment near the Bus Rapid Transit and local serving station. The location of this higher density housing does not impact any single-family neighborhoods.
LUT 5.8	Encourage a wide variety of retail and commercial services, such as restaurants and cultural arts/entertainment, in appropriate locations.	The Otay Ranch Town Center encourages a wide variety of retail and commercial uses. The goal of adding residential to the existing commercial area is to increase customers and increase the diversity of commercial uses.
LUT 5.9	Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed use areas.	The project proposes to extend Town Center Drive into the southern portion of the Freeway Commercial SPA as a pedestrian-friendly street which will connect to the larger residential and commercial areas of the SPA.
LUT 5.11	Endeavor to reduce the number of peak hour automobile trips by supporting increased services near workplaces.	The mix of uses in and around the project and the proximity to transit will reduce reliance on the automobile and peak hour trips.
LUT 5.12	Minimize local and regional traffic by concentrating higher density employment near major transit services.	The residential development is proximity to the transit station which serves the community and the region as well as the Park and Ride.
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	The project takes advantage of the proximity to transit and a mix of uses supportive of residential development; the project is subject to the Otay Ranch planning and design principles and policies to ensure compatibility and connection to the surrounding neighborhoods and development.

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Objective- LUT 6	Ensure adjacent land uses are compatible with one another.	The Freeway Commercial SPA details the compatibility of the residential, commercial, park, and transit uses.
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.	The project is subject to the requirements of the SPA, the Design Guidelines, and the Master Precise Plan.
LUT 6.2	Require that proposed development plans and projects consider and minimize project impacts upon surrounding neighborhoods.	The project is buffered from existing development on the west, south and east by the existing SR-125, Birch Road, and Eastlake Parkway, respectively. The project design complements the existing Otay Ranch Town Center.
LUT 6.3	Require that the design of new residential, commercial, or public developments is sensitive to the character of existing neighborhoods through consideration of access, compatible building design and massing, and building height transitions, while maintaining the goals and values set forth in the General Plan. Within transit focus areas, design provisions should include requirements for a minimum building step back of 15 feet for every 35 feet in height, for edges abutting residential uses.	The proposed residential buildings are planned for an area that is currently used as a temporary surface parking and a ballfield and is adjacent to residential development off-site to the north, commercial development on-site to the south, surface parking lots on-site to the east, and State Route 125 off-site to the west. The existing off-site residential is high-density residential four-stories while the on-site commercial structures are one and two-stories tall. The Design Guidelines for the south portion of the Freeway Commercial SPA address the massing and character of future development with that portion of the SPA. The proposed project does not abut the existing Transit Station; therefore, the project does not include criteria for abutting residential uses. Prior to development of any structures they shall be subject to Design Review based upon the Freeway Commercial South Design Guidelines.
LUT 6.5	Require, through sensitive and attractive design, that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood.	The project includes a Master Precise Plan and Design Guidelines consistent with the Otay Ranch design guidelines.
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.	The project includes a Master Precise Plan and Design Guidelines consistent with the Otay Ranch design guidelines.
LUT 6.7	Require that outdoor storage areas or salvage yards be screened from any public right-of-way.	N/A – the project does not include outdoor storage or salvage yards.
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.	N/A – the project’s land uses are consistent with local, state, and federal regulations. The uses on-site are traditional commercial and residential uses.
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.	N/A – the project area is not adjacent to or abutting the Otay Valley Regional Park or the Sweetwater/Bonita areas.
Objective- LUT 7	Appropriate transitions should be provided between land uses.	The surrounding residential villages are separated from the existing Freeway Commercial by major roads and SR-125.
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).	The surrounding villages are largely residential and separated from the existing Freeway Commercial by major roads and SR-125; however, the project includes Design Guidelines which address adjacencies.
LUT 7.2	Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.	The project is buffered from the existing developments on the west, south and east by the existing SR-125, Birch Road, and Eastlake Parkway, respectively. The project design complements the existing Otay Ranch Town Center.
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.	The existing commercial development is integral to the overall implementation of the SPA.
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.	N/A – the project is not adjacent to or abutting any natural or public open space.

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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.	The existing site was developed with a Freeway-Oriented Commercial development and the project seeks to add up to 840 residential units. The site does not contain and unique physical elements.
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.	The project relies upon the planning principles of Otay Ranch to locate residential in proximity to good and services. The park and plaza areas will provide a variety of activities, including trails, open areas, dog park, and gathering spaces. The intent of these areas is to serve the future residents needs as well as gathering places for visitors to the Town Center. For example, the closure of a portion of Main Street creates a gathering place and events free of vehicles. Town Center Drive will be extended into the south half of the SPA as a pedestrian-friendly connection between the northern and southern ownerships of the SPA. The landscape and signage is appropriate for the mixed-use development.
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.	The park and plaza areas and streetscapes along Main Street and Town Center Drive provide areas for activities to engage pedestrians in shopping, community activities, and passive recreation.
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.	Architectural guidelines are included in the Design Guidelines and Master Precise Plan.
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.	The project includes approximately 2.56-acres park and plaza area which is integral to the entire community, residents and visitors. While the land will be privately owned, it will have a public open space easement to assure open and public use of the spaces. Additionally, the pedestrian plaza, at the core of the commercial area, will be amenitized and programed to activate the Otay Ranch Town Center.
LUT 8.5	Prepare urban design guidelines that help to create pedestrian-oriented development by providing: <ul style="list-style-type: none"> • Varied and articulated building facades; • Visual (first floor clear glass windows) and physical access for pedestrians; • Pedestrian circulation among parcels; uses; transit stops; and public or publicly accessible spaces; • Human scale design elements; • Ground floor residential and commercial entries that face and engage the street; and • Pedestrian-oriented streetscape amenities 	Architectural guidelines are included in the Design Guidelines and Master Precise Plan.
LUT 8.6	Develop a master plan for art 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.	The park, Plaza, and streetscape design will incorporate art; however, the specific form and content have not been determined at this time.
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.	N/A – the project does not include any vacant parcels or unsightly storage areas.
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.	The project includes Design Guidelines and a Master Precise Plan which address creating attractive buildings, pedestrian areas, and streetscapes.
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.	The project includes streetscape criteria relative to creating uniform furniture and landscaping.
LUT 10.3	Provide well-designed, comfortable bus stops throughout the City.	N/A – the project includes the existing Transit Stop at Main Street and Eastlake Parkway.
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.	N/A – the project does not include any walls the abut city streets.

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LUT 10.5	Require under grounding of utilities on private property and develop a priority based program of utility under grounding along public rights-of-way.	Utilities will be under-grounded.
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.	The location of utility facilities in the public realm is designed to minimize intrusion into 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.	N/A – The project does not require new utilities.
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.	The project is well designed, and the SPA includes Design Guidelines for future Site Plan Review. Adjacent land uses and properties were considered as part of the overall site plan.
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.	The proposed Mixed-Use/Residential area is located internal to the site, abutting high-density residential on the adjacent portion of the Freeway Commercial SPA as such will maintain the existing spatial attributes of the existing development and the community.
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.	The project is buffered from existing development on the west, south and east by the existing SR-125, Birch Road, and Eastlake Parkway. The project is designed to blend into the existing Otay Ranch Town Center to form an attractive and vibrant community asset. The Design Guidelines promote high quality development.
LUT 11.4	Actively promote architectural and design excellence in buildings, open space, and urban design.	The project’s Design Guidelines promote high quality architecture and landscape elements.
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.	The Otay Ranch GDP and the Freeway Commercial SPA require Design Review, prior to issuance of ministerial permits.
Objective – LUT 12	Protect Chula Vista’s important historic resources.	N/A – The site does not contain any historical resources.
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.	The San Diego Association of Governments acquired right-of-way for the Bus Rapid Transit system which includes a bus only lane along the northern and eastern property lines. Additionally, a transit station was constructed on the northwest corner of the intersection of Eastlake Parkway and Main Street which serves both the Rapid Bus and local community serving buses. Finally, the transit station is supported by and abuts a Park and Ride.
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.	N/A – The existing State Route 125 abuts the western boundary of the SPA.
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.	N/A – The existing State Route 125 abuts the western boundary of the SPA.
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.	N/A – The existing State Route 125 abuts the western boundary of the SPA, and the Bus Rapid Transit line crosses the project and includes a transit station.
LUT 14.4	Focus regional traffic corridors traversing the General Plan area to I-5, I-805, SR- 54, and SR-125. Major east-west roads should be used to effectively distribute traffic to the freeways and toll ways.	The project abuts State Route 125, Eastlake Parkway (north-south Major roadway) to the east and Birch Road (east-west Major roadway) to the south and abuts the State Route 125/Birch Road interchange.
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.	N/A – This is a City responsibility.
LUT 14.6	Define and evaluate quality of life standards for transportation, and establish an implementation plan for financing needed facilities.	The project dedicated right-of-way for the Bus Rapid Transit line and transit station and provides a Park and Ride to serve the facility.

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LUT 14.7	Coordinate with regional agencies to ensure adequate transportation links with regional population, employment and activity centers.	The project dedicated right-of-way for the Bus Rapid Transit line and transit station and provides a Park and Ride to serve the facility.
LUT 14.8	In order to provide direct access to the University/RTP, Village 9 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 SR-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.	N/A – The project supports development of the University and additional regional transportation services.
Objective – LUT 16	Integrate land use and transportation planning and related facilities.	The SPA includes the Bus Rapid Transit line, transit station, and a Park and Ride.
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.	The project furthers the mix of uses in the community and is adjacent to the transit station which will reduce reliance on the automobile and peak hour trips. The project connects to the Otay Ranch system of pedestrian and bicycle trails.
LUT 16.2	Ensure that new development and community activity centers have adequate transportation and pedestrian facilities.	The project has walkable access to the transit station and includes more than 5-acres of publicly accessible parks and plazas.
LUT 16.3	Provide direct and convenient access to public transit stops within residential, commercial, and industrial areas.	The project provides pedestrian connections to the transit station.
LUT 16.4	Develop plans, policies, and standards for enhancing interchanges and bridge crossings along (or over/under) the I-5, I-805, SR-54, and SR-125 corridors to support transit, vehicular, non-motorized, and pedestrian connections.	N/A – additional interchanges and bridges across State Route 125 are not needed within the project area.
Objective – LUT 17	Plan and coordinate development to be compatible and supportive of planned transit.	The project includes the south County Bus Rapid Transit right-of-way and a transit station to serve the Rapid Transit line and locally serving buses.
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.	The project includes residential development proximate to the existing transit station and active bus routes.
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 BRT.	The project adds residential development to the existing Freeway Commercial shopping area which includes the Bus Rapid Transit line, locally serving buses, and the transit station for both types of transit.
LUT 17.3	Establish new town centers in the East Planning Area to be transit-oriented and include a transit stop or station.	The project furthers the intensity and viability of the town center through the addition of up to 840 residential units proximate to the existing 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.	The project site includes the existing Bus Rapid Transit right-of-way, operated by the San Diego Association of Governments and the City and a transit station and Park and Ride.
Objective – LUT 18	Reduce traffic demand through Transportation Demand Management (TDM) strategies, increased use of transit, bicycles, walking, and other trip reduction measures.	Adding residential dwelling units to the property will reduce traffic through blending of trip directions, adding bicycle and pedestrian paths, and encouraging use of the existing bus services that utilize the on-site transit station.
LUT 18.1	Support and encourage the use of public transit.	The project includes pedestrian connections to transit station as well as a Park and Ride for visitors
LUT 18.2	Provide an efficient and effective paratransit service for elderly and handicapped persons unable to use conventional transit service.	N/A – This is a City or San Diego Association of Governments issue.
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.	The SPA includes transit, walking, and cycling options to reduce vehicular trips.
LUT 18.4	Use master planning techniques in new development and redevelopment projects to enable effective use of public transit.	The project is consistent with the transportation design and facilities in the Otay Ranch GDP.
LUT 18.5	Implement TDM strategies, such as carpooling, vanpooling, and flexible work hours that encourage alternatives to driving alone during peak periods.	N/A – The SPA area includes a Park and Ride, access to bus lines, and alternative modes of transportation.

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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.	N/A – The project includes up to 840 residential units; therefore, does not include these items.
LUT 18.7	Support the location of private “telework” centers.	N/A – The project includes up to 840 residential units; therefore, does not include these items.
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.	The SPA includes a Park and Ride adjacent to the transit station.
Objective – LUT 20	Make transit-friendly roads a top consideration in land use and development design.	The extension of Town Center Drive will be a pedestrian-friendly design.
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.	The Town Center Drive streetscape incorporates pedestrian friendly design elements, including landscaping, wide sidewalks, and street furniture.
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.	The project includes walking and bicycling paths to encourage non-car movement.
LUT 23.1	Encourage the use of bicycles and walking as alternatives to driving	The project is consistent with the pedestrian and bicycle plan for Otay Ranch.
LUT 23.2	Foster the development of a system of inter-connecting bicycle routes throughout the City and region.	N/A – This is a City-wide Objective; however, the project will provide that portion of the bicycle routes on-site.
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.	The project connects to the existing bike paths in Otay Ranch.
LUT 23.4	Link major residential areas with principal trip destinations, such as schools; parks; community centers; and shopping centers.	The project includes the Freeway Commercial shopping center, is adjacent to the shopping area in the northern portion of the SPA and is proximity to parks and schools in the surrounding Villages.
LUT 23.5	Provide linkages between bicycle facilities that utilize circulation element alignments and open space corridors.	The project connects to the existing bike paths in Otay Ranch.
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.	N/A – The project area does not include open space corridors or flood control easements.
LUT 23.7	Provide bicycle support facilities at all major bicycle usage locations.	N/A – The project design supports the use of bicycles.
LUT 23.10	Promote the system of trails envisioned within the Chula Vista Greenbelt.	The project connects to the existing trail system in Otay Ranch.
LUT 23.11	Implement recommendations of the City's Bikeway Master Plan and Greenbelt Master Plan.	The project is consistent with the City's Bikeway Master Plan and Greenbelt Master Plan.
LUT 23.12	Provide opportunities for use of personal mobility devices.	The project accommodates personal mobility devices.
LUT 23.13	New overpasses and interchanges should be designed to accommodate bicycles and pedestrians.	The Bus Rapid Transit bridge, over State Route 125, between the project and Village 6 accommodates pedestrians and bicyclists.
LUT 23.14	Require new development projects to provide internal bikeway systems with connections to the citywide bicycle networks.	The project design provides for internal bike paths and connections to the City-wide bicycle network.
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.	N/A
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.	Through adding up to 840 residential units to the SPA, the project reduces vehicle trips and encourages non-car activity. Additionally, the SPA includes the existing transit station and Park and Ride that serve carpoolers and the buses the use the station.
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.	N/A – This is a City action.

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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.	Residential parking will be restricted to occupants while visitors and shoppers of the Otay Ranch Town Center will utilize the commercial parking areas.
Objective – LUT 31	Provide parking facilities that are appropriately integrated with land uses; maximize efficiency; accommodate alternative vehicles; and reduce parking impacts.	The parking facilities are appropriate for the associated uses and accommodate bicycles and non-traditional vehicles.
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.	The residential units will include structured parking while the commercial parking will rely upon the surface parking areas.
LUT 31.2	Encourage consolidation of surface parking lots into structured parking facilities where appropriately located and well-designed.	Structured parking is not feasible, at this time.
LUT 31.3	Provide parking and recharging facilities for alternative vehicles such, as bicycles and electric and low-emission vehicles.	The project provides both alternative vehicle parking spaces and charging stations.
Objective – LUT 32	Evaluate the use and applicability of various strategies to provide parking.	N/A – This is a City action.
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.	The commercial uses have differing parking demand relative to time of day and days of the week which relates to joint-use parking. Further, it is presumed that portions of the commercial parking areas will be shared with visitors to the residential units.
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.	N/A – A parking district is not appropriate for the project, which is required, by City code, to meet certain minimum parking requirements.
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.	N/A – As noted above, the project is required to provide a minimum number of parking spaces, therefore, parking credits are not feasible. The SPA includes a transit station and Park and Ride.
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.	N/A – This is a City action.
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.	The SPA’s parking facilities are sited to address the project’s land uses and to encourage pedestrian activity.
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.	The SPA’s parking facilities are sited to address the project’s land uses and to encourage pedestrian activity.
LUT 33.2	Encourage consolidation of surface parking lots into structured parking facilities where appropriately located and well-designed.	Structured parking is not feasible, at this time.
Objective - LUT 61	Create balanced communities that can provide a high quality of life for residents.	The project will add up to 840 residential dwelling units to a shopping center with more than 2.56-acres (net) of park and plaza area for residents, shoppers, and visitors, as well as park in-lieu fees for 4.01-acres, per the fee calculated at the time of permit issuance..
LUT 61.1	Adhere to the regulations established in existing GDPs and SPAs.	The project is subject to the Otay Ranch GDP and Freeway Commercial SPA.
LUT 61.2	Future SPAs shall focus on creating a vibrant sense of community, a vigorous economy, and a healthy environment.	The project will result in a mixed-use community with pedestrian amenities such as park and plazas.
LUT 61.3	Require all future community identification signs and monuments to recognize communities as part of the City of Chula Vista.	The SPA is consistent with this objective.

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Objective – LUT 62	Require development to consider and plan for careful use of natural and man-made resources and services, and maximize opportunities for conservation while minimizing waste.	The project has prepared resource management plans to guide development of the site.
LUT 62.1	Require developments within the East Planning Area to provide resource management plans for water; air quality; recycling; solid waste management; and energy.	The project has prepared resource management plans to guide development of the site.
Objective – LUT 63	Provide efficient multi-modal access and connections to and between activity centers.	The project provides multiple connections to activity centers on and off-site.
LUT 63.1	Provide roads, transit service, bike routes, and pedestrian pathways that connect activity centers to their surrounding neighborhoods, adjacent villages, and each other, such that access is safe and convenient for residents and visitors.	The project provides multiple connections to activity centers on and off-site.
Objective – LUT 72	Develop comprehensive, well-integrated, and balanced land uses within villages and town centers that are compatible with the surroundings.	Through the addition of residential dwelling units to the Freeway Commercial, South Portion, of the SPA, the project area becomes a well-integrated town center.
LUT 72.1	Create a series of town centers of size or intensity greater than the typical village core concept, and characterized by higher density, mixed use development, with an appropriate amount of commercial, community, and other necessary services.	This is a City responsible for implementing the requirements of the Otay Ranch General Development Plan across Otay Ranch. Specifically, the entire SPA includes up to 1,740 residential units, parks, plazas, a Park and Ride, a Transit Station, and a wide-variety of commercial uses which serve the larger Otay Ranch community.
LUT 72.2	Provide for mixed land use in each Village Core and Town Center focusing on shops, plazas, parks, and housing arranged to encourage social interaction.	The Freeway Commercial SPA includes up to 1,740 residential units, parks, plazas, a Park and Ride, a Transit Station, and a wide-variety of commercial uses which serve the larger Otay Ranch community. The closure of the middle segment of Main Street further encourages pedestrian activity and social engagement of residents and visitors.
LUT 72.3	Provide a variety of housing types, including single-family and multi-family, in residential neighborhoods and mixed use village centers, responding to the needs of families, singles, students, and seniors.	The project provides multi-family (surrounding villages include single-family residential units) for-sale and rental housing in a range of bedroom typologies for singles, couples, and families as market-rate and affordable housing units. Additionally, the southern and northern portions of Freeway Commercial SPA includes parks, plazas, a Park and Ride, a Transit Station, and a wide-variety of commercial uses. The mix of rental and for-sale housing has not been determined at this time; however, the project will comply with the City's Affordable Housing requirement of providing at least ten-percent of the housing for person/families qualifying for Low-Income and Very Low-Income per City criteria.
LUT 72.4	Concentrate higher intensity land uses and those uses that generate pedestrian activity toward the Village Core or Town Center, with densities generally decreasing away from core areas.	The project locates housing in the Town Center, including a transit station, within the EUC portion of the Otay Ranch General Development Plan.
LUT 72.5	Each Village Core or Town Center must provide neighborhood commercial services within ¼-mile radius of residences and/or transit.	The project includes a mix of uses (residential, commercial, park, and transit station) within the Freeway Commercial SPA and the EUC.
LUT 72.6	Town Centers should provide community/neighborhood serving commercial services.	The project is within the Otay Ranch Town Center which provides community and neighborhood serving commercial uses.
LUT 72.7	Provide pedestrian and street connectivity between Villages utilizing a grid circulation pattern that offers a wider range of mobility choices and routes.	N/A – while the project provides a variety of mobility choices, including pedestrian and bicycle, the project will develop an undeveloped portion of the Otay Ranch Town Center within the existing circulation system.
Objective – LUT 73	Promote alternative modes of transportation, which are intended to encourage a healthy lifestyle and reduce reliance on the automobile, and support the viability of transit through land use distribution and design.	The project site includes the existing transit station and supplements the existing pedestrian and bicycle network.
LUT 73.1	Provide for walking and biking on streets designed to link neighborhoods, activity centers, and community destinations.	The project connects to the existing pedestrian and bicycle circulation system, including the on-street facilities, in Otay Ranch community.
LUT 73.2	Town centers and village cores should include a transit station that is appropriately sited to increase commuter ridership and promote activity and viability of nearby commercial and office developments.	The project site includes the transit station located at the intersection of Eastlake Parkway and Main Street.

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LUT 73.3	Higher residential densities in Town Centers and Village Cores should be located within a one-quarter mile radius of transit stations.	The residential is within a half-mile of the transit station.
LUT 73.4	Locate High and Medium-High density residential within ¼-mile radius to the Village Core(s), Town Center(s), or transit.	A variety of retail and neighborhood serving uses are located on-site and adjacent to the project.
LUT 73.5	Locate activity centers adjacent to transit stations, which should be designed with inviting pedestrian access and public spaces.	The transit station is located on-site of the project at the intersection of Eastlake Parkway and Main Street.
LUT 73.6	Use town centers to promote pedestrian travel within the villages and the use of bicycles and BRT for trips outside the villages.	The transit station is located on-site of the project at the intersection of Eastlake Parkway and Main Street.
LUT 73.7	Incorporate pedestrian-oriented design features on streets that move vehicular traffic through the town center's pedestrian environment, including potential use of a town center arterial couplet design.	The project features include pedestrian-oriented design concepts and relies upon pedestrian activity.
Objective – LUT 74	Accommodate land uses that diversify the economic base within Otay Ranch and the surrounding south San Diego County region.	Adding residential units and park/plaza areas to the site will diversify the mix of uses and strengthen the economic base of Otay Ranch and the surrounding communities.
LUT 74.1	Provide sufficient land and infrastructure to accommodate commercial and industrial uses.	A Commercial Lands Analysis (CLA) has determined that adding residential units to the site will strengthen the City's tax base and the Eastern Area has a surplus of commercial/retail land.
LUT 74.2	Promote additional business and higher paid employment opportunities for residents of Chula Vista.	N/A – as originally envisioned, the Freeway Commercial SPA was intended to be a traditional shopping center while the EUC to the south is oriented to serve as an employment center. Providing residential units within the SPA will support the EUC.
LUT 74.3	Promote synergistic uses between the villages of Otay Ranch to provide a balance of activities, services and facilities.	The surrounding villages are connected to the project through multiple modes of movement and adding residential to the project will increase the use of the property by neighbors and visitors.
Objective – LUT 75	Preserve and protect Otay Ranch's significant natural resources and open space lands with environmentally sensitive development.	The existing development was constructed in the early 2,000's and does not contain significant natural resource or open space lands.
LUT 75.1	Create and maintain a comprehensive open space system throughout the Otay Ranch villages that, through environmental stewardship, restores and preserves nature's resources for generations to come.	N/A – When the property was developed in the early 2,000's, the entitlement required conveyance of land into the open space system (Otay Ranch RMP).
LUT 75.2	Design villages that have well defined edges such as the Chula Vista Greenbelt, open spaces, or wildlife corridors.	N/A – The project does not abut a greenbelt, open space, or a wildlife corridor.
Objective – LUT 76	Provide public services and facilities to meet the needs of the Otay Ranch residents.	The existing property includes space for a Library and a Police sub-station, and those facilities are expected to remain. The project will include commercial uses that provide public services and facilities. Additionally, the project will provide park and plaza space for residents and visitors.
LUT 76.1	Services and facilities will be conveniently located and efficiently managed and provided to Otay Ranch residents concurrent with needs.	The services and facilities are conveniently located and will continue to be so located.
GP Element – ECONOMIC DEVELOPMENT		
Objective – ED 1	Provide a diverse economic base for the City of Chula Vista.	N/A – the project will not eliminate any of the existing commercial uses.
ED 1.2	Provide sufficient tracts of land at a variety of sizes available for industrial and commercial uses in order to provide a stable economic base.	The project related CLA has determined the Eastern Area has a surplus of commercial/retail land.
ED 1.3	Encourage the preservation and expansion of existing industrial uses in areas designated as industrial.	N/A – the project does not include industrial uses; however, the residential units may provide housing opportunities for employees in the off-site industrial areas.
ED 1.4	Increase the supply of land for non-retail employment through the designation of land to accommodate a regional technology park; a future business park; industrial or business park space; and development of a university campus.	N/A - the project does not include a regional technology park, business park, industrial or business park spaces or the proposed university campus; however, the residential units may provide housing opportunities for employees of these off-site uses.
ED 1.5	Consider fiscal impact implications of General Plan amendments that propose changes to industrial and commercial lands.	A Fiscal Impact Analysis (FIA) has been prepared demonstrating a net benefit to the City's General Fund.

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Objective – ED 2	Maintain a variety of job and housing opportunities to improve Chula Vista's jobs/housing balance.	Adding residential units to the SPA will improve the balance of housing and commercial uses.
ED 2.2	Facilitate increased employment densities near transit stations and routes.	N/A – While the site includes the existing transit station, the project is adding residential units which may benefit future employees.
ED 2.3	Pursue a diverse supply of housing types and costs, as well as a diverse supply of jobs with varying income potential, to balance local job and housing opportunities	The project provides for-sale and rental housing in a range of bedroom typologies for singles, couples and families and will comply with the Otay Ranch Affordable Housing Policy to provide 10% of the total units as very-low and low-income units.
ED 2.5	Encourage mixed use projects where retail, commercial and office development is developed with residential opportunities on the same lot site or in the same building.	The project includes horizontal and vertical mix of uses.
Objective – ED 7	Develop a strong land use and transportation link between the downtown urban core, bayfront, southwestern, and eastern areas of the City to support economic development throughout.	N/A – the existing connection between the various neighborhoods of the City are not impacted by the project.
ED 7.2	Link activity centers through strong public transportation and combined land uses that encourage multi-purpose trips.	N/A – the SPA area includes a transit station, intersection of Eastlake Parkway and Main Street, which serves as a stop for the Bus Rapid Transit and local bus services.
ED 7.4	Develop activities in eastern Chula Vista that will attract residents citywide.	The park and plaza areas will include amenities and programming unique to Otay Ranch and the project.
Objective – ED 8	Develop and maintain a City-wide image that promotes the City's assets.	N/A – this is a City responsibility
ED 8.2	Facilitate identification of activity areas throughout the City to aid in promoting recognizable destinations for shopping, recreating, and business.	N/A – this is a City responsibility; however, adding residential to the site will promote pedestrian commercial activities.
ED 8.3	Designate the location, function, and characteristics of primary City gateways and key corridors, and enhance them to make them attractive and inviting.	N/A – the site is not a gateway location.
Objective – ED 9	Develop community-serving and neighborhood uses to serve residents and visitors, alike.	The project will enhance the existing commercial uses through adding residential, parks and plazas, and modernizing commercial spaces.
ED 9.1	Provide for community and neighborhood commercial centers in areas convenient to residents. These centers should complement and meet the needs of the surrounding neighborhood through their location; size; scale; and design. The neighborhood concept of providing pedestrian, bicycle, and other non-motorized access should be encouraged.	The project includes a mix of uses in scale with the residential community and the larger commercial areas of the ORTC and the EUC.
ED 9.5	Encourage clustered commercial uses to prevent and discourage strip development. Locate commercial uses at focal points along major arterial streets or expressways and in village core areas.	The existing development clusters commercial uses at the intersection of major roadways – Birch Road, Eastlake Parkway, and Olympic Parkway – and State Route 125 while adding up to 840 residential units.
ED 9.6	Encourage clustered, smaller scale office and professional uses along major streets and in neighborhood centers in a variety of areas dispersed throughout the community to meet the needs of nearby neighborhoods.	N/A – the project site is designated for Freeway Commercial uses in the Otay Ranch GDP while the area south of the site is designated EUC.
ED 9.7	Encourage merchants, neighborhood associations and other groups to enhance business districts and meet the needs of adjacent neighborhoods.	N/A – The property is within a single ownership.
GP Element – ENVIRONMENTAL		
Objective – E 1	Conserve Chula Vista's sensitive biological resources.	N/A – the urban site does not include any sensitive biological resources.
E 1.1	Implement the Chula Vista MSCP Subarea Plan.	N/A – when originally developed, the property conveyed land to the MSCP, per the Otay Ranch General Development Plan.
Objective – E2	Protect and improve water quality within surface water bodies and groundwater resources within and downstream of Chula Vista.	The development will comply with the most recently adopted State Regional Water Control Board requirements.
E 2.4	Ensure compliance with current federal and state water quality regulations, including the implementation of applicable NPDES requirements and the City's Pollution Prevention Policy.	The project has prepared water quality studies and complies with the respective Federal, State, and City regulations.

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E 2.5	Encourage and facilitate construction and land development techniques that minimize water quality impacts from urban development.	The project has prepared water quality studies and complies with the respective Federal, State, and City regulations and as such does not impact water quality.
Objective – E 3	Minimize the impacts of growth and development on water supply resources through the efficient use and conservation of water by residents, businesses, and City government.	All new structures will comply with Federal, State, and Water District requirements.
E 3.2	Promote the use of low water demand landscaping and drought tolerant plant materials in both existing and new development.	The project utilizes water conserving fixtures and low water/drought tolerant landscaping.
E 3.3	Where safe and feasible, promote and facilitate the continued use of recycled water in new developments, and explore opportunities for the use of recycled water in redevelopment projects.	The project incorporates the use of recycled water.
Objective – E 4	Maintain the opportunity for limited agricultural and related uses to occur as an interim land use within planned development areas and as a potential permanent land use within appropriate locations.	N/A – the site is designated for Freeway Commercial development and was graded in the early 2,000’s, as such the site is not appropriate for agricultural uses.
E 4.1	Allow historical agricultural uses to continue within planned development areas as an interim land use in accordance with the MSCP Subarea Plan.	N/A – the site was used for agricultural uses until it was graded and development in the early 2,000;s.
E 4.2	Allow agricultural uses on privately-owned property within the Chula Vista Greenbelt and elsewhere, provided the use is consistent with the provisions of the Chula Vista MSCP Subarea Plan, as well as the zoning of the property.	N/A - the site is designated for Freeway Commercial development and was graded in the early 2,000’s, as such the site is not appropriate for agricultural uses.
E 4.3	Encourage the development of community gardens and similar related uses within appropriate, compatible locations throughout the City.	The common open space within the residential development may be programmed for community gardens.
Objective – E 6	Improve local air quality by minimizing the production and emission of air pollutants and toxic air contaminants and limit the exposure of people to such pollutants.	The project will reduce vehicle miles traveled through locating residential units proximate to commercial uses, parks and plazas, and transit services.
E 6.1	Encourage compact development featuring a mix of uses that locate residential areas within reasonable walking distance to jobs, services, and transit.	The project will offer residential, commercial, and public park and plaza within walking distance of existing diverse uses, a Park and Ride, and a transit station.
E 6.2	Promote and facilitate transit system improvements in order to increase transit use and reduce dependency on the automobile.	The project coordinated the bus rapid transit path alignment, transit station, and Park and Ride with SANDAG and the City.
E 6.6	Explore incentives to promote voluntary air pollutant reductions, including incentives for developers who go above and beyond applicable requirements and for facilities and operations that are not otherwise regulated.	N/A – this is a City responsibility.
E 6.7	Encourage innovative energy conservation practices and air quality improvements in new development and redevelopment projects consistent with AQIP guidelines or its equivalent, pursuant to the Growth Management Ordinance.	N/A – this is a City responsibility.
E 6.10	The siting of new sensitive receptors within 500 feet of highways resulting from development or redevelopment projects shall require the preparation of a health risk assessment as part of the CEQA review of the project. Attendant health risks identified in the Health Risk Assessment (HRA) shall be feasibly mitigated to the maximum extent practicable, in accordance with CEQA, in order to help ensure that applicable federal and state standards are not exceeded.	A Health Risk Assessment was prepared for the project and the residential portion of the development is based upon the recommendations of the assessment.
Objective – E 7	Promote energy conservation through the efficient use of energy and through the development of local, non-fossil fuel-based renewable sources of energy.	The project will comply with the most current Building Code requirements.
E 7.1	Promote development of regulations and building design standards that maximize energy efficiency through appropriate site and building design and through the use of energy-efficient materials, equipment, and appliances.	The project will comply with the latest Title 24 Energy requirements.

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Objective E 8	Minimize the amount of solid waste generated within the General Plan area that requires landfill disposal.	The project will comply with the City solid waste and recycling requirements.
E 8.1	Promote efforts to reduce waste, minimize the need for additional landfills, and provide economically and environmentally sound resource recovery, management, and disposal facilities.	N/A – this is a City responsibility.
E 8.3	Implement source reduction strategies, including curbside recycling, use of small collection facilities for recycling, and composting	The project will comply with the City solid waste and recycling requirements.
Objective – E 10	Protect important paleontological resources and support and encourage public education and awareness of such resources.	N/A – the site was graded in the early 2,000’s.
E 10.1	Continue to assess and mitigate the potential impacts of private development and public facilities and infrastructure to paleontological resources in accordance with the CEQA.	N/A – the site was graded in the early 2,000’s.
E 10.2	Support and encourage public education and awareness of local paleontological resources, including the establishment of museums and educational opportunities accessible to the public.	N/A – this is a City responsibility.
Objective E-11	Improve Chula Vista’s open space and trails network, including the provision of additional internal connections between the various elements of the network.	N/A – the site does not abut nor is it adjacent to the City’s open space network; however, the project will provide additional right-of-way for the on-street bicycle network.
E 11.1	Provide an integrated network of open space areas, as needed, throughout the City to serve residents, as well as to serve as a regional asset and attractor of visitors (e.g., on the bayfront and within the Otay River Valley).	N/A – this is a City responsibility.
E 11.2	Plan for the long-term preservation and enhancement of open space within the Chula Vista greenbelt.	N/A – this is a City responsibility.
E 11.5	Encourage the creation of connected trails between community activity areas and enhance with kiosks and rest stations.	The project provides connections to the existing Otay Ranch bike and trail system.
E 11.7	Expand upon and encourage urban community-based green infrastructure that is distinct from habitat conservation (e.g., community, neighborhood, and pocket parks, disturbed canyons, community and roof gardens, and vegetated drainages) and ensure that such facilities are integrated into new development and redevelopment in western Chula Vista.	The project includes park and plaza space for residents and visitors.
Objective – E 12	Provide connections between Chula Vista’s open space and trails network and the regional network.	The project provides connections to the existing Otay Ranch bike and trail system.
E 12.1	Collaborate with San Diego County, the City of San Diego, and other applicable agencies to provide connections between Chula Vista’s open space and trails network and the regional network, in accordance with the Chula Vista MSCP Subarea Plan and Otay Valley Regional Park Concept Plan.	N/A – this is a City responsibility.
Objective – E 14	Minimize the risk of injury, loss of life, and property damage associated with geologic hazards.	The project complies with the recommendations presented by the Geologist in cooperation with City staff.
E 14.1	To the maximum extent practicable, protect against injury, loss of life, and major property damage through engineering analyses of potential seismic hazards, appropriate engineering design, and the stringent enforcement of all applicable regulations and standards.	The project will be designed to the latest geologic requirements as detailed in the subdivision and building codes.
E 14.2	Prohibit the subdivision, grading, or development of lands subject to potential geologic hazards in the absence of adequate evidence demonstrating that such development would not be adversely affected by such hazards and would not adversely affect surrounding properties.	The project is not located in an area of geological hazards.

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E 14.3	Require site-specific geotechnical investigations for proposals within areas subject to potential geologic hazards; and ensure implementation of all measures deemed necessary by the City Engineer and/or Building Official to avoid or adequately mitigate such hazards.	The project is not located in an area of geological hazards.
Objective – E 15	Minimize the risk of injury and property damage associated with flood hazards.	The site plan is located outside of the flood hazard zones.
E 15.1	Prohibit proposals to subdivide, grade, or develop lands that are subject to potential flood hazards, unless adequate evidence is provided that demonstrates that such proposals would not be adversely affected by potential flood hazards and that such proposals would not adversely affect surrounding properties. Require site-specific hydrological investigations for proposals within areas subject to potential flood hazards; and implement all measures deemed necessary by the City Engineer to avoid or adequately mitigate potential flood hazards.	The site plan is located outside of the flood hazard zones.
Objective – E 21	Protect people from excessive noise through careful land use planning and the incorporation of appropriate mitigation techniques.	The project has prepared noise studies and will implement the associated recommendations.
E 21.1	Apply the exterior land use-noise compatibility guidelines listed in Table 9-2 of this Environmental Element to new development, where applicable, and in light of project-specific considerations.	The project has prepared noise studies and will implement the associated recommendations.
E 21.2	Where applicable, the assessment and mitigation of interior noise levels shall adhere to the applicable requirements of the California Building Code with local amendments and other applicable established City standards.	The project will comply with the requirements of the building code to reduce interior noise levels to 45db or lower.
E 21.3	Promote the use of available technologies in building construction to improve noise attenuation capacities.	The project will comply with the requirements of the building code to reduce interior noise levels to 45db or lower.
E 21.4	Continue to implement and enforce the City’s noise control ordinance.	N/A – this is a City requirement.
Objective – E 22	Protect the community from the effects of transportation noise.	The project has been designed to address transportation noise, to the extent feasible.
E 22.1	Work to stabilize traffic volumes in residential neighborhoods by limiting throughways and by facilitating the use of alternative routes around, rather than through, neighborhoods.	N/A – this is a City responsibility.
E 22.3	Employ traffic calming measures, where appropriate, such as narrow roadways and on-street parking, in commercial and mixed use districts.	The project streets are designed as pedestrian-friendly street consistent with the goal to calm and slow traffic.
E 22.4	Encourage walking; biking; carpooling; use of public transit; and other alternative modes of transportation to minimize vehicular use and associated traffic noise.	The mix of uses in and around the project and the proximity to transit will reduce reliance on the automobile and peak hour trips. The project connects to the Otay Ranch system of pedestrian and bicycle trails to encourage walking and bicycling.
E 22.5	Require projects to construct appropriate mitigation measures in order to attenuate existing and projected traffic noise levels, in accordance with applicable standards, including the exterior land use/noise compatibility guidelines listed in Table 9-2 of this Environmental Element.	The project has prepared noise studies and will implement the associated recommendations.
GP Element – GROWTH MANAGEMENT		
Objective – GM 1	Concurrent public facilities and services.	Public services and facilities will be provided concurrent with development.
GM 1.1	Maintain a set of quantitative levels of service measures (Growth Management Threshold Standards) as a tool to assess the relative impact of new facility and service demands created by growth and apply those standards as appropriate to approval of discretionary projects.	N/A – this is a City responsibility.

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GM 1.9	Require that all major development projects prepare a PFFP that articulates infrastructure and public facilities requirements and costs and funding mechanisms.	The project is subject to the Freeway Commercial, South Portion, PFFP.
GM 1.11	Establish the authority to withhold discretionary approvals and subsequent building permits from projects demonstrated to be out of compliance with applicable threshold standards.	N/A – this is a City responsibility.
Objective – GM 2	Provide adequate and sustainable fiscal base.	A Fiscal Impact Analysis (FIA) was prepared which demonstrates a net positive benefit to the City’s General Fund.
GM 2.1	Achieve and maintain a balance of land uses within the City that assures residential development is complemented by expanded local employment opportunities, retail and commercial services, and recreation and entertainment venues; and that the City-wide mix of land uses provides fiscal balance between those that produce revenues and those that require public expenditures.	An FIA was prepared which demonstrates a net positive benefit to the City’s General Fund.
GM 2.2	Require a fiscal impact analysis to be conducted for major development projects that documents the project’s effects upon the City operating budget over time.	An FIA was prepared which demonstrates a net positive benefit to the City’s General Fund.
Objective – GM 3	Create and preserve vital neighborhoods.	Adding residential units to this portion of the Freeway Commercial SPA will vitalize the area.
GM 3.3	Assure that all new and infill development within existing urban areas pays its proportional share of the cost for urban infrastructure and public facilities required to maintain the Threshold Standards, as adopted for its area of impact.	The project is subject to the City’s Development Impact Fee Program and state requirements to fund educational facilities.
GM 3.8	Encourage the creation of vibrant and varied neighborhoods and a diversity of housing types, including, housing affordable to a range of income groups, consistent with housing element objectives.	The project provides for-sale and rental housing in a range of bedroom typologies for singles, couples, and families and will comply with the Otay Ranch Affordable Housing Policy to provide 10% of the total units as very-low and low-income units.
GP Element – HOUSING ELEMENT		
Objective – H 2	Promote efficient use of water and energy through adopted standards and incentive-based policies to conserve limited resources and reduce long-term operational costs of housing.	The project complies with Federal, State, City, and District requirements relative to water and energy usage.
H 2.1	Encourage the efficient use and conservation of water by residents.	The project will be subject to the water conservation requirements of the California Building Code and City of Chula Vista and Otay Water District ordinances/requirements.
H 2.2	Promote the efficient use of energy.	The project will be subject to the energy conservation requirements of the California Building Code and City of Chula Vista ordinances.
Objective – H 4	Minimize impacts on housing choice within each of the four geographic planning areas, especially to very low-and low-income residents, that result from conversion or demolition of rental housing units.	The project adds residential units to the Otay Ranch community, including at least 10% of the units for very-low and low-incomes residents. The project will not convert or demolish existing low or very low-income dwelling units.
H 4.1	Promote an equitable distribution of housing types (e.g., multi-family rental and owner occupied housing) based upon identified needs within the Northwest, Southwest, and East Planning Areas to provide a range of housing opportunities for all income levels.	Otay Ranch was planned with a large proportion of lower density single family housing. The project provides multi-family dwellings for-sale and rental housing in a range of bedroom typologies for singles, couples, and families and will comply with the Otay Ranch Affordable Housing Policy to provide at least 10% of the total units as very-low and low-income units.
Objective – H 5	Encourage the provision of a wide range of housing choices by location, type of unit, and price level, in particular the establishment of permanent affordable housing for low-and moderate-income households.	The project provides multi-family dwellings for-sale and rental housing in a range of bedroom typologies for singles, couples, and families and will comply with the Otay Ranch Affordable Housing Policy to provide at least 10% of the total units as very-low and low-income units.
H 5.1	Balanced Communities-Affordable Housing: Require newly constructed residential developments to provide a portion of their development affordable to low-and moderate-income households.	The project will comply with the Otay Ranch Affordable Housing Policy to provide at least 10% of the total units as very-low and low-income units.

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H 5.2	Encourage the development of sufficient and suitable new rental housing opportunities within each of the City’s four geographic Planning Areas, particularly for very low-and low-income households.	N/A – this is a City responsibility; however, the project provides rental housing in a range of bedroom typologies for singles, couples, and families and will comply with the Otay Ranch Affordable Housing Policy to provide 10% of the total units as very-low and low-income units.
Objective – H 6	Promote the development of a variety of housing choices, coupled with appropriate services, to meet the needs of special population groups, including the homeless, those “at-risk” of becoming homeless, persons with physical and/or development disabilities, emancipated foster youth, students, athletes at the Olympic Training Center, single-parent households, farmworkers and seniors.	The project provides multi-family dwellings for-sale and rental housing in a range of bedroom typologies for singles, couples, and families and will comply with the Otay Ranch Affordable Housing Policy to provide at least 10% of the total units as very-low and low-income units.
H 6.2	Encourage the development of alternative housing types in locations with easy access to goods, services, transportation, recreation and other appropriate services to accommodate the special needs of seniors, persons with disabilities, emancipated foster youth, students, athletes, and single person households.	As part of the Affordable Housing Master Plan, the developer will coordinate with the City to identify the potential to provide affordable housing for persons with special needs.
Objective – H 7	Facilitate the creation, maintenance, preservation and conservation of affordable housing for lower and moderate-income households through comprehensive planning documents and processes, and the provision of financial assistance and other incentives.	N/A – this is a City-wide Objective.
H 7.1	Ensure Chula Vista’s plans and policies addressing housing, such as the Zoning Ordinance, Sectional Planning Area Plans, and Specific Plans, encourage a variety of housing product that responds to variations in income level, the changing livework patterns of residents and the needs of the City’s diverse population.	The project provides multi-family dwellings for-sale and rental housing in a range of bedroom typologies for singles, couples, and families and will comply with the Otay Ranch Affordable Housing Policy to provide at least 10% of the total units as very-low and low-income units.
Objective – H 8	Ensure the availability of housing opportunities to persons regardless of race, color, ancestry, national origin, religion, sex, disability, marital status, and familial status, source of income or sexual orientation.	The project is committed to providing equal opportunity in housing.
H 8.1	Ensure equal housing opportunities to prevent housing discrimination in the local housing market.	The project is committed to providing equal opportunity in housing.
GP Element – PUBLIC FACILITIES AND SERVICES		
Objective – PFS 1	Ensure adequate and reliable water, sewer, and drainage service and facilities.	The project will comply with all regulations relative to the provision of adequate and reliable potable water, sewer, and drainage services and facilities.
PFS 1.4	For new development, require on-site detention of storm water flows such that, where practical, existing downstream structures will not be overloaded. Slow runoff and maximize on-site infiltration of runoff.	The project has prepared hydrology studies and will implement the recommendations of the analysis to protect downstream structures and properties.
Objective – PFS 2	Increase efficiencies in water use, wastewater generation and its re-use, and handling of storm water runoff throughout the City through use of alternative technologies.	The project will comply with all regulations relative to the provision of adequate and reliable potable water, sewer, and drainage services and facilities.
PFS 2.2	As part of project construction and design, assure that drainage facilities in new development incorporate storm water runoff and sediment control, including state-of-the-art technologies, where appropriate.	The project prepared hydrology studies, consistent with Federal, State, and City requirement, and will implement the recommendations of the analysis to control sediment and run-off.
PFS 2.3	In designing water, wastewater, and drainage facilities, limit the disruption of natural landforms and water bodies. Encourage the use of natural channels that simulate natural drainage ways while protecting property.	The project is being developed on a previously graded site with no natural landforms or water bodies. The project will tie into the existing potable, sewer, and drainage facilities.
Objective – PFS 4	Provide long-term wastewater treatment capacity to meet the needs of existing and new development in Chula Vista.	N/A – this is a City responsibility.

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Objective – PFS 5	Maintain sufficient levels of fire protection, emergency medical service and police services to protect public safety and property.	The project will provide sufficient facility fees to maintain the City excellent fire, emergency, and police services.
PFS 5.1	Continue to adequately equip and staff the Fire Department to ensure that established service standards for emergency calls are met.	The project will contribute its fair share to the City Development Impact Fee Program
PFS 5.2	Upgrade fire and emergency medical equipment, as required, to protect the public from hazards and to ensure the safety of firefighters.	N/A – this is a City responsibility.
PFS 5.3	Support the provision of new fire stations, as deemed necessary through the existing or updated FSMP.	The project will pay facility fees sufficient to address future needs related to the development.
PFS 5.4	Provide adequate law enforcement staff and equipment pursuant to Police Department strategic plans to meet established service standards.	N/A – this is a City responsibility.
PFS 5.5	Explore the need to establish local, community-based satellite or storefront police offices to enhance community well-being.	The project will maintain the existing police storefront, on-site.
PFS 5.6	Encourage crime watch programs in all neighborhoods.	The project will coordinate with the Police Department to implement a crime watch program.
PFS 5.7	Prior to approval of any discretionary projects, ensure that construction is phased with provision of police and fire protection services such that services are provided prior to or concurrent with need.	The project is subject to the City’s Growth Management Ordinance to ensure adequate City services are available to serve the development.
Objective – PFS 6	Provide adequate fire and police protection services to newly developing and redeveloping areas of the City.	The project will provide sufficient facility fees to maintain the City excellent fire, emergency, and police services.
PFS 6.1	Continue to require new development and redevelopment projects to demonstrate adequate access for fire and police vehicles.	The project has been reviewed and complies with the access requirements for police and fire services.
PFS 6.2	Require new development and redevelopment projects to demonstrate adequate water pressure to new buildings.	A water supply study has been reviewed and approved for adequate supply and pressure for the proposed uses.
PFS 6.3	Encourage CPTED techniques in new development and redevelopment projects.	The project is consistent with the principles of CPTED.
Objective – PFS 9	Develop schools that cultivate and educate people of all ages, that meet the needs of the workforce, and that serve as community centers.	This is a School District responsibility.
PFS 9.1	Coordinate with local school districts during review of applicable discretionary approval to provide adequate school facilities, to meet needs generated by development, and to avoid overcrowding, in accordance with the guidelines and limitations of Government Code 65996(b).	The project analyzed the potential impacts associated with development of the project and sufficient student capacity is available in both school districts. Appropriate school fees will be paid with the issuance of each Building Permit.
PFS 9.3	Assist school districts in identifying and acquiring school sites for new construction in needed timeframes.	N/A – new facilities were not identified during the analysis of the proposed project.
Objective – PFS 10	Efficiently locate and design school facilities.	This is a School District responsibility
PFS 10.3	Require that proposed land uses adjacent to a school site be planned in such a manner as to minimize noise impacts and maximize compatibility between the uses.	N/A – the project is not adjacent to an existing school.
PFS 10.6	Consider siting elementary schools adjacent to neighborhood parks, where feasible, to allow for expanded use of the school grounds and classrooms by the general public and the park area by the school children.	N/A – the project is not adjacent to an existing school.
Objective – PFS 15	Provide new park and recreation facilities for residents of new development, City-wide.	The project is providing on-site park and plaza space.
PFS 15.1	Continue to pursue a City-wide standard for the provision of developed parkland for new development projects of three acres per estimated one thousand new residents.	The project includes alternative compliance to satisfy the Parkland Development Ordinance.

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PFS 15.7	Work with proponents of new development projects and redevelopment projects at the earliest stages to ensure that parks; recreation; trails; and open space facilities are designed to meet City standards and are built in a timely manner to meet the needs of residents they will serve.	The project has been reviewed by City staff to development the design and timing of the five-acres of park and plaza.
Objective – PFS 16	Develop active and passive recreational uses within portions of the Otay Valley Regional Park located within the City of Chula Vista, in accordance with the MSCP.	N/A – the project site not adjacent to the Otay Valley Regional Park or the MSCP.
Objective – PFS 18	Allow the appropriate joint-use of school and park facilities.	N/A – this is a City and School District responsibility.
PFS 18.3	Consider siting elementary schools adjacent to neighborhood parks, where feasible, to allow for expanded use of the school grounds and classrooms by the general public and the park area by the school children.	N/A – the project does not include a school site.
Objective – PFS 19	Provide art and culture programs, childcare facilities and health and human services that enhance the quality of life in Chula Vista.	The SPA allows art and cultural programs.
PFS 19.1	Promote land use designations that accommodate location of childcare facilities and other health and human services near homes, schools, work places, activity centers, and major transit facilities and routes.	The mixed-use component of the project includes commercial uses including childcare and health services.
PFS 19.3	Encourage the development of childcare space within residential and commercial development projects, including new construction, replacement and reuse, to meet the needs of residents and employees.	The mixed-use component of the project includes commercial uses including childcare and health services.
PFS 19.9	Promote the accessibility of art and cultural programs.	N/A – this is a City responsibility.
PFS 19.10	Continue to require community purpose facility acreage, in accordance with the Municipal Code, for the provision of childcare and other social service facilities.	The project’s community purpose facilities are provided as detailed in the project’s Development Agreement.
Objective – PFS 20	Develop a cultural arts center in Chula Vista.	N/A – this is a City responsibility
PFS 20.3	Encourage the installation of art pieces in publicly owned spaces and require developers to pay fees or provide art pieces that serve to enhance an individual project and contribute to the appearance and vitality of the development.	The project will incorporate public art into the park and plaza areas.