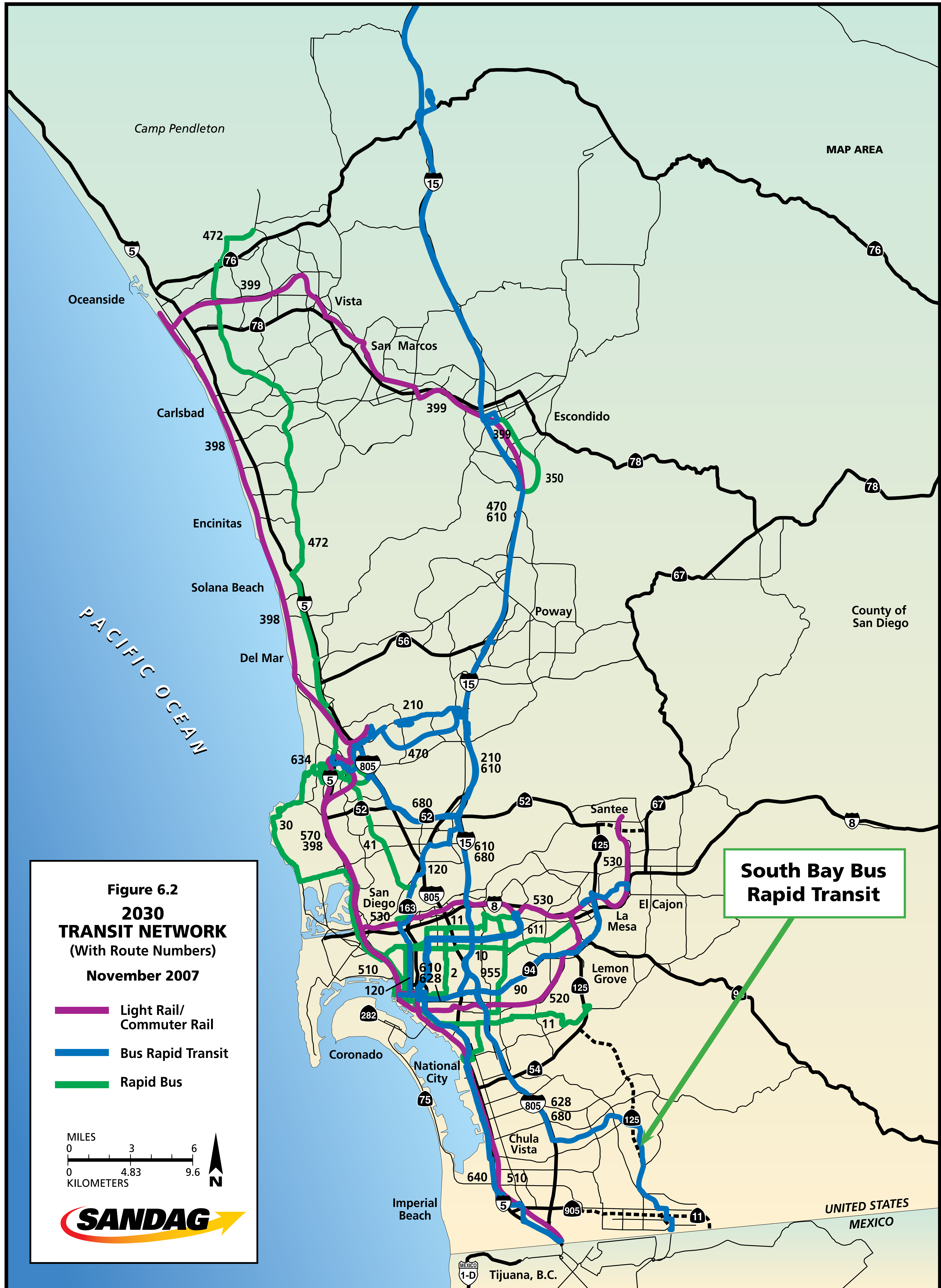


SANDAG's Regional Transportation Plan



Alternative Matrix

DRAFT - February 2011

Objectives	Travel Demand and Capacity		Operating Characteristics										Smart Growth				Total Score
	(1) Increase Transit Capacity	(2) Add Service to Population and Employment Centers	(3) 35-40 mph Average Speed	(4) Direct Travel	(5) Operability	(6) Use Guideway	(7) Existing Easement (R/W)	(8) Station Access	(9) Use Planned Stations	(10) 10-Minute Headway	(11) Intra-Community Circulation Corridor	(12) Regional Connectivity	(13) Support Local and Regional Plans / Policies	(14) Fully Addresses Mitigation Req's	(15) Support Existing Transit Oriented Development	(16) Support Future Transit Oriented Development	
Alternative 1a - 2 Ln Gdwy	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	31
Alternative 1b - 1 Ln Gdwy	2	2	1	2	2	2	2	2	2	2	2	2	1	1	1	1	27
Alternative 2 - Olympic Gdwy	2	1	2	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	15
Alternative 3a - Olympic Gdwy / Town Center Dr	2	1	0	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	13
Alternative 3b - Olympic Mixed Flow / Town Center Dr	2	1	0	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	13
Alternative 4 - Olympic / Eastlake Mixed Flow	2	1	0	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	13
Alternative 5 - Magdalena / Birch	2	2	-2	-2	-2	1	1	2	2	2	2	2	-1	-1	2	2	12
Alternative 6 - La Media / Birch	2	2	-2	-2	-2	1	1	1	-1	1	1	1	-1	-1	1	1	4
Alternative 7 - Magdalena Roundabout	2	2	-2	-2	-2	1	1	2	2	2	2	2	-1	-1	2	2	12

Operationally Inefficient

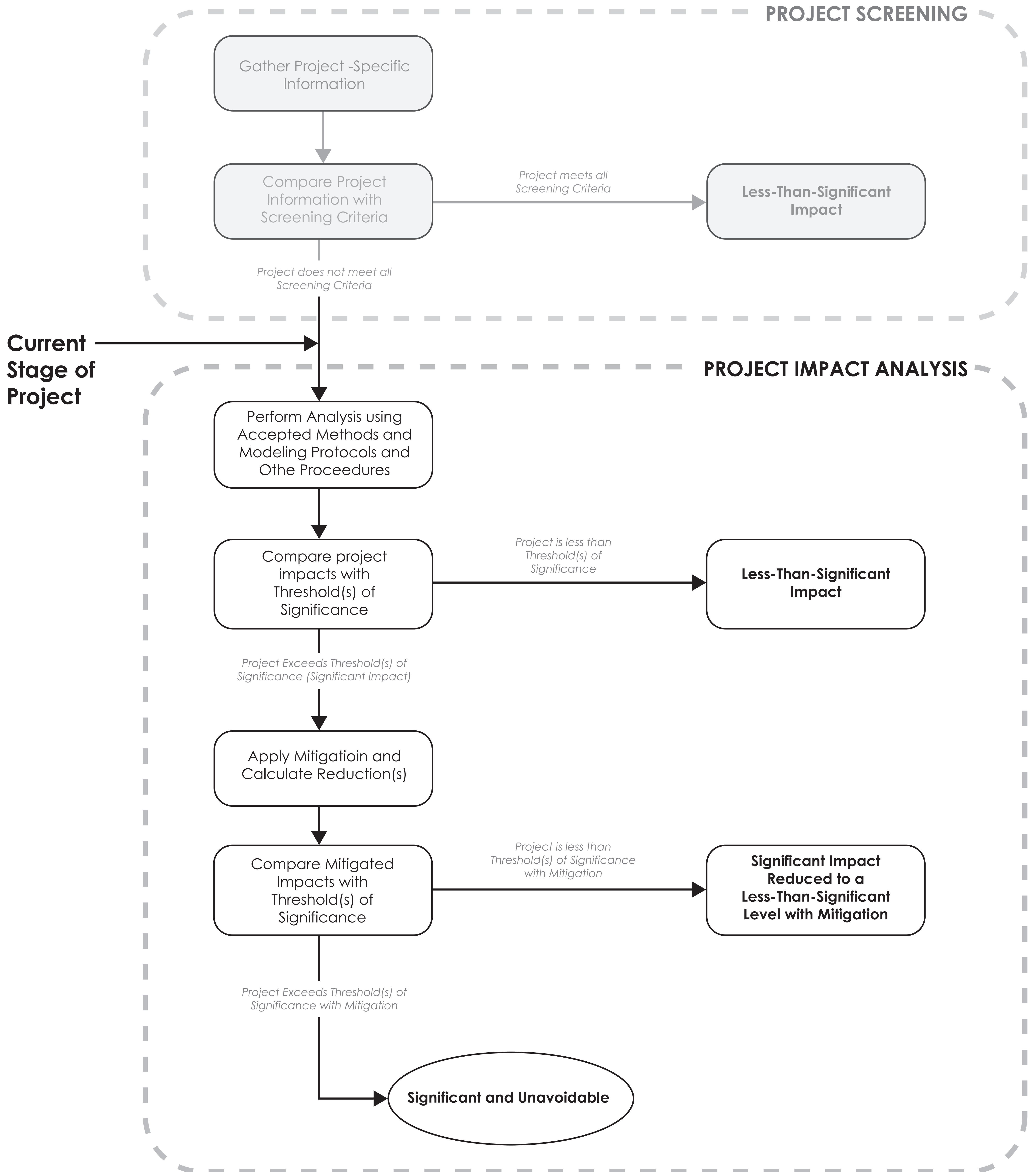
Operationally Infeasible

- 2 - Would meet the objective
- 1 - Would meet objective along a portion but not all of the proposed corridor
- 0 - Would not meet the objective
- 1 - Limits ability to meet objective
- 2 - Detrimental to objective

Air Quality Analysis Flowchart

Project Related Emissions and Greenhouse Gases

February 2011



CEQA Process:

(California Environmental Quality Act)

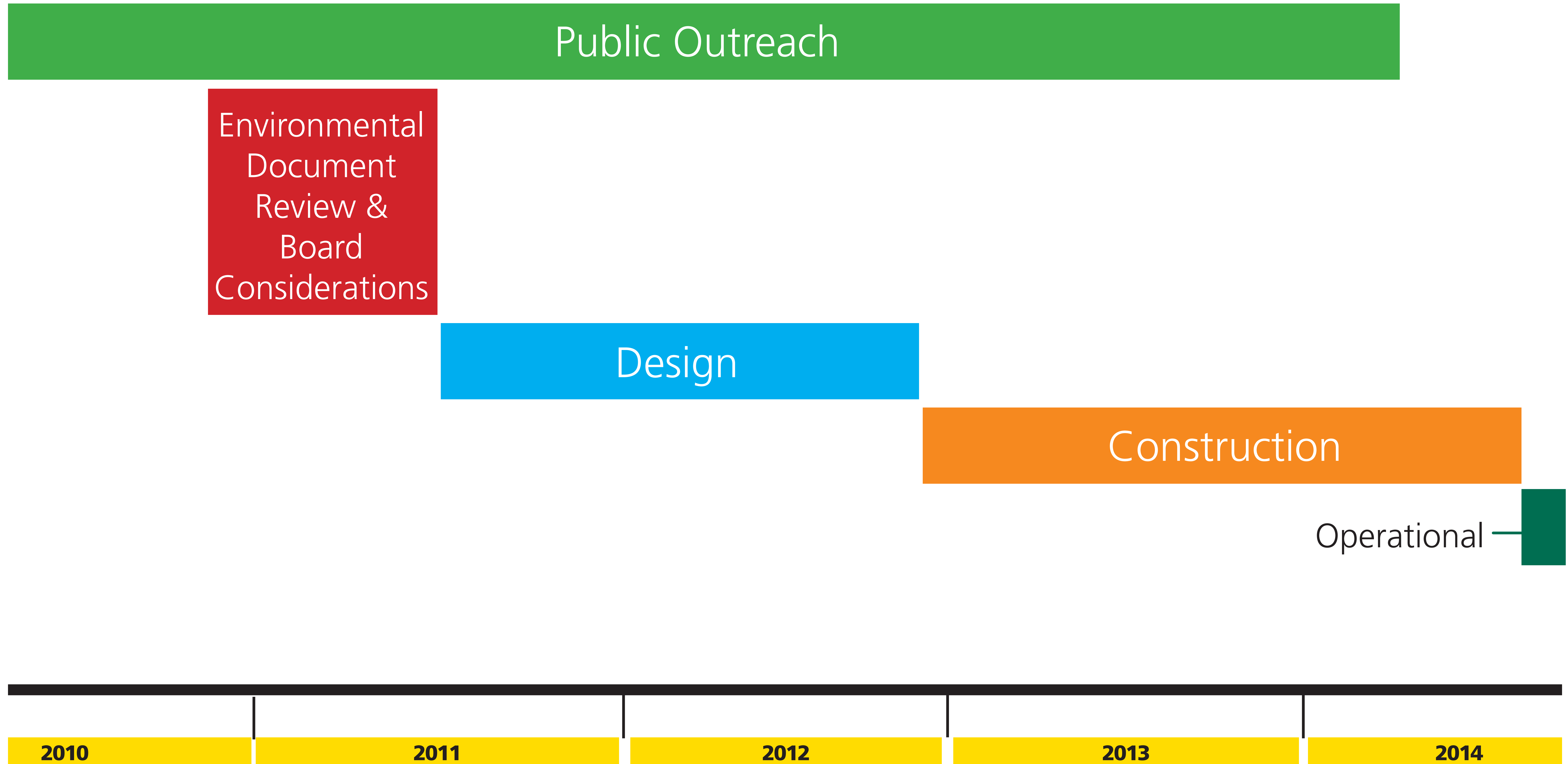
EIR

(Environmental Impact Report)



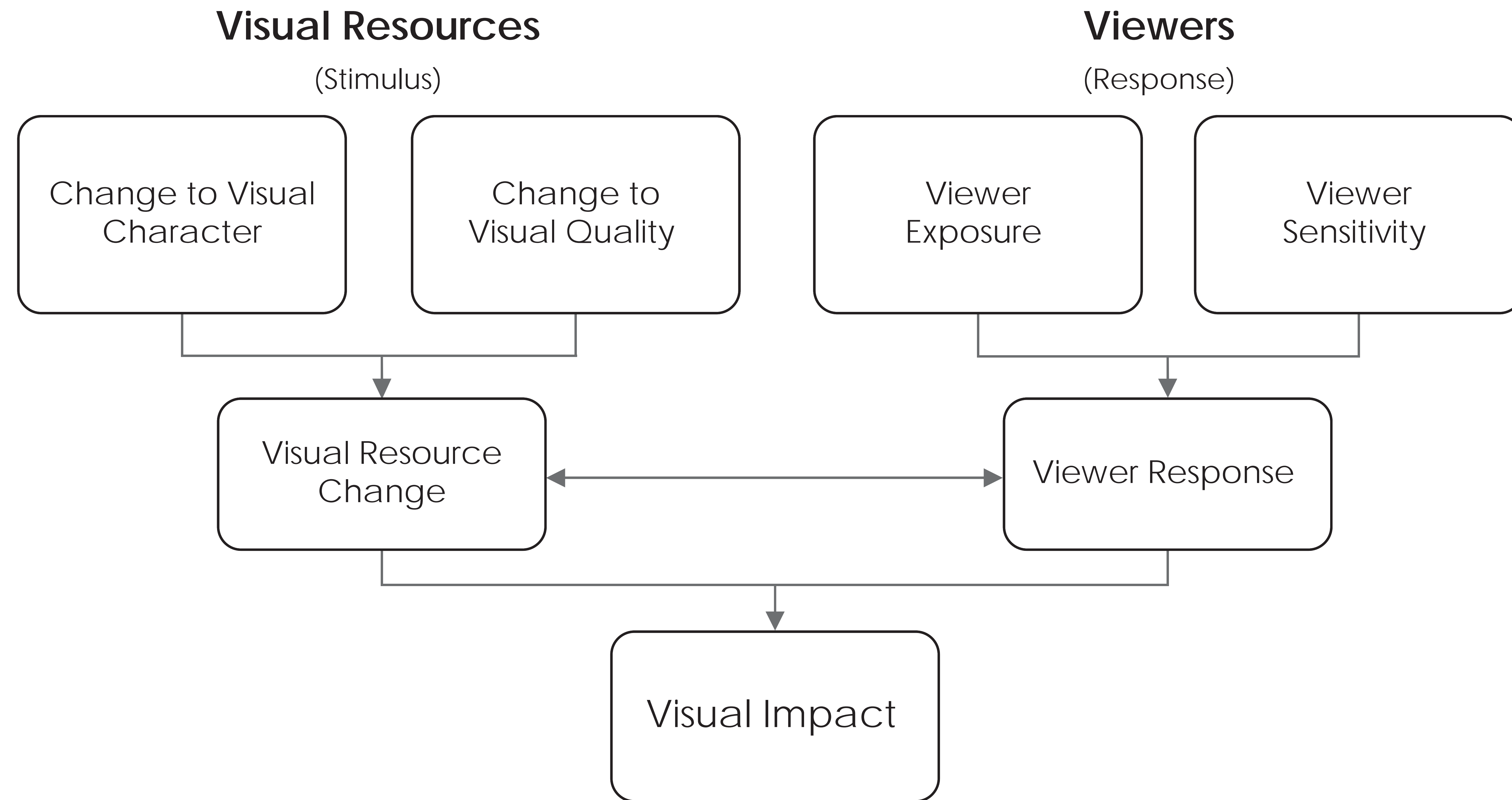
Project Timeline

Draft - November 2010



Visual Impact Analysis - Evaluation Process

February 2011



Example Visual Simulation

by: Estrada Land Planning

Existing



Simulation



Technical Studies to be Completed

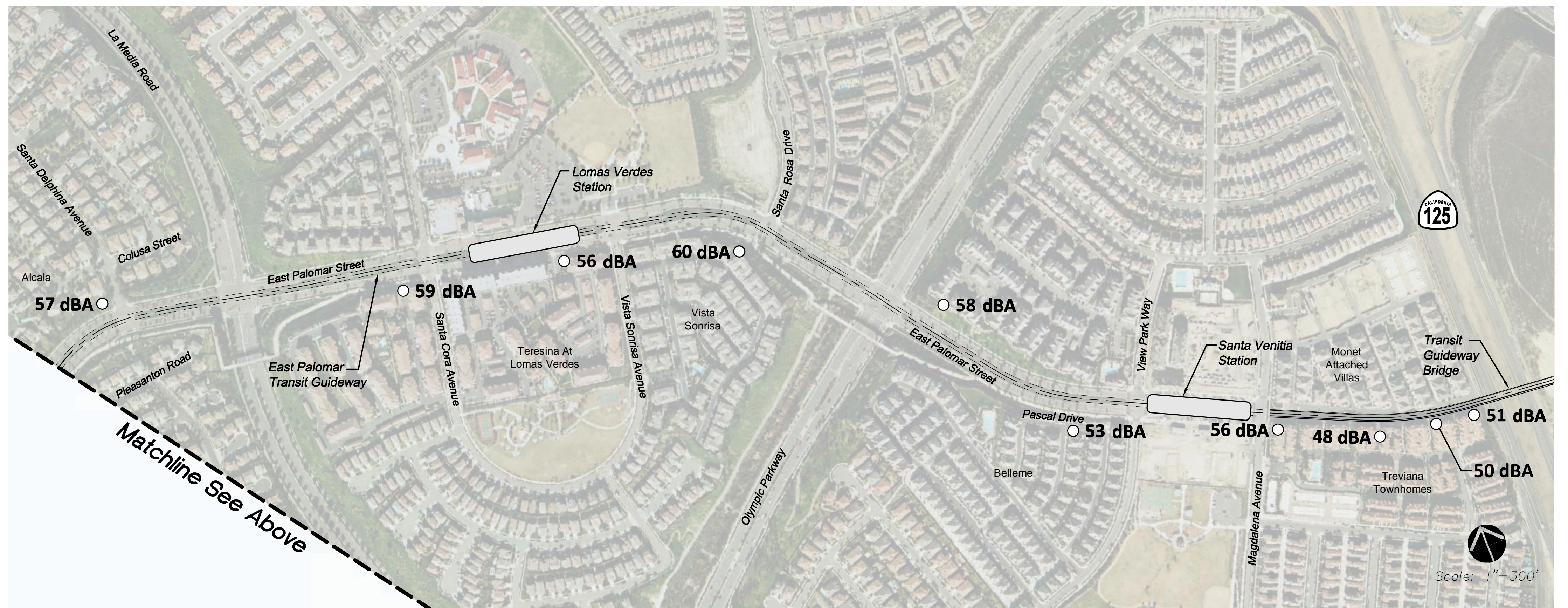
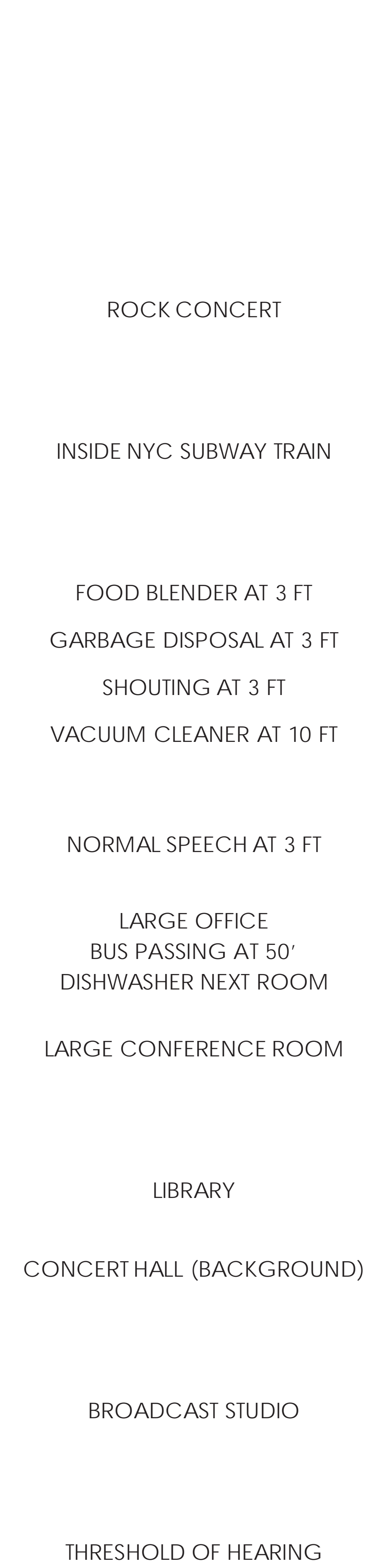
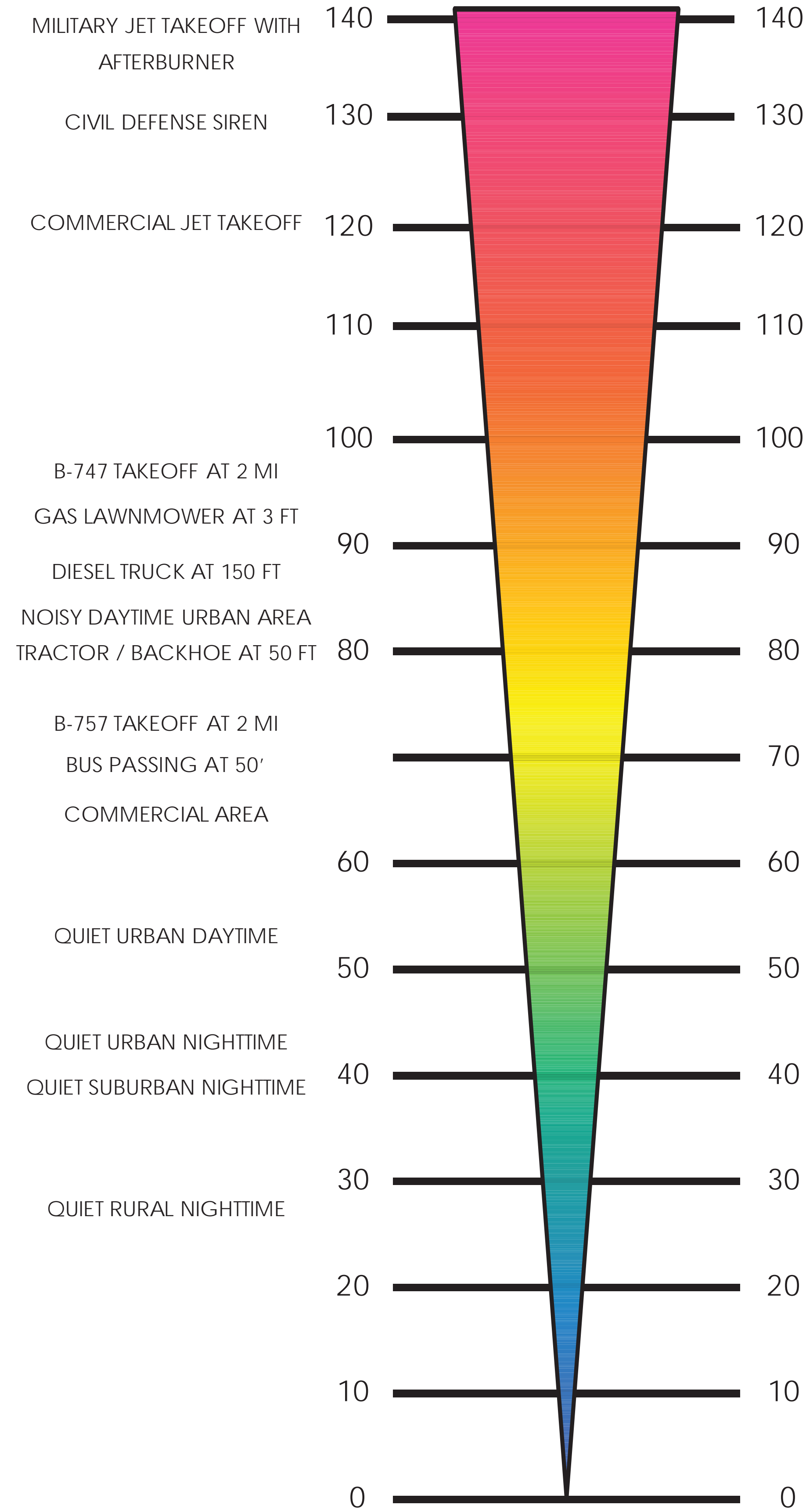
- Visual Impact Study
- Air Quality Technical Study
- Noise and Vibration Technical Study
- Traffic Impact Study
- Habitat Assessment/Jurisdictional Delineation
- Cultural Resources Study
- Community Impact Study

Noise Analysis - Decibel Scale

February 2011

OUTDOOR SOUND LEVELS

INDOOR SOUND LEVELS



dBA = DECIBELS ON AN A-WEIGHTED SCALE

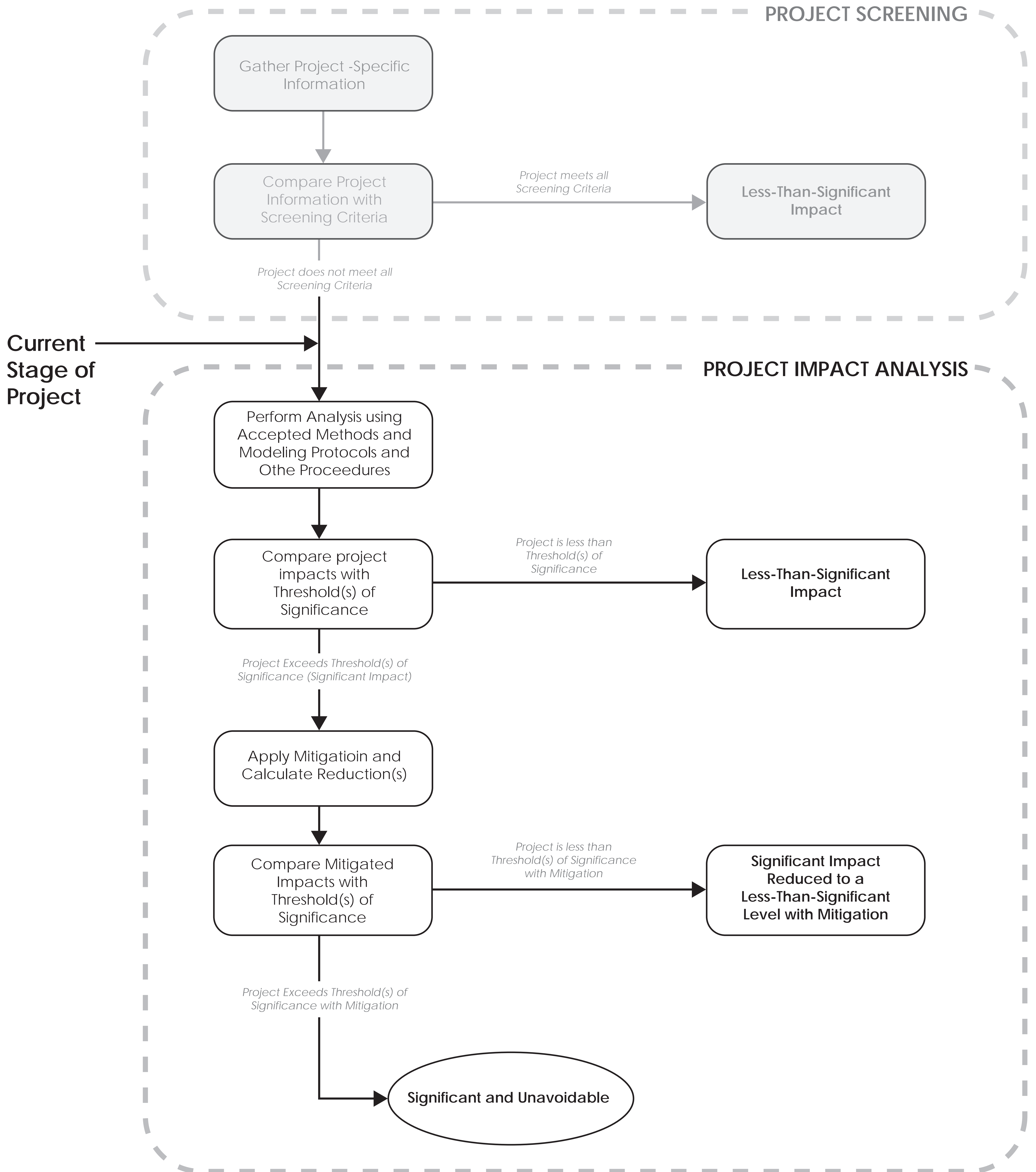
Existing measured daytime noise levels (dBA Leq).

SOURCE: COMPILED BY KIMLEY-HORN AND ASSOCIATES, INC. (2010)

Air Quality Analysis Flowchart

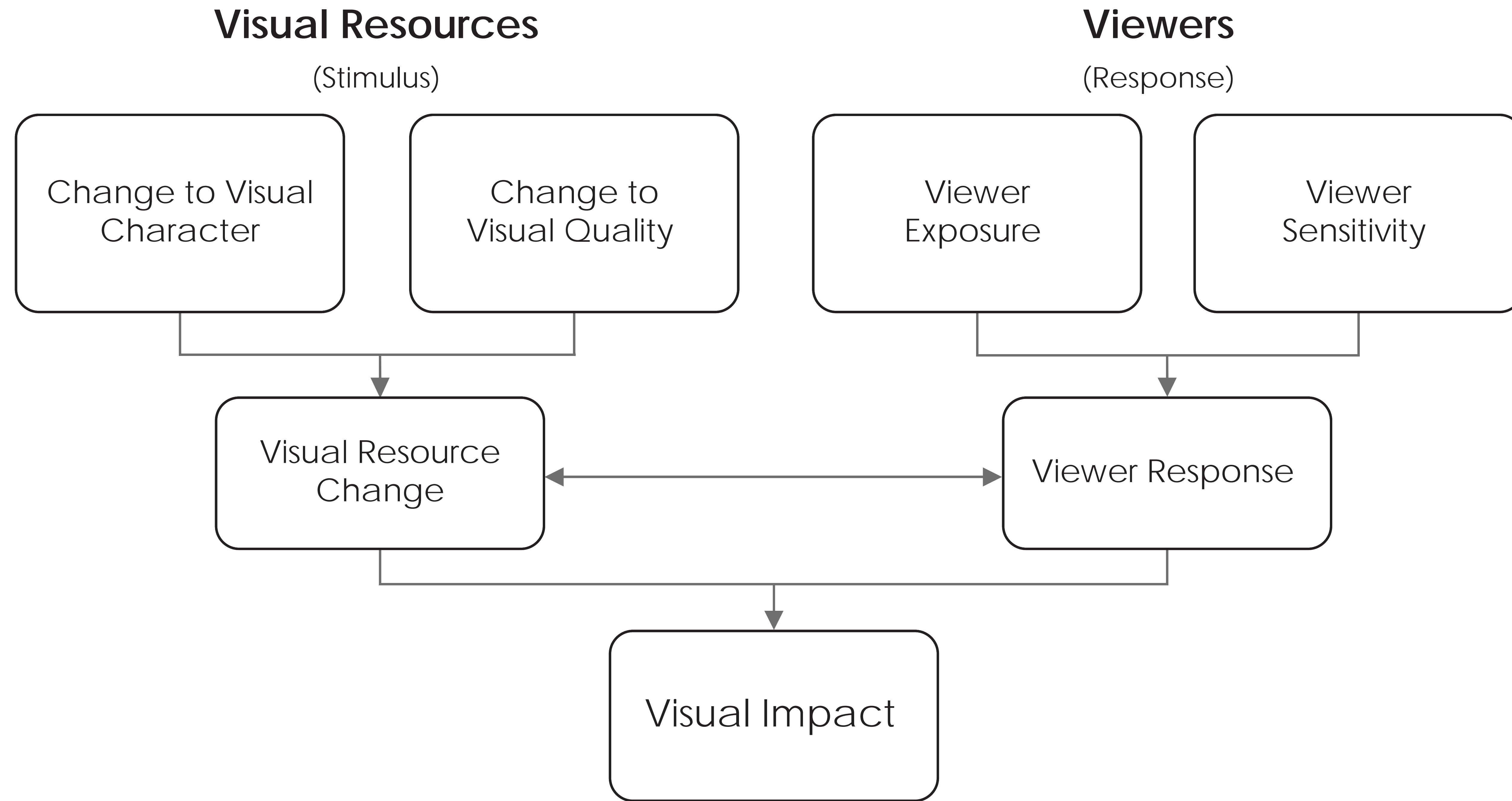
Project Related Emissions and Greenhouse Gases

February 2011



Visual Impact Analysis - Evaluation Process

February 2011



Example Visual Simulation

by: Estrada Land Planning

Existing

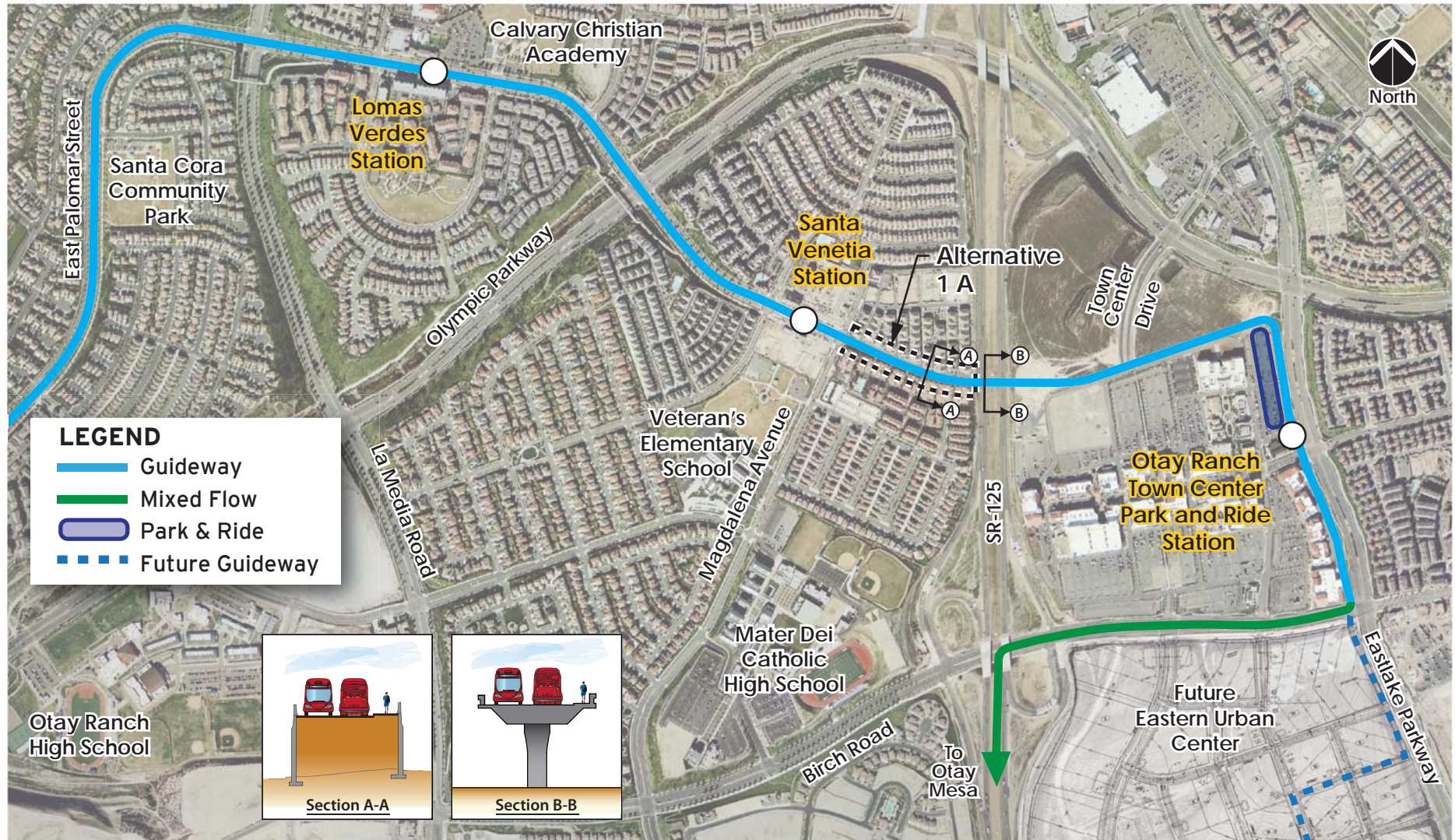


Simulation



Otay Ranch Route Alternatives 1 A – SR-125 Transit and Pedestrian Bridge

October 2010



Alternative 1A: Two lane guideway approach to transit / pedestrian bridge over SR-125

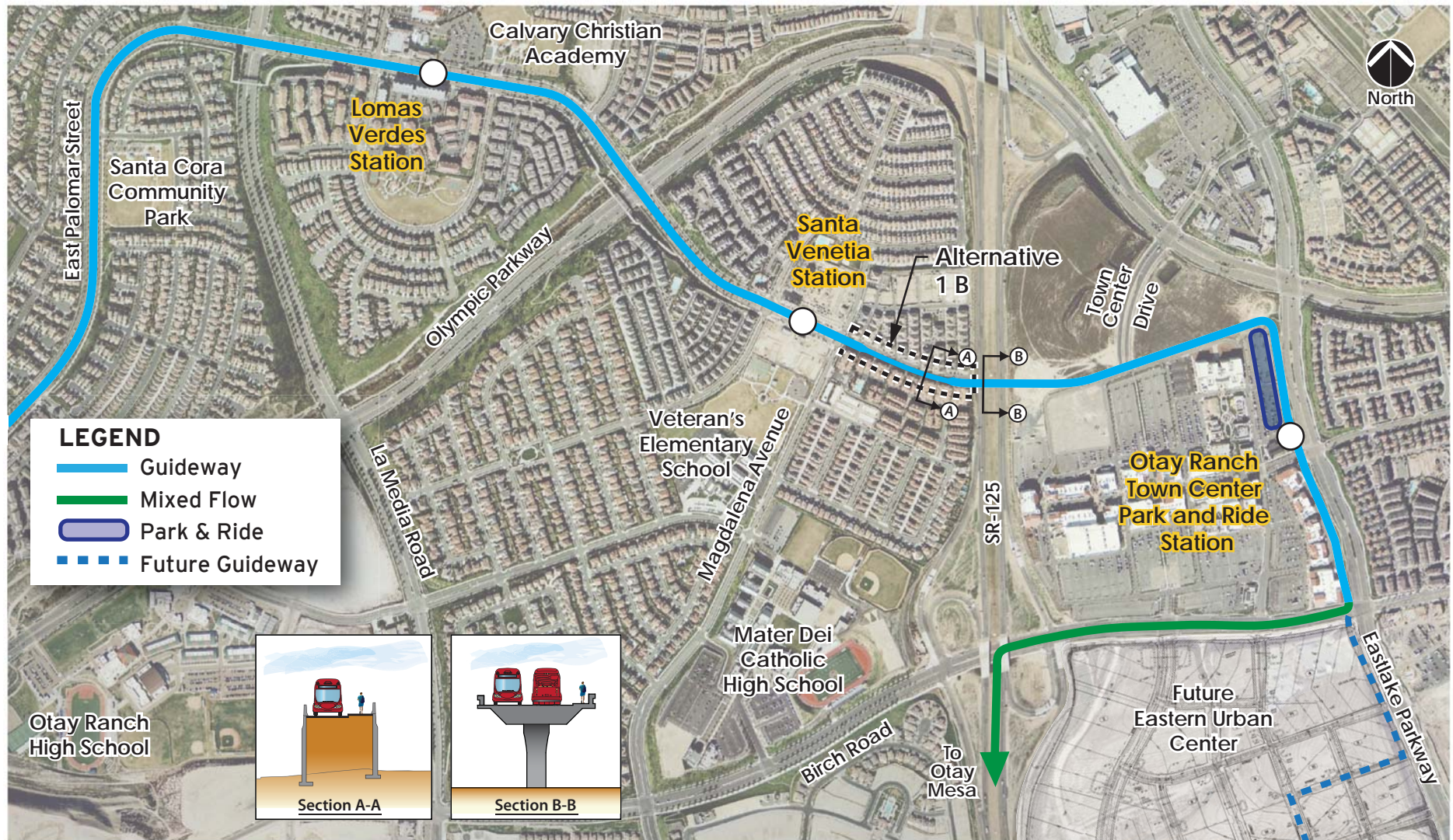
South Bay BRT - Rapid and reliable transit service



Kimley-Horn and Associates, Inc.

Otay Ranch Route Alternatives 1 B – SR-125 Transit and Pedestrian Bridge

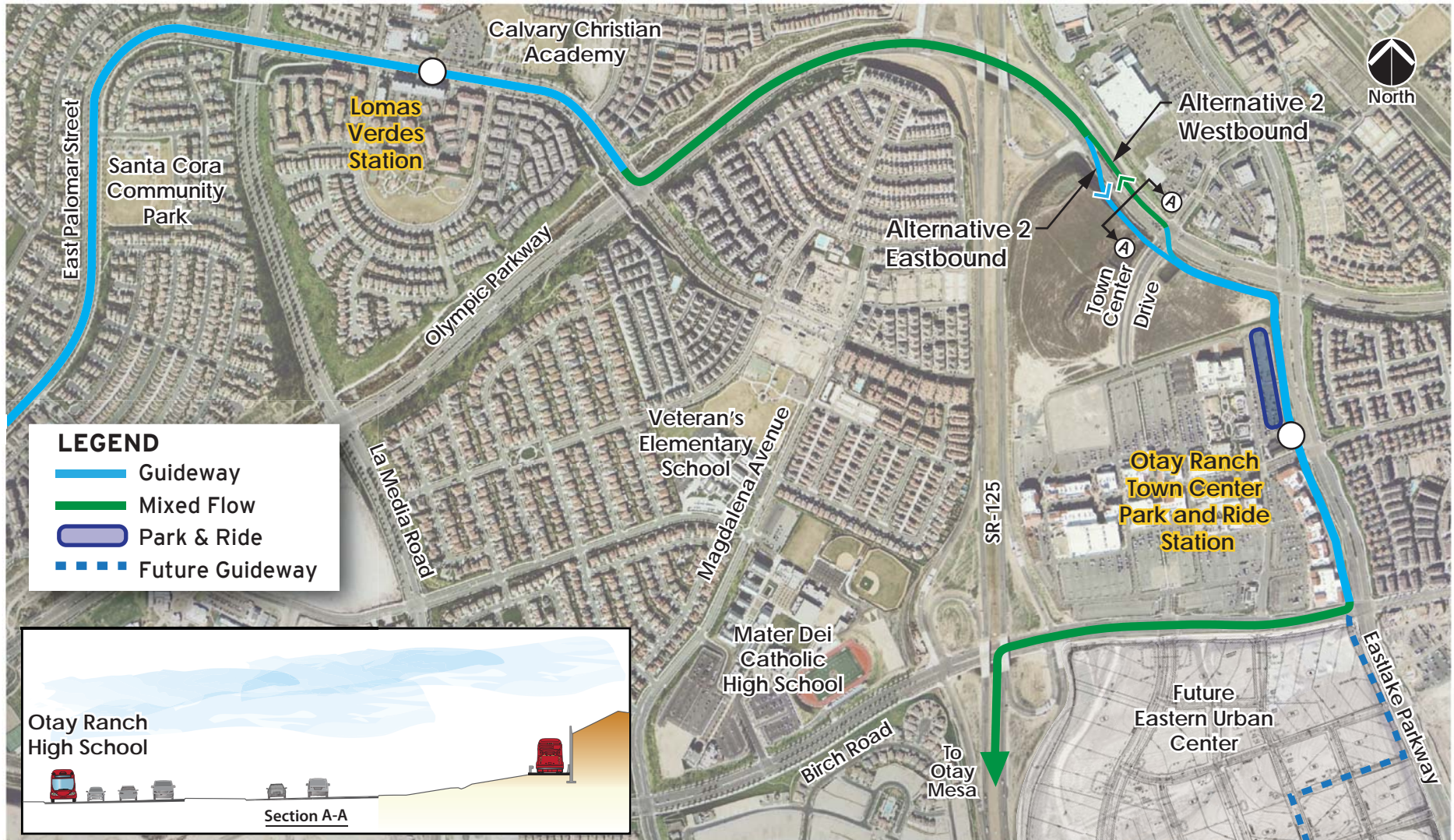
October 2010



Alternative 1B: Single lane guideway approach to transit / pedestrian bridge over SR-125

Otay Ranch Route Alternatives 2 – Olympic Parkway Guideway

October 2010



Alternative 2: Olympic Parkway (with an eastbound transit guideway and westbound mixed flow between SR-125 northbound off-ramp and Town Center Drive) with service to Otay Ranch Town Center (ORTC) via a two lane guideway between Town Center Drive and ORTC Station

South Bay BRT - Rapid and reliable transit service



Kimley-Horn and Associates, Inc.

Draft BRT Project Criteria

Draft - November 2010

- Increase Transit Capacity for Unmet Demand
- Serve Population and Employment Centers
- Direct, High-Speed Travel
- Operationally Feasible
- Frequent & Reliable Service
- Use Guideway and Existing Right-of-Way
- Use Planned Stations
- Provide Accessible Stations
- Enhancing Inter-Community Connections
- Provide Regional Connectivity
- Support Local and Regional Smart Growth Plans/Policies
- Supports Existing and Future Transit Oriented Development

Alternative Matrix

DRAFT - February 2011

Objectives	Travel Demand and Capacity		Operating Characteristics										Smart Growth				Total Score	
	(1) Increase Transit Capacity	(2) Add Service to Population and Employment Centers	(3) 35-40 mph Average Speed	(4) Direct Travel	(5) Operability	(6) Use Guideway	(7) Existing Easement (R/W)	(8) Station Access	(9) Use Planned Stations	(10) 10-Minute Headway	(11) Intra-Community Circulation Corridor	(12) Regional Connectivity	(13) Support Local and Regional Plans / Policies	(14) Fully Addresses Mitigation Req's	(15) Support Existing Transit Oriented Development	(16) Support Future Transit Oriented Development		
Alternative 1a - 2 Ln Gdwy	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	31
Alternative 1b - 1 Ln Gdwy	2	2	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	27
Alternative 2 - Olympic Gdwy	2	1	2	2	2	1	1	1	-1	2	1	1	-1	-1	1	1	1	15
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2 – Would meet the objective

1 – Would meet objective along a portion but not all of the proposed corridor

0 – Would not meet the objective

-1 – Limits ability to meet objective

-2 – Detrimental to objective

City of Chula Vista's General Plan

Regional Transit Vision

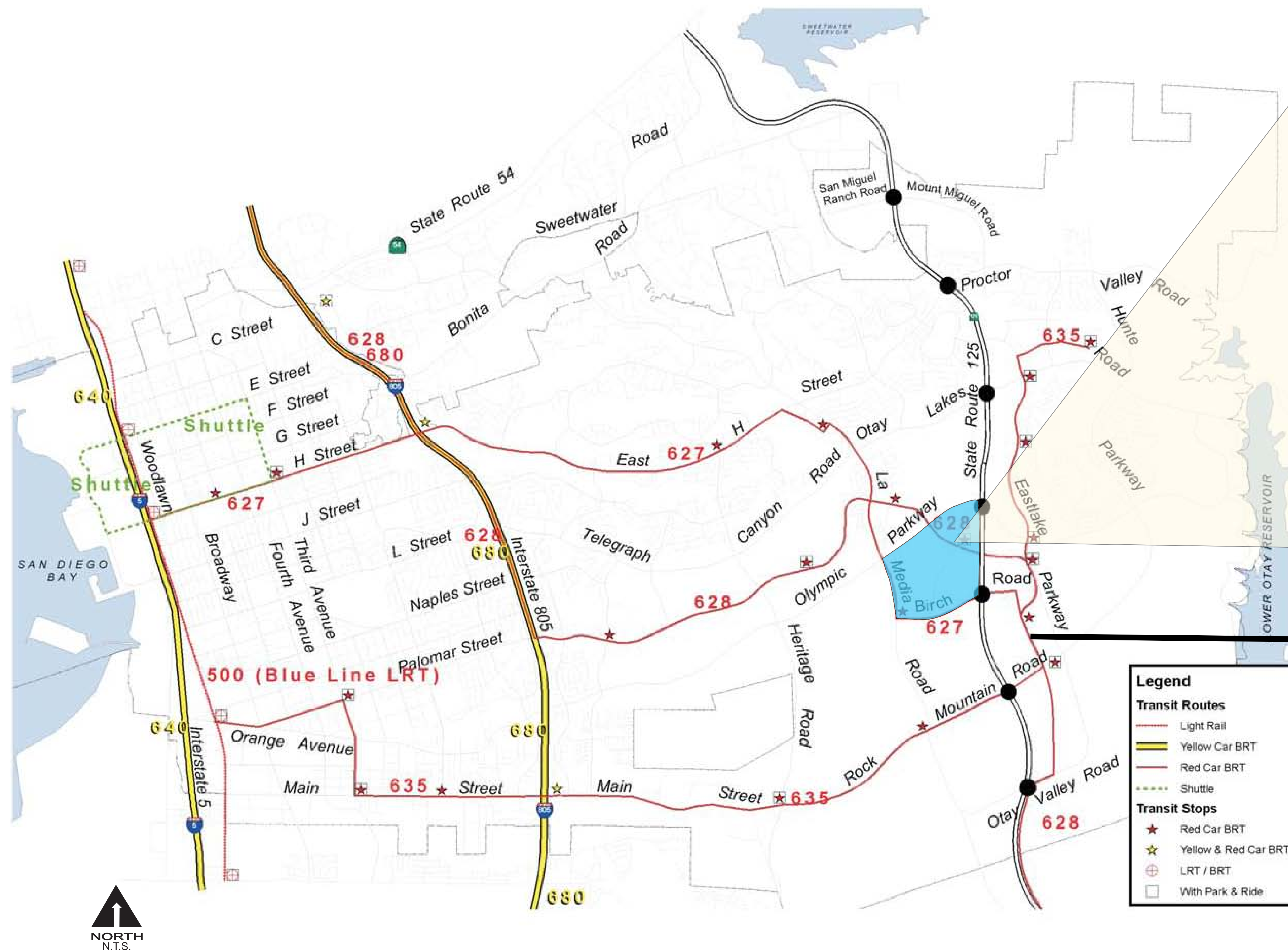


Figure 5-14

Land Use Summary Table

RESIDENTIAL	Land Use	Acres	Units	Density
R-1a	SF	20.2	105	4.0
R-2a	SF	10.0	87	4.0
R-2b	SF	21.3	115	5.4
R-3	SF	26.4	159	4.5
R-4	SF	23.4	82	4.9
R-5	SF	15.5	111	6.7
R-5	SF	20.4	120	6.2
Subtotal SF		199.5	795	5.0
R-24	MF	7.0	80	13.0
R-7b	MF	10.8	201	18.6
R-8	MF	11.7	200	20.7
R-8aD	MF	21.8	188	6.6
R-8b	MF	12.7	205	20.8
R-12	MF	12.1	32	17.9
Subtotal MF		78.1	1,238	16.9
MU-10*	MU	6.7	108	23.8
Subtotal Residential		242.3	2,192	9.3
R-11	SF (M to S-2)	32.5	146	4.5
Total Residential		274.8	2,338	8.7
Non-Residential				
CPF-1x	CPF	1.5		
CPF-2b	CPF	0.7		
CPF-2	CPF	11.5		
S-1	School	10.0		
S-2	Private High School (See R-11)	7.6		
P-1	Park	22.0		
CS	Open Space	58.3		
Creation				
TOTAL		398.4	2,338	6.2

Site Utilization Plan

Village Six
OTAY RANCH
7/20/05

Santa Venetia Community
Exhibit 5

Legend

Transit Routes

- Light Rail
- Yellow Car BRT
- Red Car BRT
- Shuttle

Transit Stops

- Red Car BRT
- Yellow & Red Car BRT
- LRT / BRT
- With Park & Ride

South Bay Bus Rapid Transit (Route 628)

South Bay Bus Rapid Transit Alignment & Route Stations

Draft – November 2010



Direct Connectors

Direct connectors link Express Lanes on one freeway to another. The I-805 South Project will include one direct connector to SR 15. A direct connector at SR 94 is planned as part of a separate project.



Bus Rapid Transit (BRT)

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed SANDAG South Bay BRT Project. This transit service will connect the Otay Mesa Port of Entry to downtown San Diego.



Express Lanes

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion.



Direct Access Ramp (DAR)

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street. DARs connect surface streets directly to Express Lanes in the center median, allowing travelers to enter the Express Lanes without having to navigate through the general purpose lanes.



In-Line Transit Stations

New transit stations will be constructed in the freeway at H Street and Plaza Boulevard, providing access to the SANDAG South Bay Bus Rapid Transit system.



Park & Ride Stations

Park & Ride stations will be constructed near the in-line transit stations and near the proposed DAR and transit station at Palomar Street. The purpose of the stations is to provide travelers with access to the Bus Rapid Transit system, and to provide carpoolers with a convenient location to leave their cars.

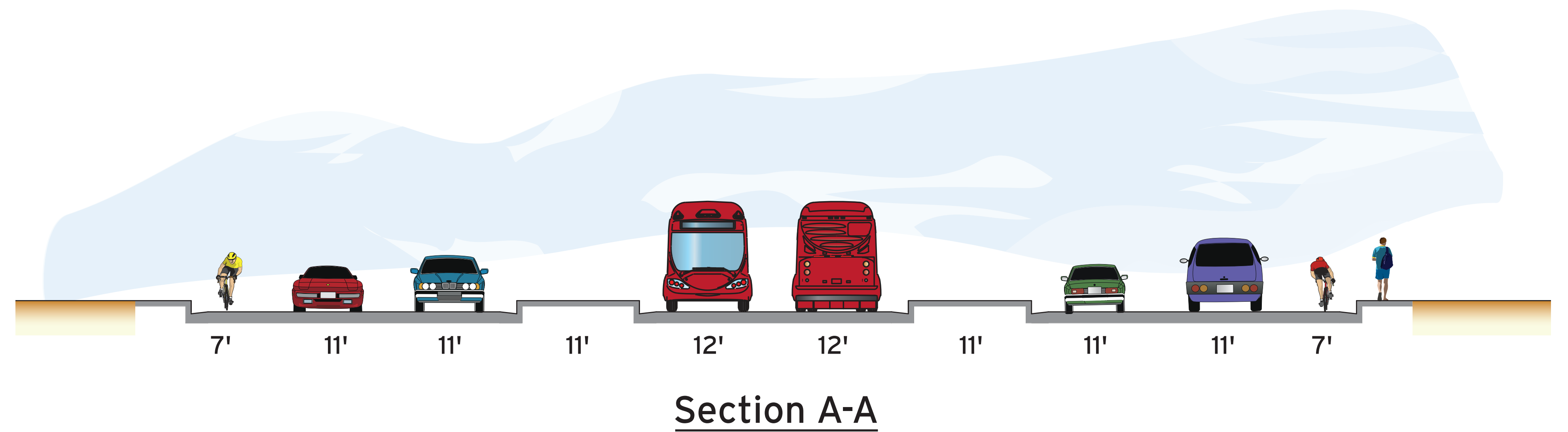
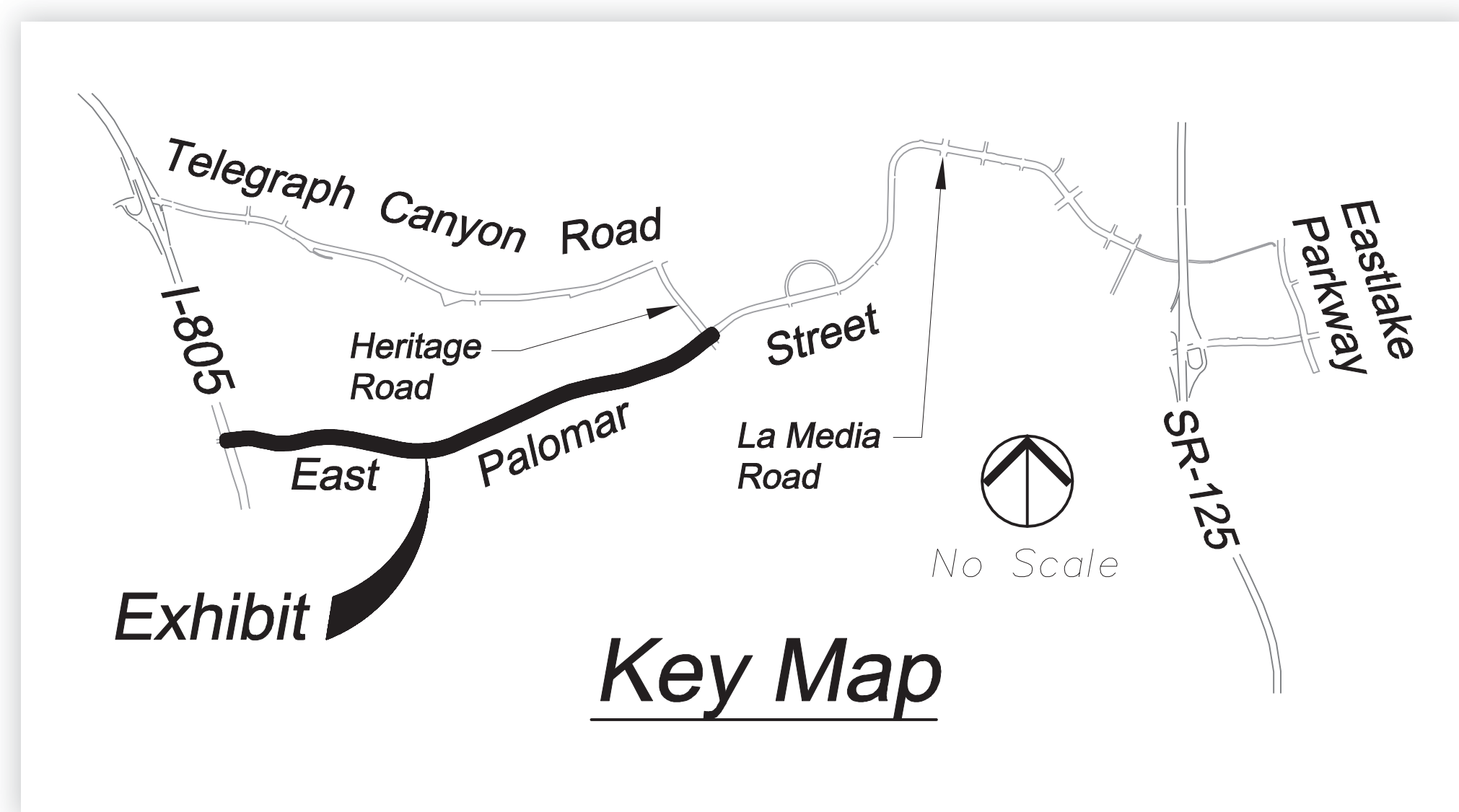


NORTH
NOT TO SCALE

MEXICO

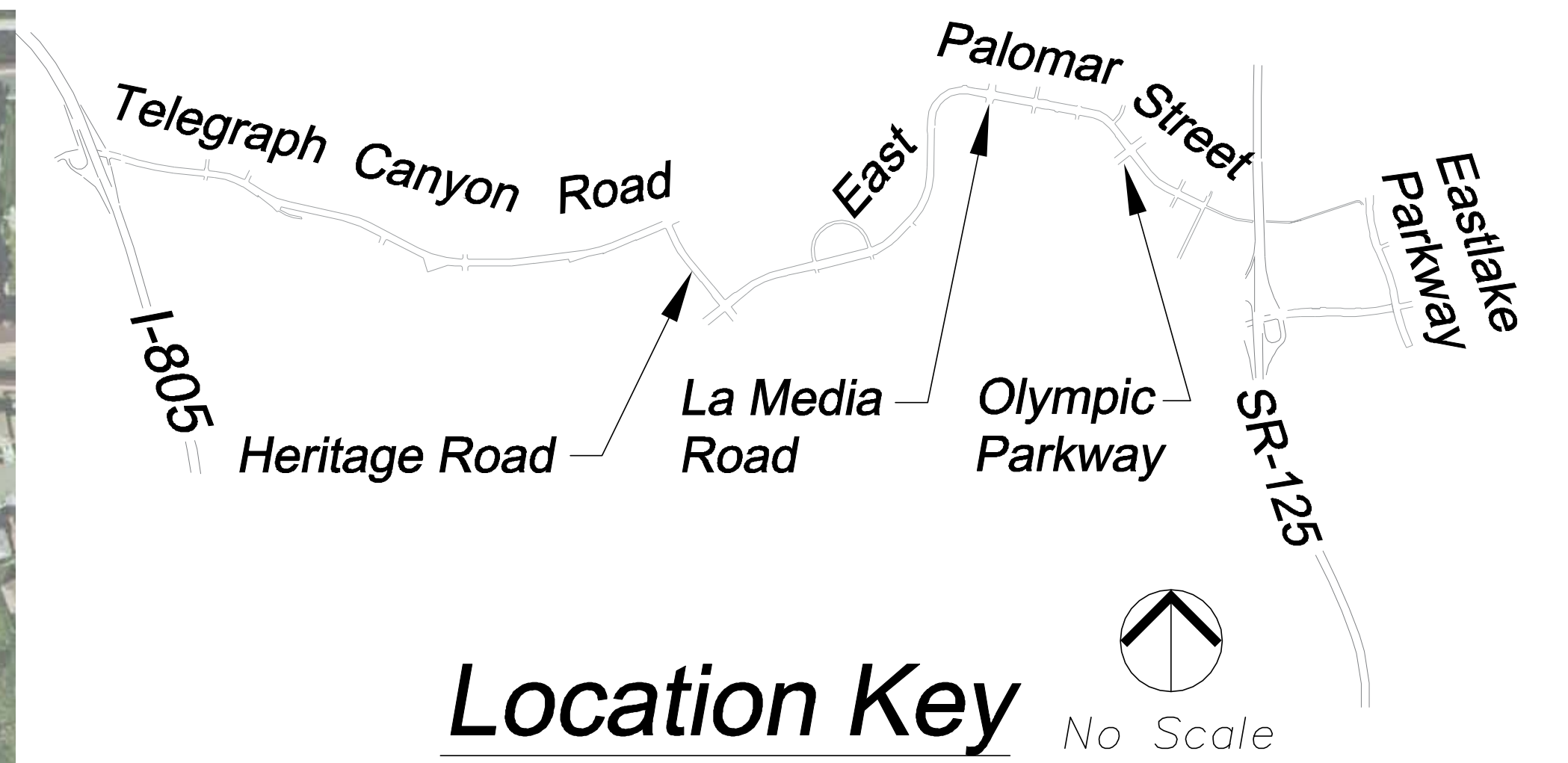
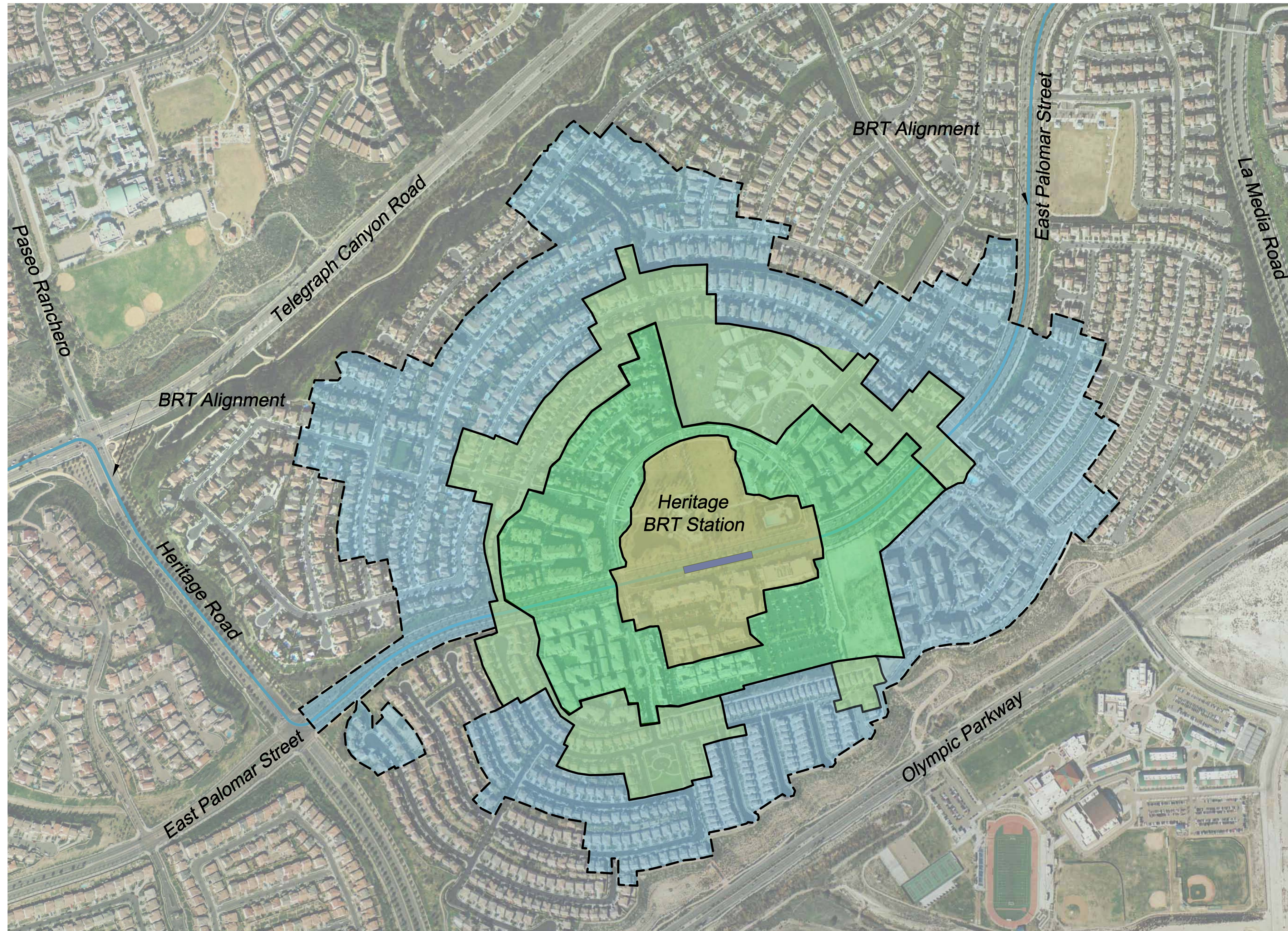
Ultimate Route – East Palomar Street Guideway (Oleander Avenue to Heritage Road)

DRAFT - November 2010



Heritage Station

Draft - November 2010



Legend:

- 2-3 min Walking Distance
- 4-5 min Walking Distance
- 6-7 min Walking Distance
- 7-10 min Walking Distance
- Village BRT Station
- Adjacent BRT Station



Pedestrian Access Heritage BRT Station

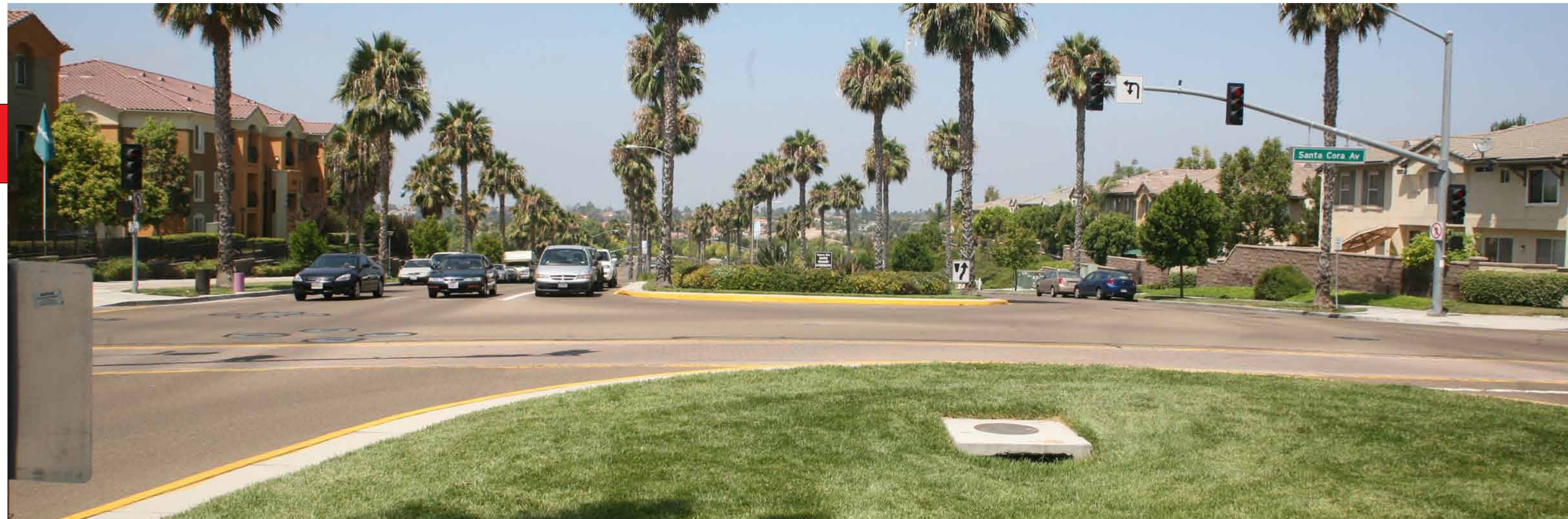
South Bay BRT – Rapid and reliable transit service



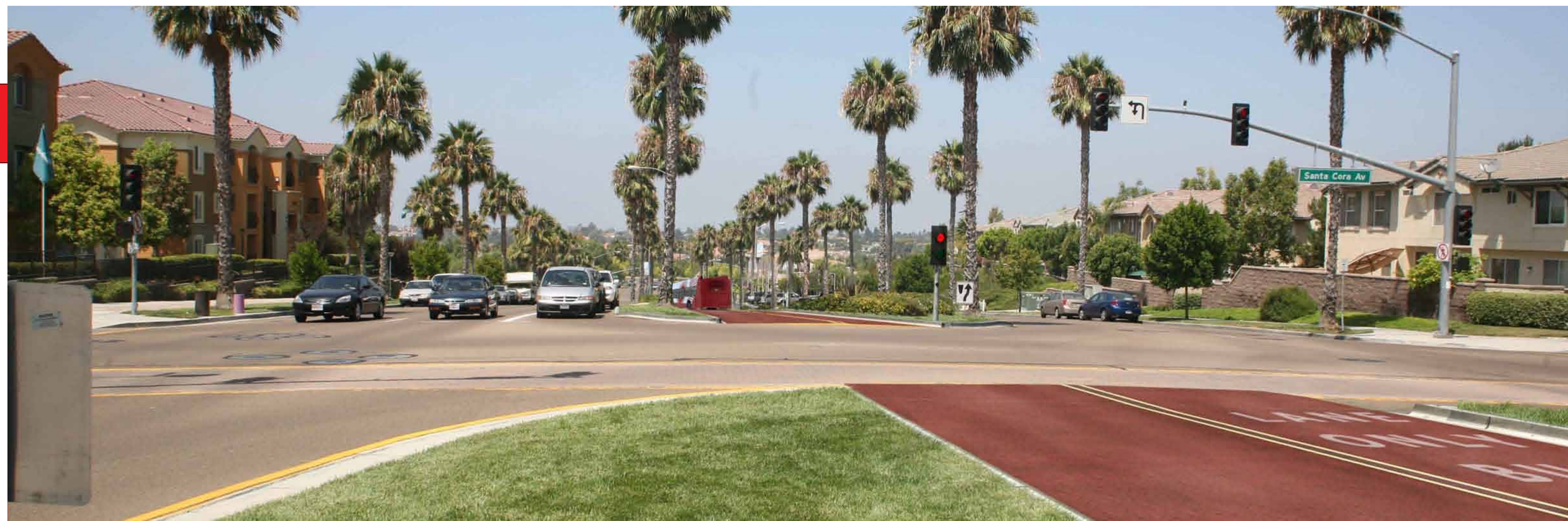
Heritage Station

Draft - November 2010

Before

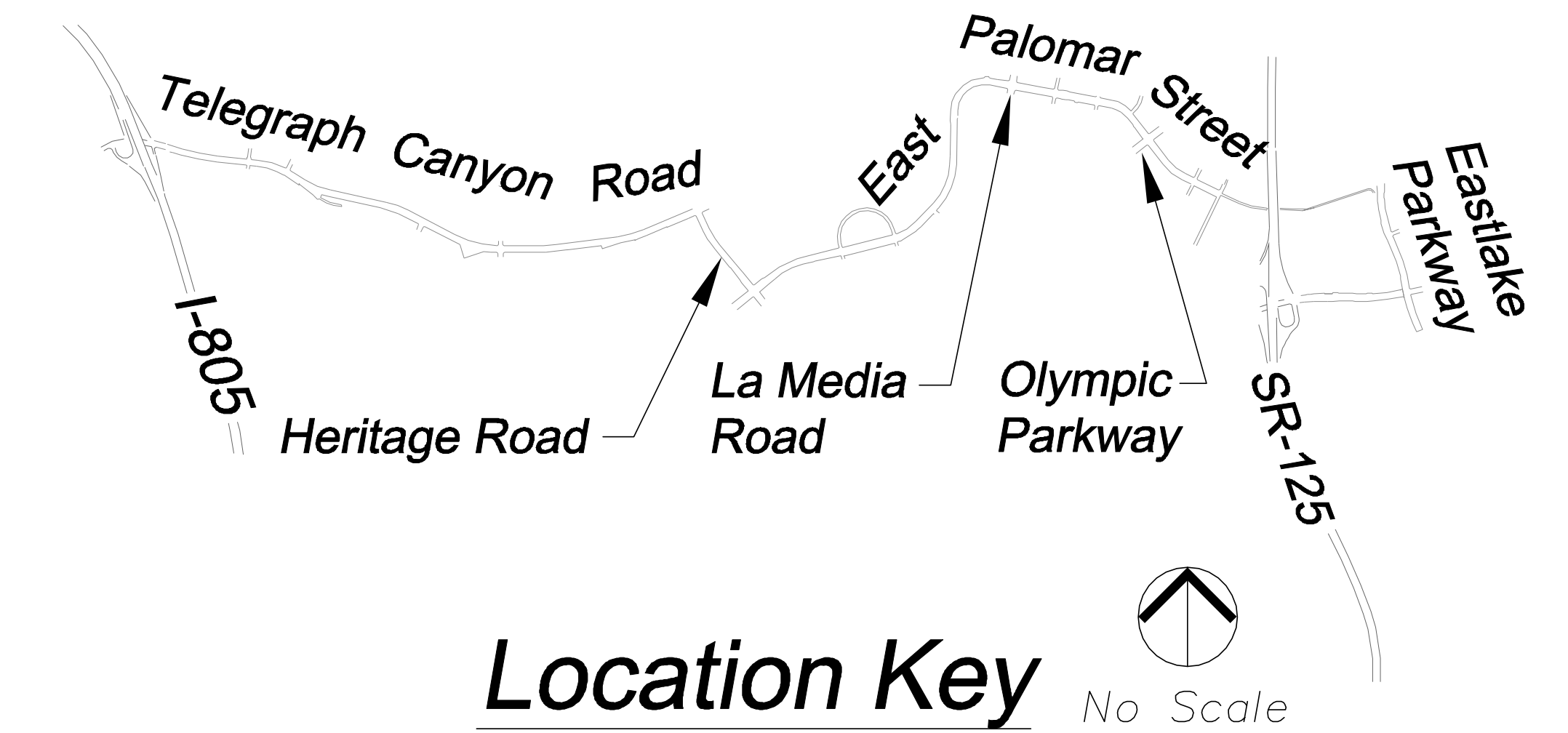
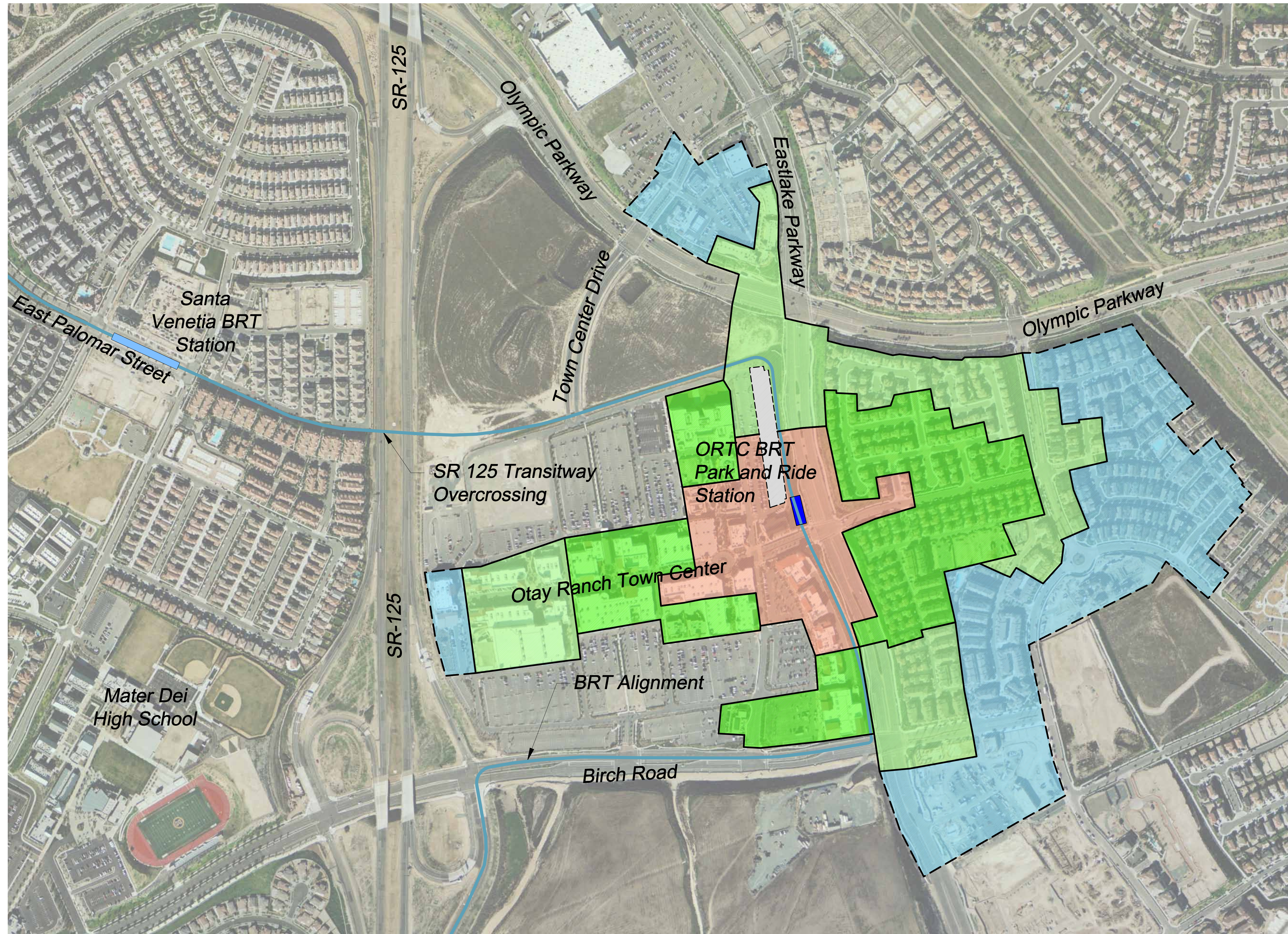


After



Otay Ranch Town Center Station

Draft - November 2010



Legend:

- 2-3 min Walking Distance
- 4-5 min Walking Distance
- 6-7 min Walking Distance
- 7-10 min Walking Distance
- Village BRT Station
- Adjacent BRT Station



Pedestrian Access Otay Ranch Town Center BRT Station

South Bay BRT – Rapid and reliable transit service



Otay Ranch Town Center Station

Draft - November 2010

Before



After



Project Timeline

Draft - November 2010

