

SANDAG's Regional Transportation Plan



City of Chula Vista's General Plan

Regional Transit Vision



Figure 5-14

Site Utilization Plan

Land Use Summary Table			
RESIDENTIAL	Land Use	Acres	Units
R-1	SF	20.2	105
R-2a	SF	10.0	87
R-2b	SF	21.3	115
R-3	SF	26.4	159
R-4	SF	23.4	82
R-5	SF	15.5	111
R-6	SF	20.4	120
Subtotal SF		156.5	795
R-7a	MF	7.0	80
R-7b	MF	10.8	201
R-8	MF	11.7	200
R-8aD	MF	21.8	188
R-9	MF	12.7	205
R-10	MF	12.1	32
Subtotal MF		78.1	1,238
MU-10*	MU	6.7	108
Subtotal Residential		242.3	2,192
R-11	SF (M to S-2)	32.5	146
Total Residential		274.8	2,338
Non-Residential			
CPF-1x	CPF	1.5	
CPF-2a	CPF	0.7	
CPF-2	CPF	11.5	
S-1	School	10.0	
S-2	Private High School (See R-1)	7.6	
P-1	Park	22.0	
CS	Open Space	58.3	
Creation			
TOTAL		386.4	2,338

Village Six
OTAY RANCH
7/20/05

Santa Venetia Community
Exhibit 5

Notes:
1. All "x" Subdivisions of Parcel numbers such as R-7a, indicate a subdivision that may be completed by CPF use as an alternative for purposes of providing a subdivided community center/highway area.
2. R-11 is the base land use which allows the residential density high-density use, but requires strong future-oriented planning application.
3. Subject to being in substantial compliance, some may be allowed during the subdivision process.
* CPF-2 (1.5 Ac.) included in MU-1 site.

South Bay Bus Rapid Transit (Route 628)

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 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.



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.



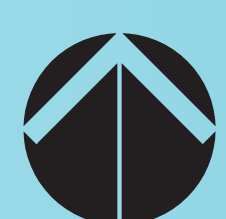
Direct Access Ramp (DAR)

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.



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

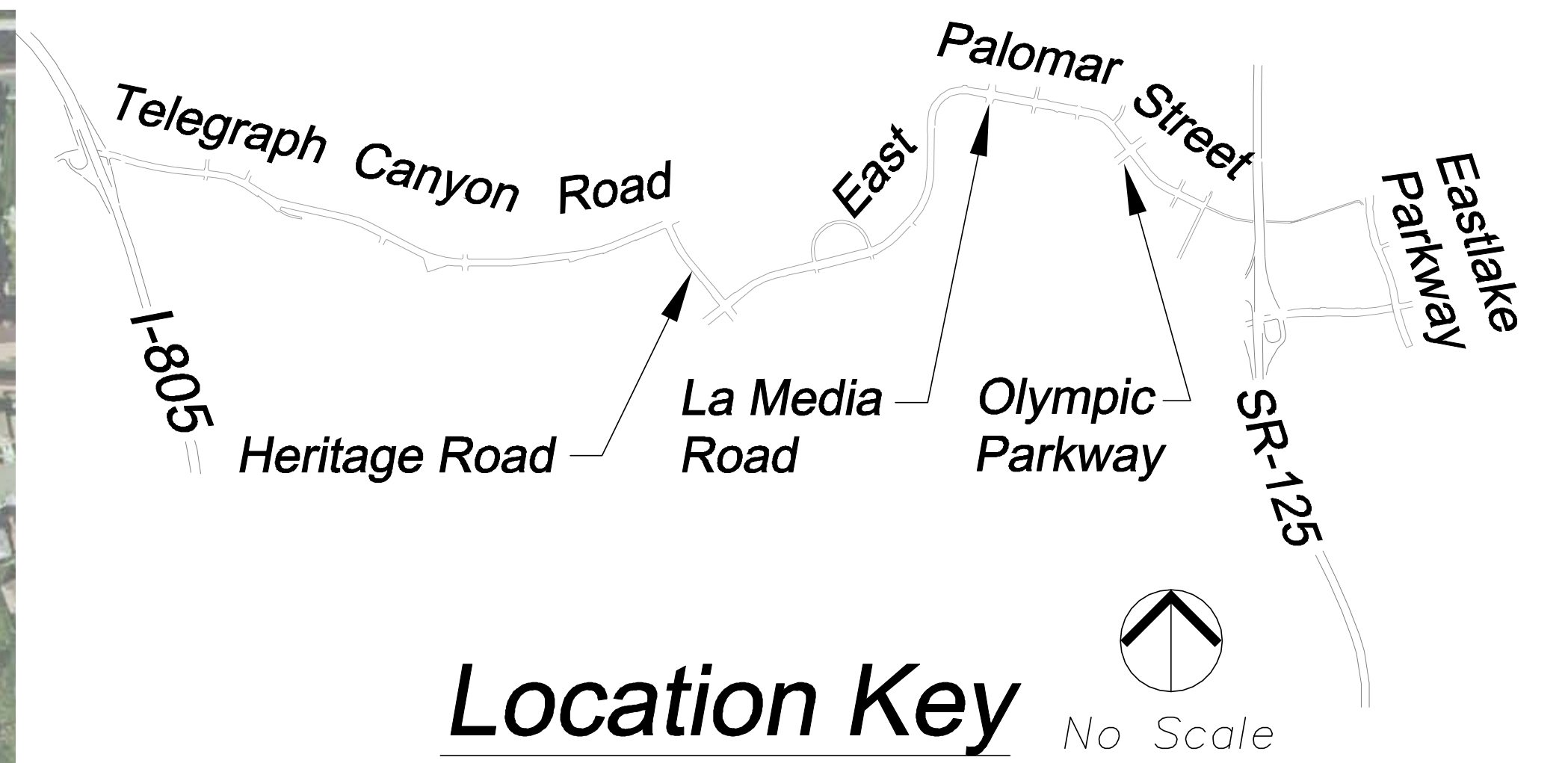
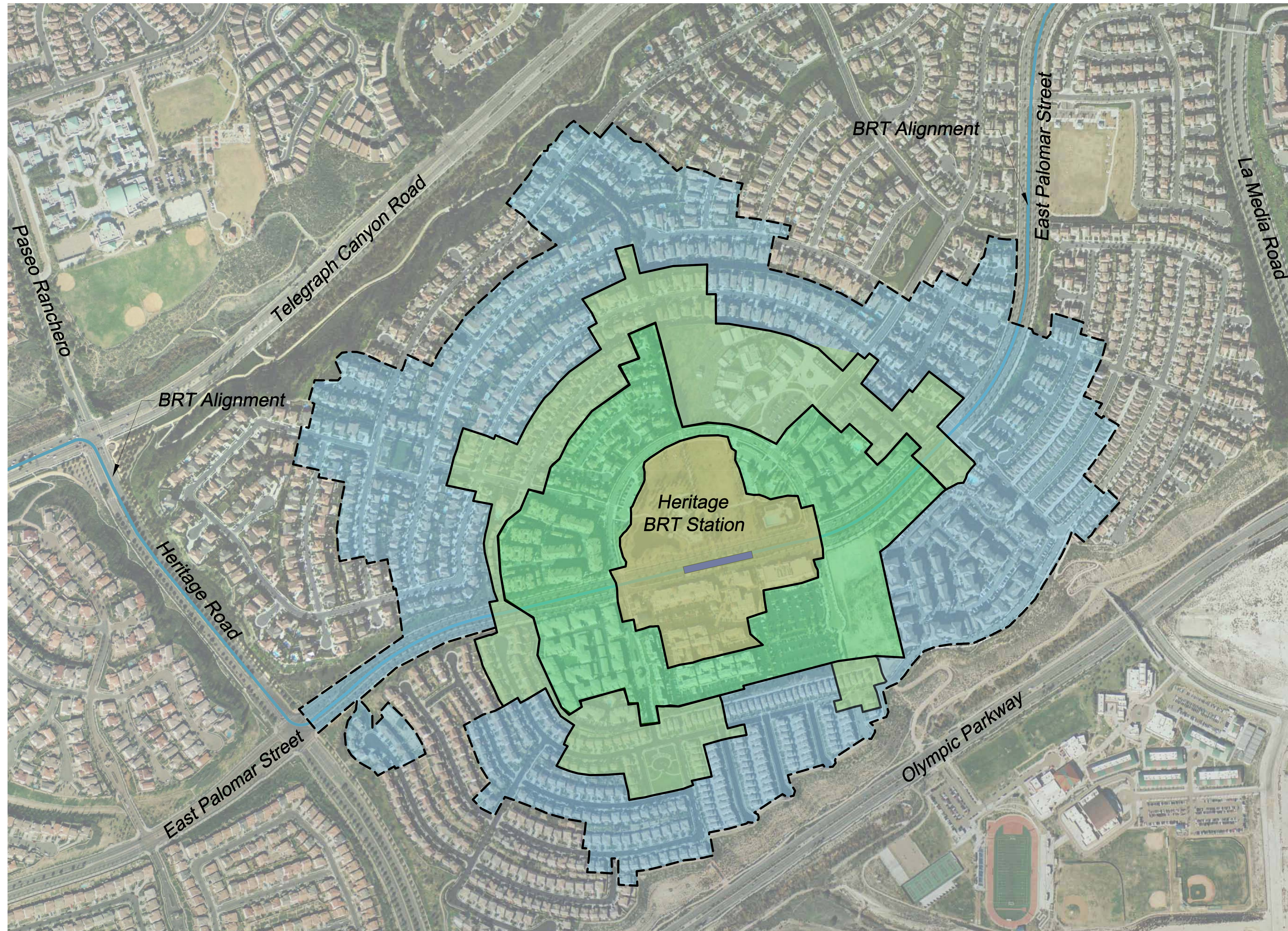
Oleander to Heritage Median

Draft - November 2010

Info to come from Kimley-Horn

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

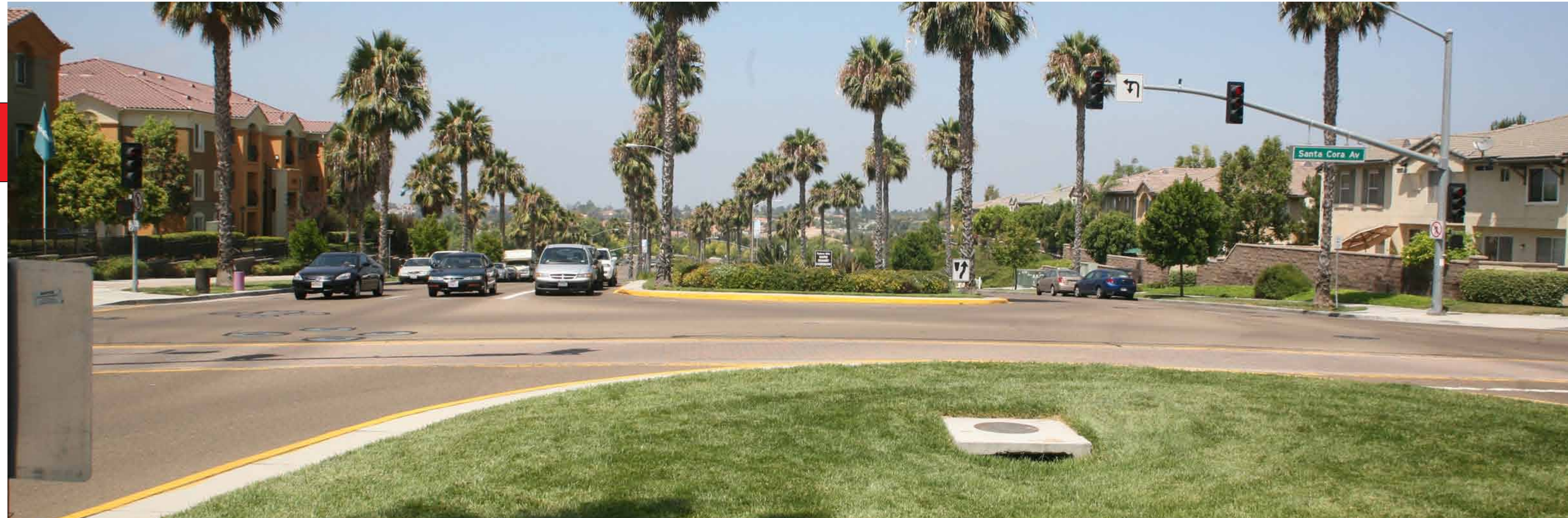
South Bay BRT – Rapid and reliable transit service



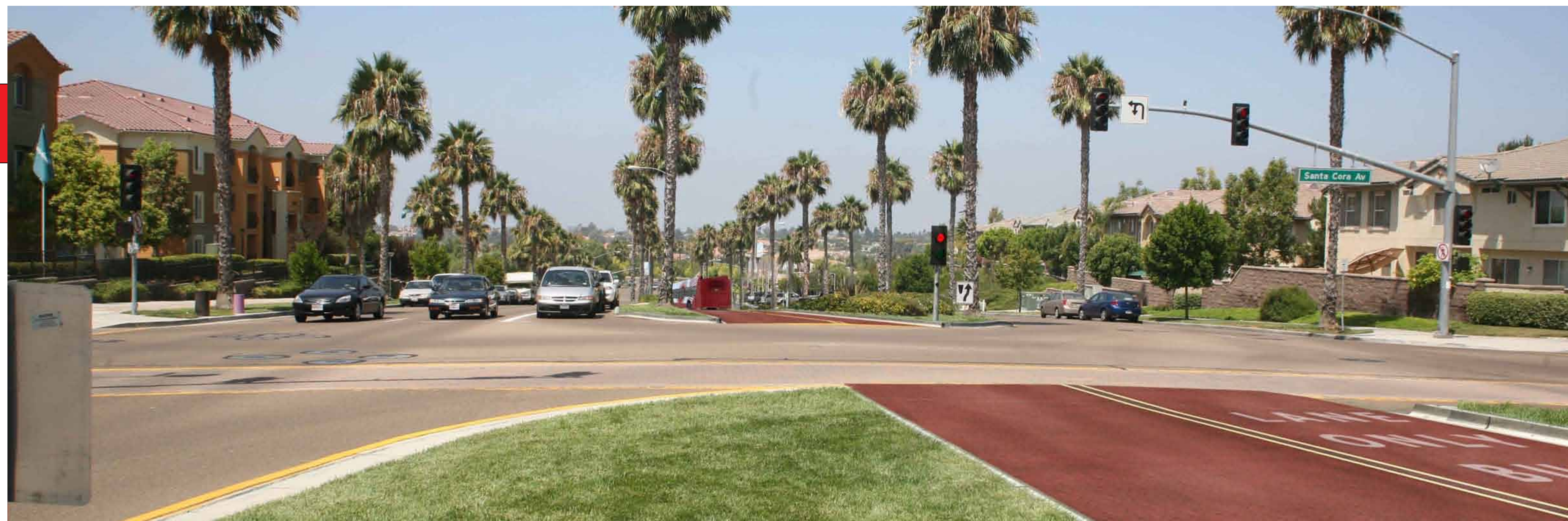
Heritage Station

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Before

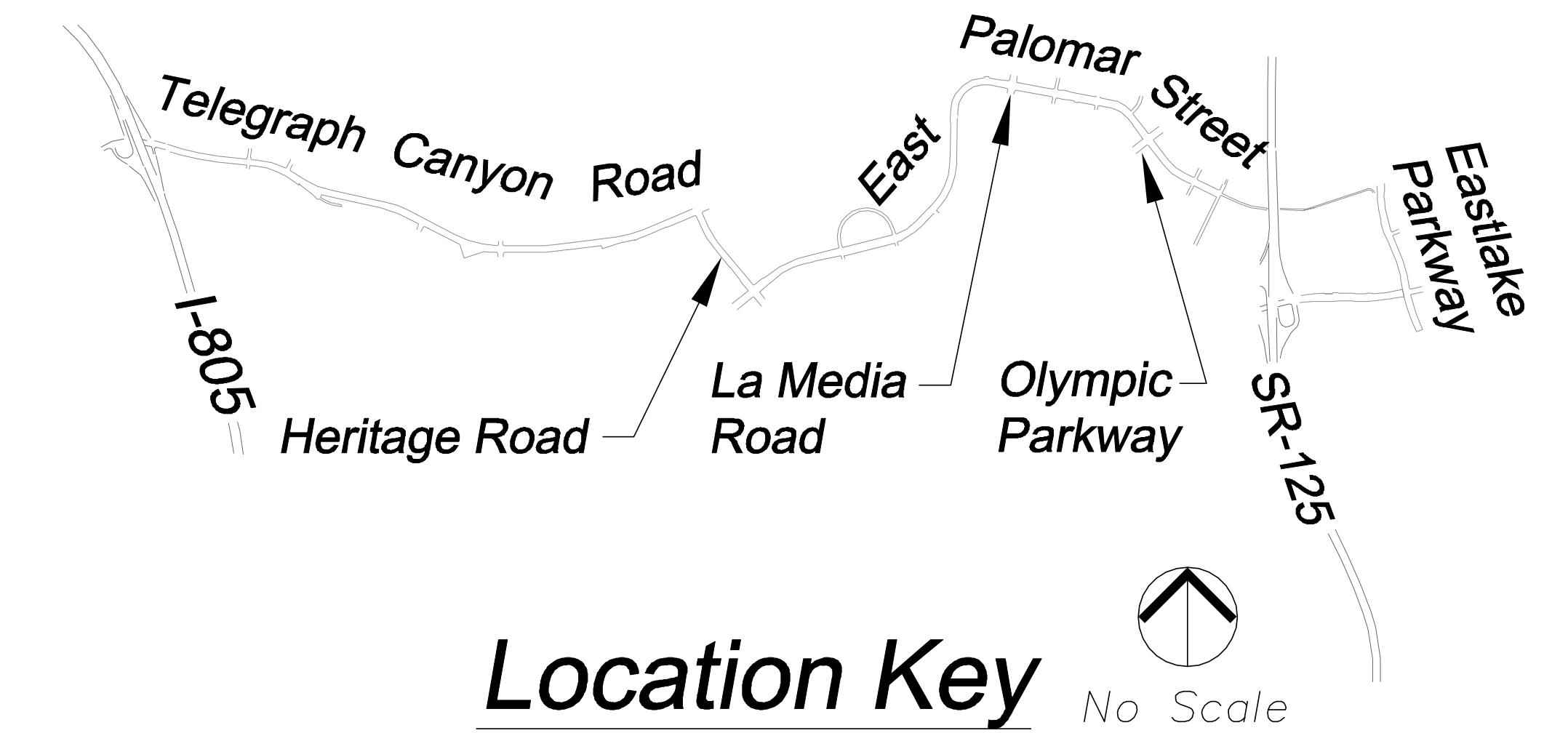
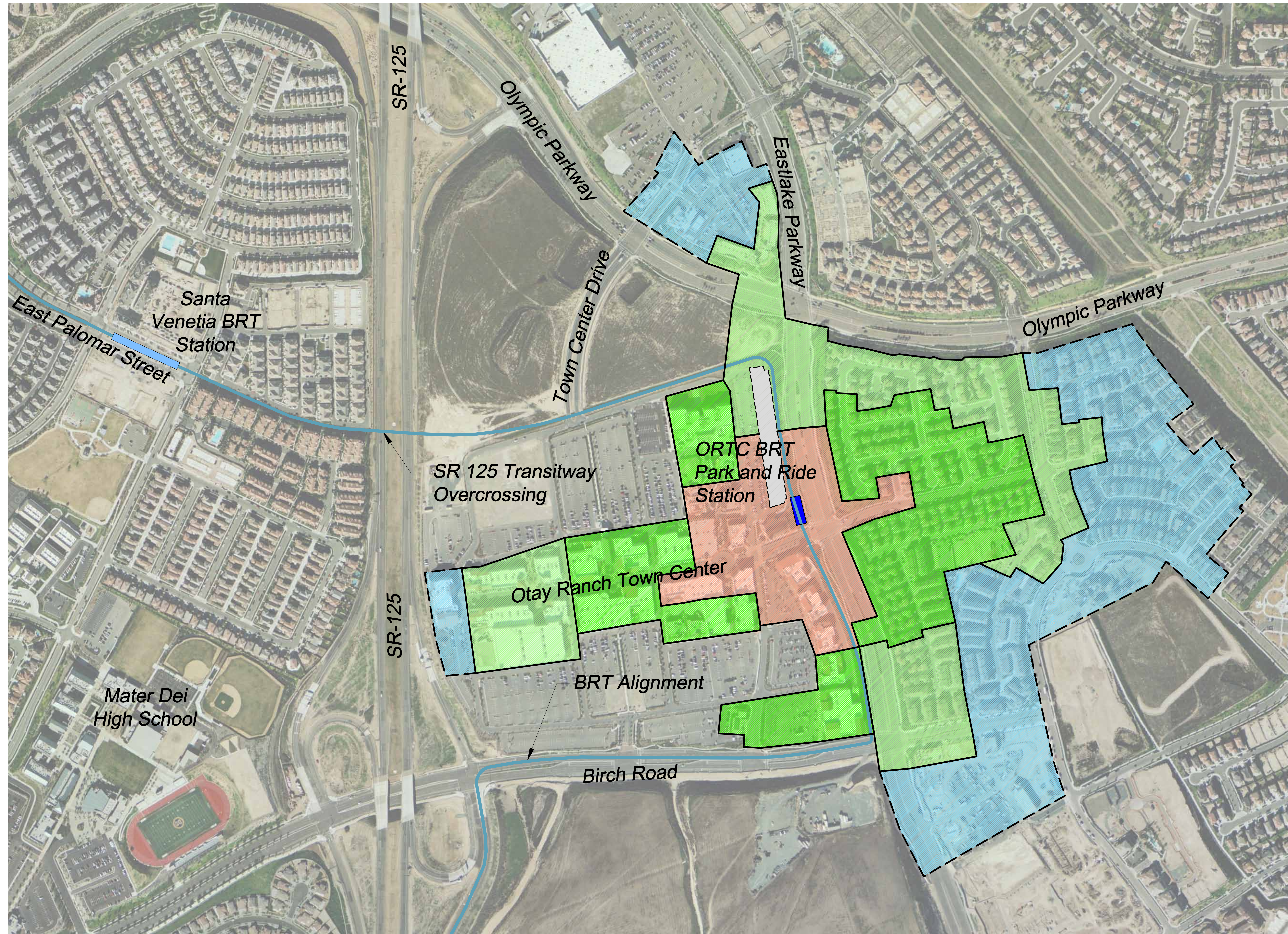


After



Otay Ranch Town Center Station

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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

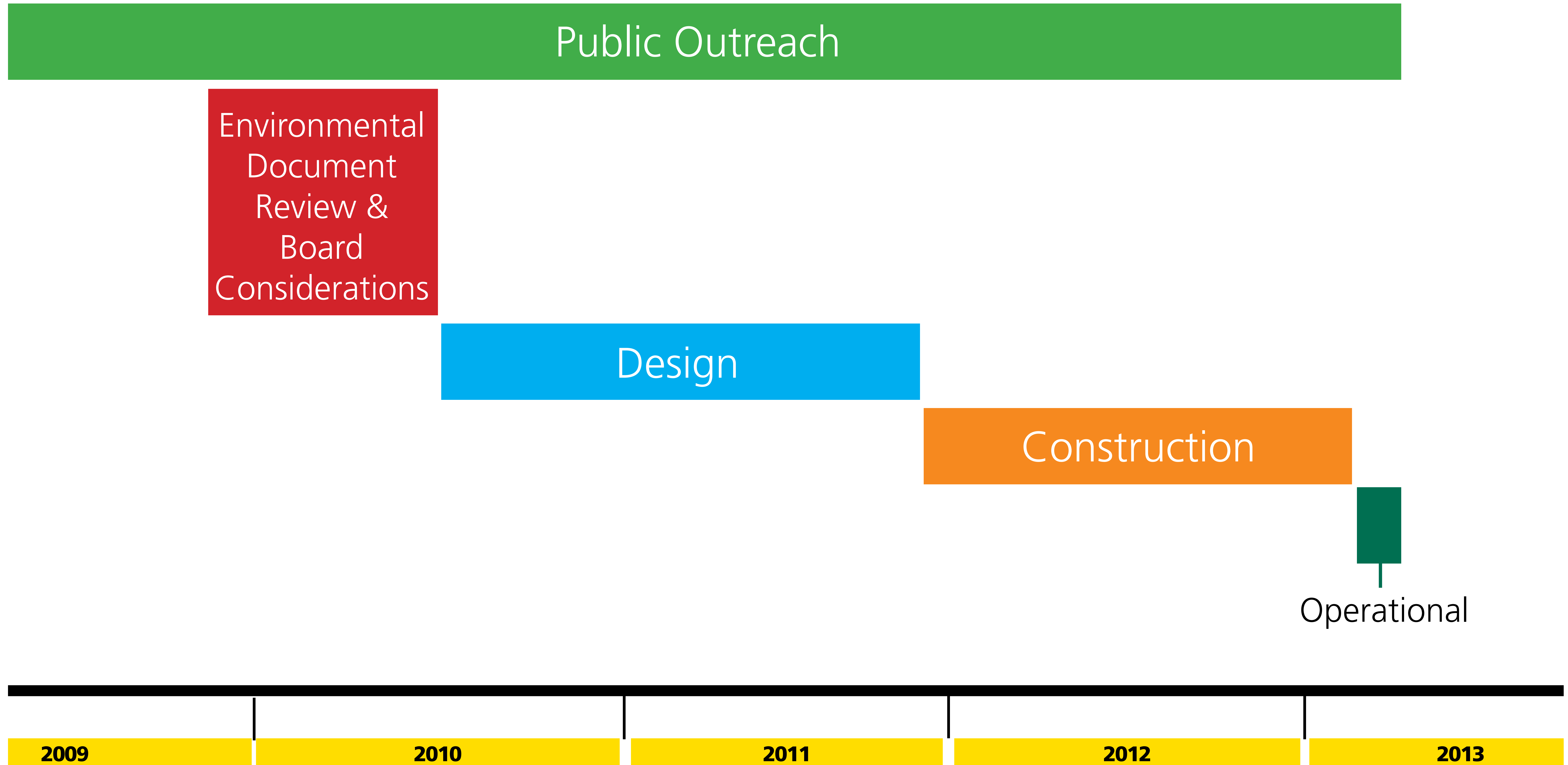


After



Project Timeline

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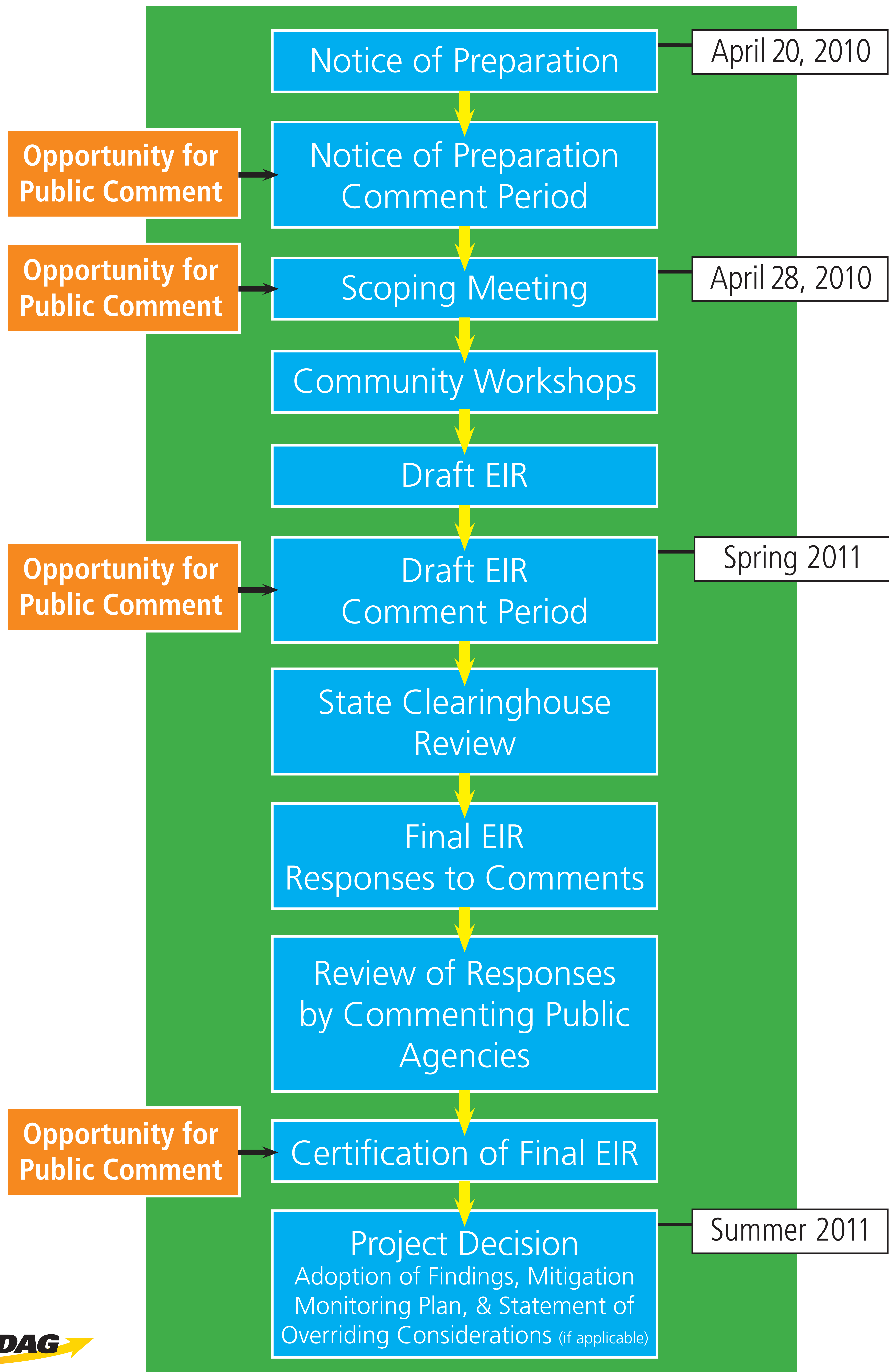


CEQA Process:

(California Environmental Quality Act)

EIR

(Environmental Impact Report)



Technical Studies & Documents

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- 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

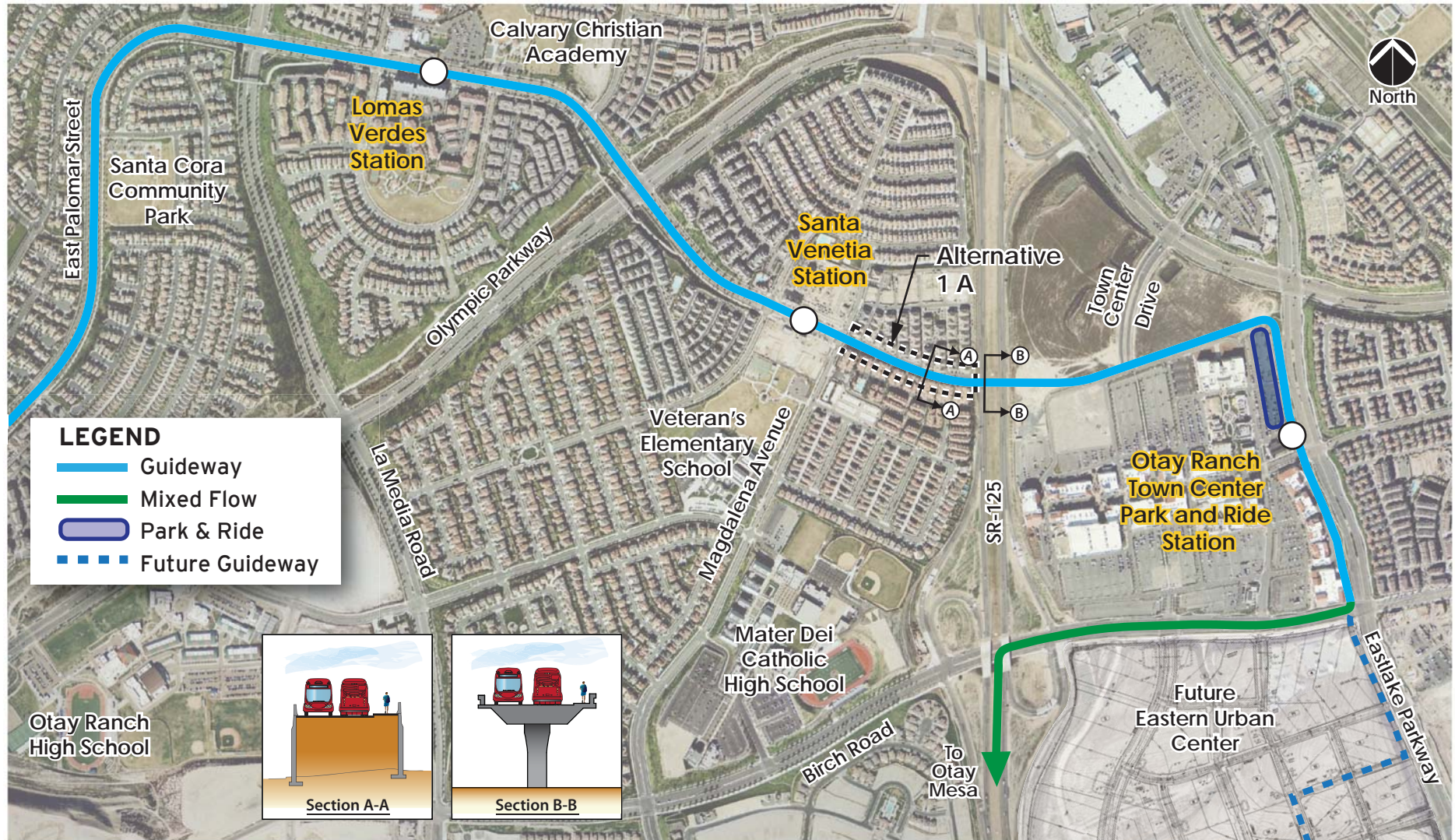
South Bay Rapid Transit Project Criteria

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Exhibit to come from Kimley-Horn

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

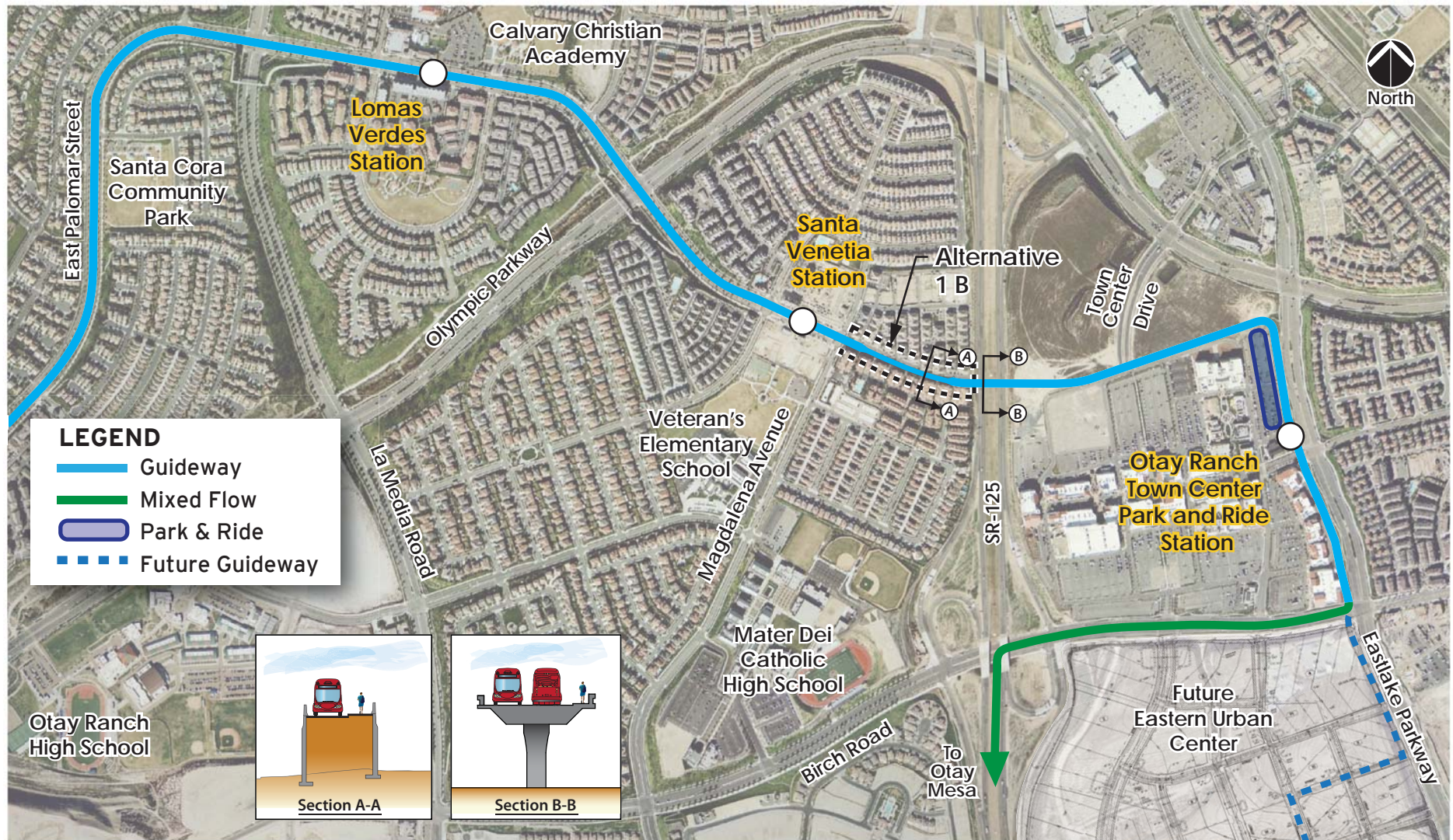
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Otay Ranch Route Alternatives 1 B – SR-125 Transit and Pedestrian Bridge

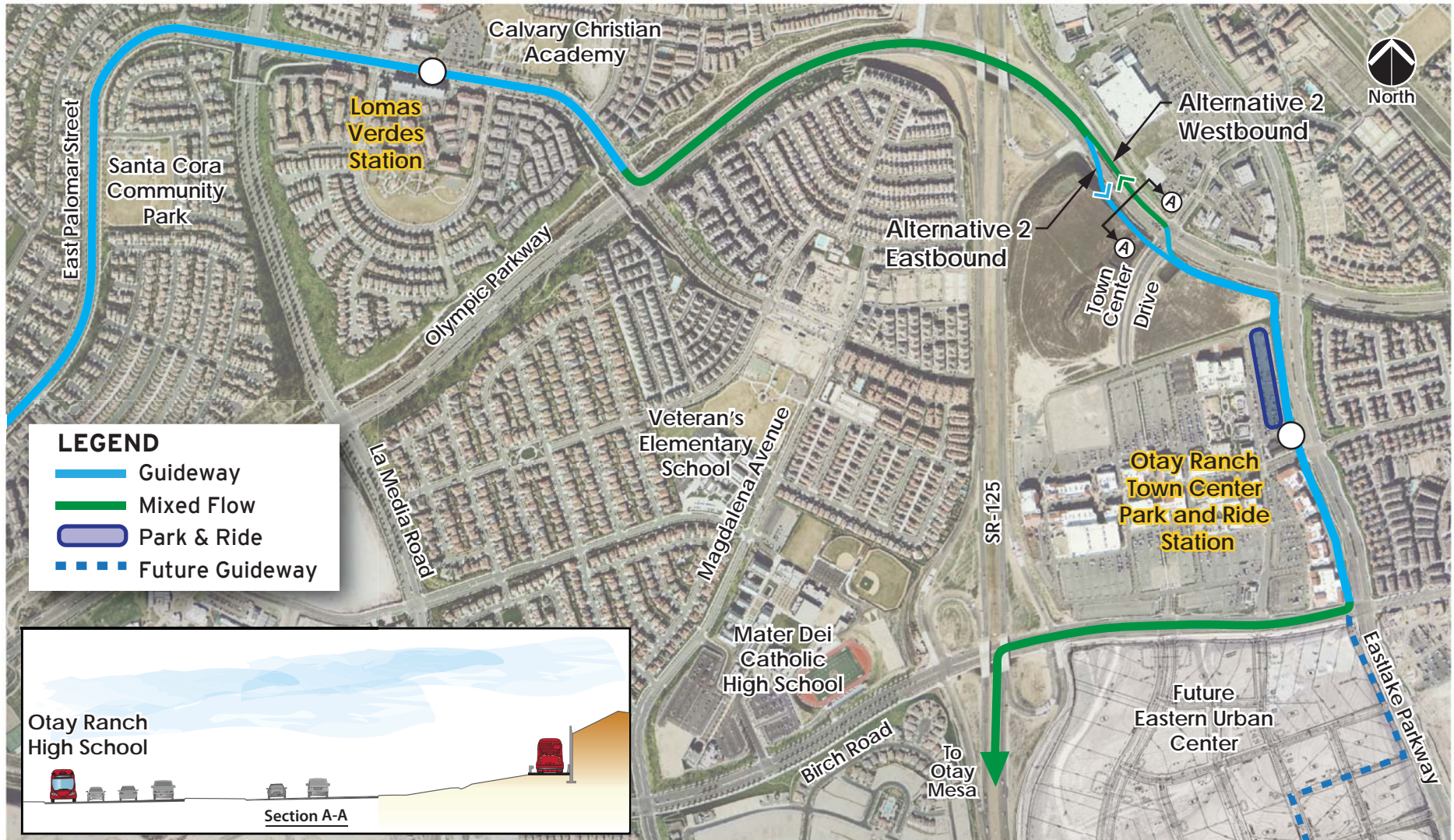
October 2010



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

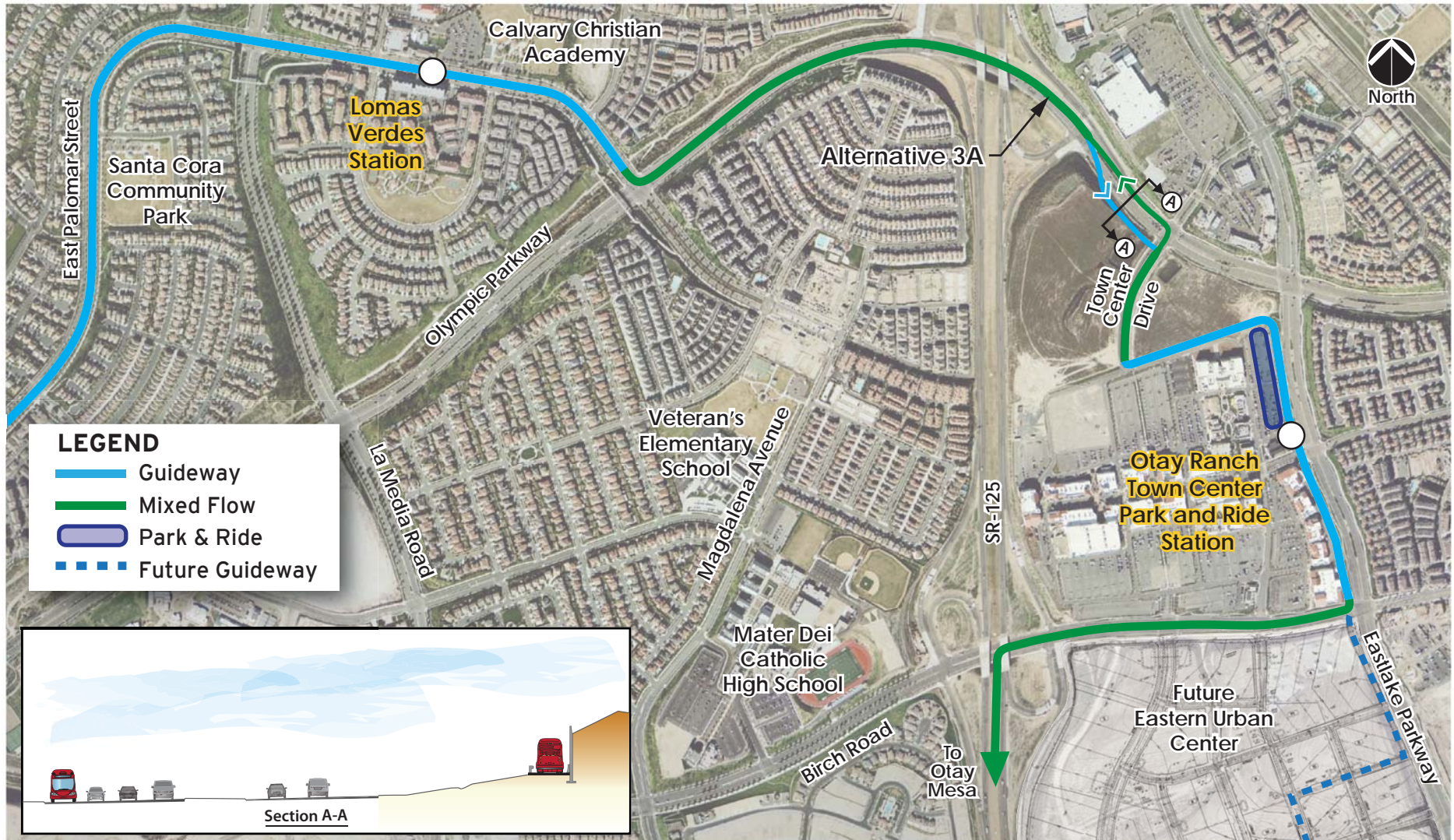
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Otay Ranch Route Alternatives 3 A – Olympic Parkway / Town Center Drive

October 2010



Alternative 3A: Olympic Parkway with eastbound transit guideway between SR-125 northbound off-ramp and Town Center Drive

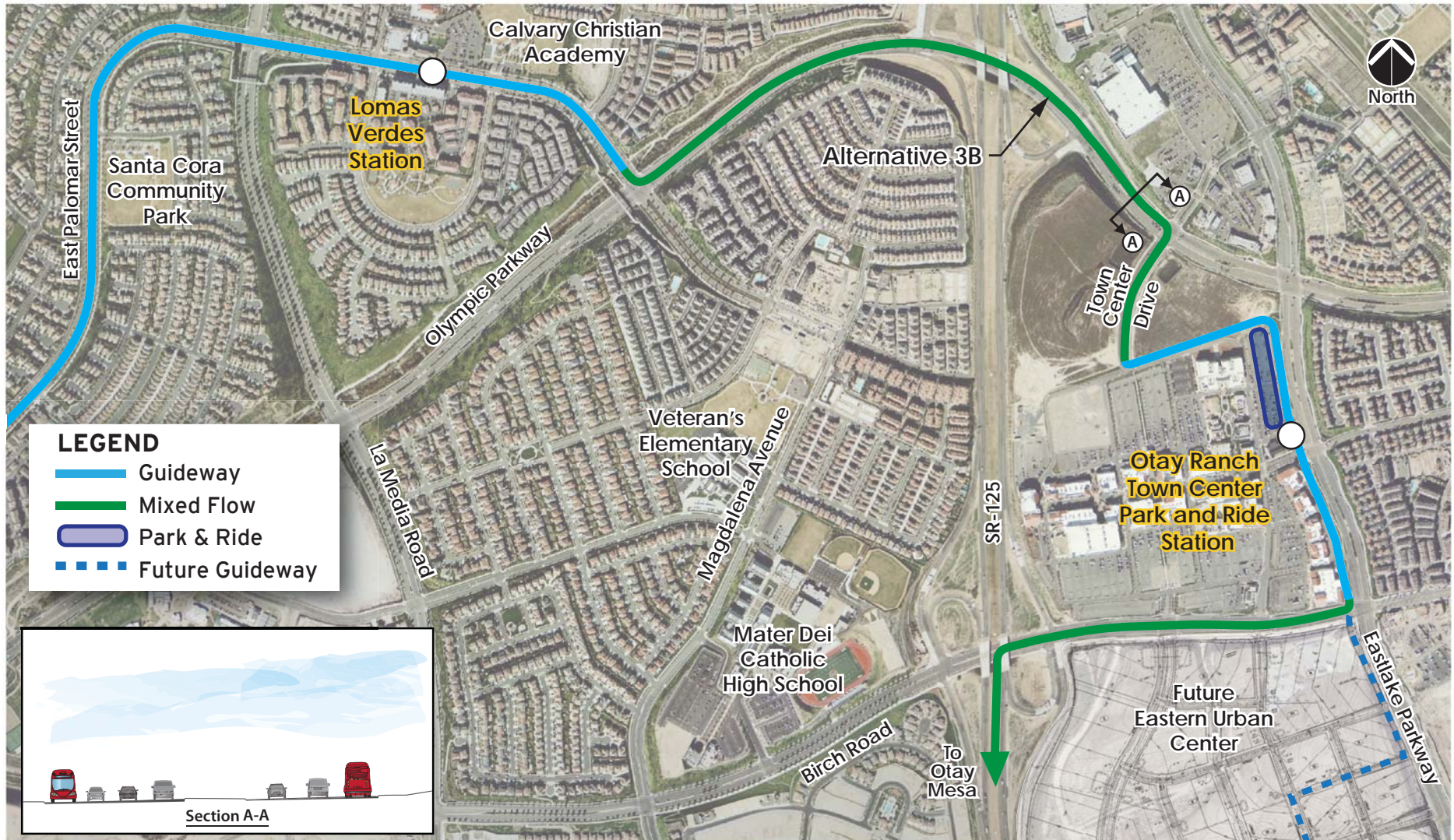
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Otay Ranch Route Alternatives 3 B – Olympic Parkway / Town Center Drive

October 2010



Alternative 3B: Use Olympic Parkway mixed flow between East Palomar Street and Town Center Drive

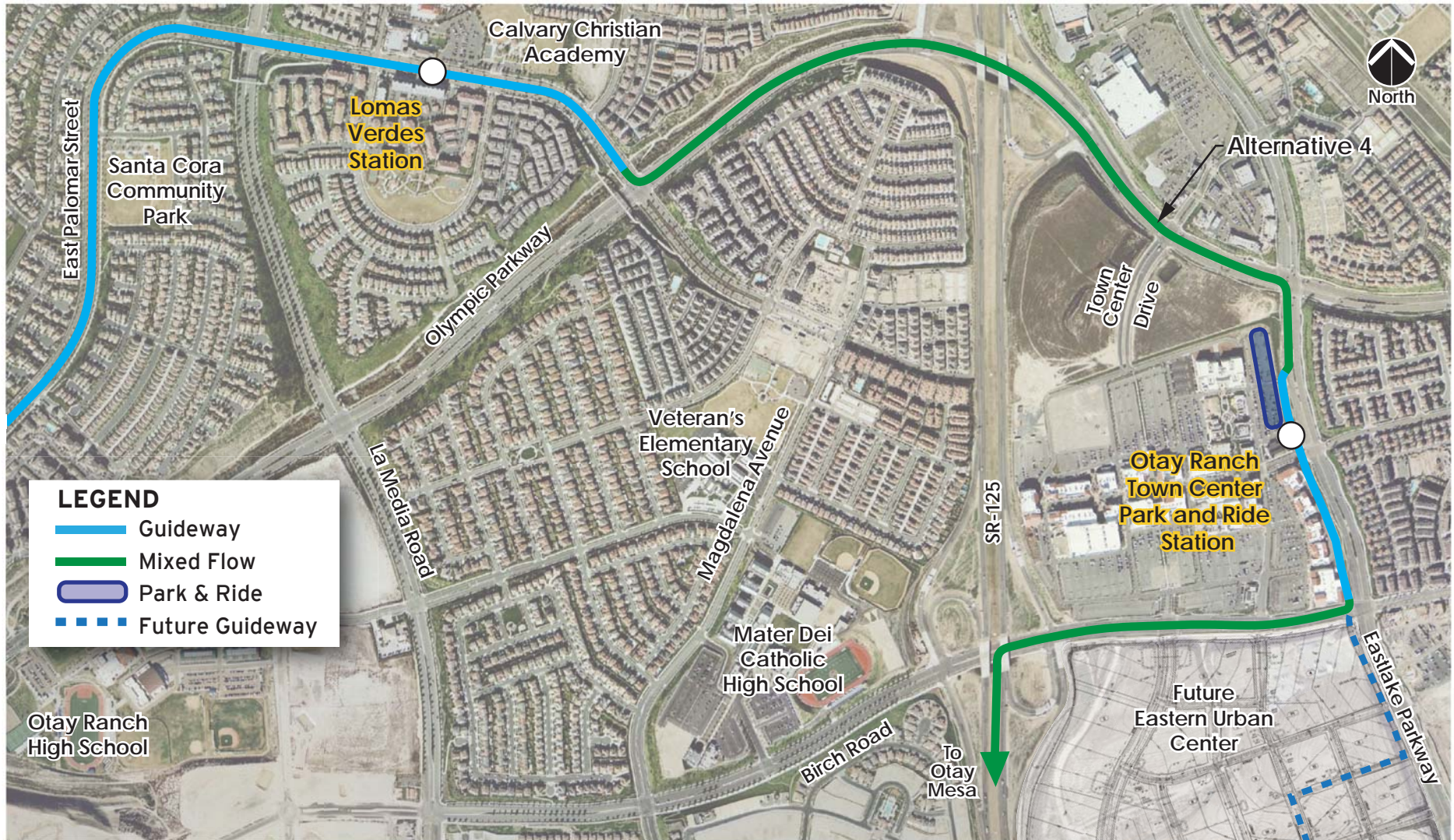
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Otay Ranch Route Alternative 4 – Eastlake Parkway

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Alternative 4: Olympic Parkway to Otay Ranch Town Center Park and Ride Station via Eastlake Parkway

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Otay Ranch Route Alternative 5 – Magdalena Avenue / Birch Road

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Alternative 5: East Palomar Street to Otay Ranch Town Center / Eastern Urban Center via Magdalena Avenue and Birch Road

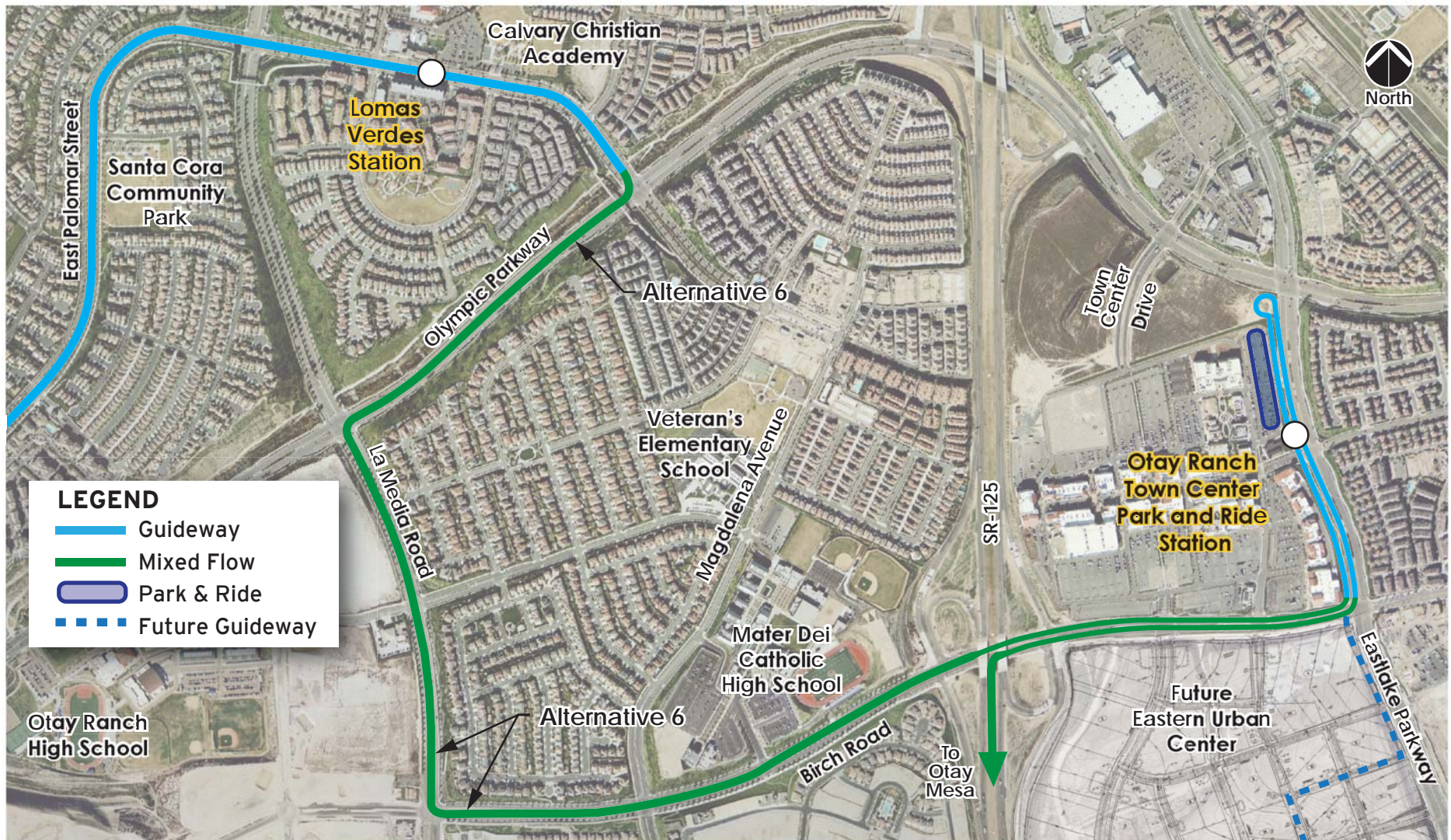
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Otay Ranch Route Alternative 6 – Olympic Parkway / La Media Road / Birch Road

October 2010



Alternative 6: East Palomar Street to Otay Ranch Town Center / Eastern Urban Center via Olympic Parkway, La Media Road and Birch Road

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Otay Ranch Route Alternative 7 – Olympic Parkway / Santa Venetia Station

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Alternative 7: Service to Santa Venetia Station via loop on East Palomar Street; see alternatives 2 through 4 for service to Otay Ranch Town Center

South Bay BRT - Rapid and reliable transit service



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WELCOME

South Bay Bus Rapid Transit (BRT) Public Meeting

Learn about the South Bay BRT project and provide us with your comments and suggestions.

Your feedback will help shape the scope and content of the Environmental Impact Report (EIR).

Please comment in any of the following manners:

- Submit written comments today or during public comment period
- Mail your written comments (address is on the comment sheet)
- Email your written comments to dhic@sandag.org

**Thank you for your interest
in South Bay BRT.**