



Project Information Form for Transportation Studies

The first page of the Project Information Form (PIF) is to be completed by the applicant. If the project meets the exemption criteria shown below (subject to verification by City staff), then no further analysis is required and the PIF may be submitted with only the first page completed. If none of the boxes are checked, the remaining sections of the PIF (pages 2-4) must be completed by a consultant meeting professional qualifications described in Section 1.5 of the TSG (see "Consultant" section below). The PIF is subject to change as new project information arises.

General Project Information and Description

Owner/Applicant Information

Name:
Address:
Phone Number:
Email:

Project Information

Project Name:
Project Address:
APN:
Land Use Designation:
Zoning Designation:

Project Description

Land Uses and Intensities
(units, square feet, etc.):
Gross and Developable Acreage:
Vehicle Parking Required (per relevant City planning document (e.g., CVMC, SPA Plan, etc.):
Vehicle Parking Spaces Proposed:
Accessible Spaces:
Bicycle Storage Capacity (racks and secure storage):
Motorcycle Spaces:
EV Parking Spaces:

Exemptions

Check the box that applies to your project:

Grid of exemption options with checkboxes:
Intensification of residential development...
Review or approval of a project that is strictly consistent...
Conditional use permit for alcohol and temporary sales offices.
Zoning variance for deviations from zoning standards only.
Facilities for the exclusive use of an existing residential development...
Historic designation or Certificate of Appropriateness...
Cell phone sites or towers.
Minor restaurant expansion...



## APPENDIX A

### Project Information Form for Transportation Studies

**Consultant (CA Licensed Traffic Engineer or CA Licensed Civil Engineer with Traffic Engineering Expertise)**

<b>Name of Firm:</b>	
<b>Project Manager:</b>	<b>License(s):</b>
<b>Email Address:</b>	
<b>Telephone:</b>	

**Trip Generation (Attach Traffic Generation Table with Rates and Daily and Peak Hour Volumes)**

*[Use the SANDAG (Not So) Brief Guide of Vehicular Trip Generation]*

<b>Total Daily Trips:</b>	<b>Pass-by Trips:</b>
<b>Internal Capture:</b>	<b>Previous Use Credits:</b> <i>(Driveway count or published SANDAG/ITE rate at City's discretion):</i>
<b>Alternative Mode Reduction:</b>	<b>Net Daily Trips:</b>

### Site Plan

**Attach 11x17 copies of the project location/vicinity map and site plan containing the following:**

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location and distance to closest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of any planned sidewalks or bikeways identified in the City of Chula Vista Active Transportation Plan within ½ mile of the project

### CEQA Transportation Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below. If "No" is checked for any project type or land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outline in the City of Chula Vista *Transportation Study Guidelines (TSG) Chapter 3.*

#### Project Type Screening

	<b>Screened Out? (Mark Yes or No)</b>	
1. Select the Land Uses that apply to your project	Yes	No
2. Answer the questions for each Land Use that applies to your project <i>(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i> <i>Note: All responses must be documented and supported by substantial evidence.</i>		
<input type="checkbox"/> <b>1. Locally Serving Retail Project</b> a. Is the project less than 125,000 square feet and serving the local community? The City may request a market capture study that identifies local market capture to the City's satisfaction.	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> <b>2. Locally Serving Public Facility or Community Purpose Facility</b> a. Is the project a public facility or Community Purpose Facility that serves the local community? (see TSG Section 3.3)	<input type="checkbox"/>	<input type="checkbox"/>



## APPENDIX A

A

### Project Information Form for Transportation Studies

<input type="checkbox"/>	<b>3. Small Residential and/or Employment Project</b>	<input type="checkbox"/>	<input type="checkbox"/>
	a. Does the project generate less than 200 net daily trips?		
<input type="checkbox"/>	<b>4. Infill Affordable Housing</b>		
	a. Is the project composed of deed-restricted affordable housing units, and has the following characteristics:		
	i. Is an infill project;		
	ii. Is close to a transit stop or station; and		
	iii. Project-provided parking does not exceed parking required by the Chula Vista Municipal Code?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>5. Redevelopment Project</b>		
	a. Does the project result in a net decrease in total Project VMT than the existing use?	<input type="checkbox"/>	<input type="checkbox"/>

### Project Location Screening

	Screened Out? (Mark Yes or No)	
	Yes	No
1. Select the Land Uses that apply to your project		
2. Answer the questions for each Land Use that applies to your project <i>(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i>		
<input type="checkbox"/> <b>1. Residential</b>		
<div style="padding-left: 20px;">a. Is the project located in a VMT-efficient area (15% or more below the regional average) using the Chula Vista screening maps for VMT/Capita? View VMT/Capita map here: <a href="https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d">https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d</a></div>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> <b>2. Employment (not including Industrial Employment)</b>		
<div style="padding-left: 20px;">a. Is the project located in a VMT-efficient area (15% or more below the regional average) using the City of Chula Vista screening maps for VMT/Employee? View VMT/Employee map here: <a href="https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=d80a3cddc1964f8c88dafef234147e98">https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=d80a3cddc1964f8c88dafef234147e98</a></div>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> <b>3. Industrial Employment</b>		
<div style="padding-left: 20px;">a. Is the project located in a VMT-efficient area (at or below the regional average) using the City of Chula Vista screening maps for VMT/Employee?</div>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> <b>4. Within a transit buffer</b>		
<div style="padding-left: 20px;">a. Is the project in a transit priority area or within ½ mile of a stop along a high quality transit corridor, and has the following project characteristics?</div> <div style="padding-left: 40px;">i. Has a Floor Area Ratio (FAR) of more than 0.75</div> <div style="padding-left: 40px;">ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction</div> <div style="padding-left: 40px;">iii. Is consistent with the City of Chula Vista General Plan</div> <div style="padding-left: 40px;">iv. Does not include a smaller number of units that previously on the project site</div> <div style="padding-left: 40px;">v. Does not replace affordable residential units with moderate- or high-income residential units.</div>	<input type="checkbox"/>	<input type="checkbox"/>



Local Mobility Analysis Screening

Does this project generate less than 200 daily trips (after adjustments)?  Yes  No

*If yes, the project does not need to complete an LMA. If no, continue to next question to determine study extents.*

Is this project consistent with Relevant City Planning Documents (e.g., General Plan, SPA Plan, Specific Plan)?  Yes  No

*Refer to the City of Chula Vista Transportation Study Guidelines (TSG), Chapter 4, to determine study extents based on the project's trip generation and consistency with the General Plan.*

**Provide attach a list or map of proposed study intersections in accordance with the requirements outlined in the TSG, Chapter 4.**



# Attachment A

## Trip Generation Calculation and Site Plan



## CEQA Transportation Analysis and Local Mobility Analysis

In 2004, the City of Chula Vista approved the Village 7 Sectional Planning Area (SPA) Plan and Tentative Map, along with the Environmental Impact Report (2004 EIR) and associated Traffic Impact Study (2004 TIS). The project Applicant subsequently filed an application for amendments to the Chula Vista General Plan, the Otay Ranch General Development Plan, and the Village 7 SPA, and a rezone.

The Village Seven FEIR (FEIR) analyzed potential traffic impacts utilizing Level of Service (LOS) methodology at various intersections, roadway segments, and freeways under several future year study scenarios. The FEIR, SPA Plan Overall Conceptual Village Plan, and the EIR Traffic Impact Analysis<sup>1</sup> (TIA) were all based on the assumption that the SPA would encompass up to 1,053 single-family dwelling units, 448 multi-family dwelling units, 3.7 acres dedicated to commercial space, 7.6 acres for a public park, 4.1 acres allocated for a Community Purpose Facility, 11.1 acres for an elementary school, and a high school designed to accommodate 2,950 students. At the time of the approval, the SPA Site Utilization Plan and EIR Project Description assumed a development of up to 1,204 residential dwelling units instead of the 1,501 residential dwelling units studied in the FEIR and TIA.

The Village Seven FEIR, determined that the project would generate 25,079 average daily trips and result in direct impacts to the intersection of Rock Mountain Road/La Media Road, and to the street segment of Rock Mountain Road from La Media Road to SR-125. It was also determined that the project would contribute to cumulative traffic impacts at the intersections of Telegraph Canyon Road/I805 southbound ramps, and at Rock Mountain Road/La Media. Additionally, the project would contribute incrementally to cumulative roadway segment impacts along Telegraph Canyon Road from I-805 to Oleander Avenue, and along Rock Mountain Road from Main Street to SR-125 and from SR-125 to Eastlake Parkway. The project plans to address its cumulative effects on these facilities, which are part of the City of Chula Vista Eastern Transportation Development Impact Fees (TDIF) program, through the payment of the relevant TDIF fees.

The purpose of this comprehensive PIF is to track the intensity transfer proposed by the Project Applicant and provide a tracking mechanism for the City to ensure that future projects remain consistent with the 2004 EIR. Since the approval of the 2004 EIR, the property that was originally intended for a Middle School site (neighborhood S-2) was sold and incorporated into the boundary of Village 8 West and the associated Village 8 West EIR in 2013, as well as the Village 8 West SPA, rezone, and new Tentative Map in 2020. The Chula Vista City Council approved these amendments and entitlement for Village 8 West on February 18, 2020. Thus, the Middle School site is shown in Table 1 for documentation only as it was originally studied as part of Village 7.

**Table 1** displays a trip generation studied in the 2004 EIR. Excerpt of the 2004 TIS is provided later as **Attachment B**.

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<sup>1</sup> (Village Seven FEIR, Appendix B – Traffic Impact Analysis Village 7 City of Chula Vista – Table 10, California, June 7, 2004, by Linscott Law & Greenspan Engineers)

**Table 1 - Village 7 Trip Generation – Adopted Land Uses (2004 TIS)**

Land Use	Trip Generation Rates from 2004 TIS	Amount	ADT	AM (In/Out)	PM (In/Out)
Single Family	10/DU	1,053 DU	10,530	842 (253/ 590)	1,053 (737/316)
Multi-Family	8/DU	448 DU	3,584	287 (57/229)	358 (251/108)
Commercial	700/Acres	3.7 Acre	2,590	104 (62/41)	259 (130/130)
Public Park	5/Acre	7.6 Acre	38	2 (1/1)	3 (2/2)
CPF	30/Acre	4.1 Acre	123	5 (2/2)	10 (5/5)
Elementary School	90/Acre	11.1 Acre	999	320 (192/128)	90 (36/54)
High School	2/Student	2,950 Student	5,900	1,180 (825/355)	590 (235/355)
<b>Total (without Middle School)</b>			<b>23,764</b>	<b>2,738</b> <b>(1,392/1,346)</b>	<b>2,364</b> <b>(1,395/968)</b>
Middle School	50/Acre	26.3 Acre	1,315	395 (237/158)	118 (47/71)
<b>Total (with Middle School)</b>			<b>25,079</b>	<b>3,133</b> <b>(1,629/1,504)</b>	<b>2,482</b> <b>(1,442/1,039)</b>

Source: Village 7 Traffic Impact Analysis (LLG – 2004)

As shown in Table 1, the total trips analyzed in the 2004 EIR are 25,079 Average Daily Trips (ADT) with 3,133 trips (1,629-in/1,504-out) during the AM peak hour and 2,482 trips (1,442-in/1,039-out) during the PM peak hour. The total trips without the Middle School Site is 23,764 ADT with 2,738 (1,395-in/1,346-out) during the AM peak hour and 2,364 (1,395-in/968-out) during the PM peak hour.

**Table 2** displays the trip generation for the proposed Village 7 site utilization. This table reflects the following changes:

- Split Neighborhood R-3 into two neighborhoods, R-3 and R-8 (new).
- Convert the Single Family Residential in Neighborhoods R-3, R-4, and R-8 to Multi-Family Residential
- Reassign 287 dwelling units (out of the total 1,456 dwelling units currently entitled) to the neighborhoods as follows:
  - R-3: 43 units
  - R-4: 121 units
  - R-8: 123 units

As shown in Table 2, the land use associated with the proposed Village 7 site utilization is anticipated to generate 22,211 ADT, with 2,619 (1,340-in/1,279-out) trips during the AM peak hour, and 2,208 (1,291-in/917-out) trips during the PM peak hour. Which is 1,553 less ADT, 119 less (52-in/67-out) AM trips, and 156 less (104-in/51-out) PM trips, when compared to the 2004 EIR without the Middle School. Therefore, the therefore the proposed project is consistent with the EIR in terms of traffic generation and impacts.

Because the proposed project would generate fewer trips (both daily and during the peak hours) than the approved project and the trip distribution patterns would remain the same as those studied in the Village Seven FEIR, it can be concluded that the proposed project would add fewer trips to the surrounding transportation network, including all study area roadways, intersections, freeways, and



ramp meters. As a result, the approved project represents a worst-case scenario. In addition, identified mitigation measures (4.3-1 through 4.3-7 in the Village Seven FEIR) remain applicable. Therefore, no additional traffic analysis would be required. **Table 3** compares the proposed and FEIR land uses. **Table 4** provides a comparison between the proposed land uses and the currently approved land uses, which are less than those specified in the FEIR.





**Table 2 - Village 7 Proposed Trip Generation**

Planning Area	Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour					
					%	Trips	Split	In	Out	%	Trips	Split	In	Out	
<b>Residential</b>															
R-1	Single Family	311 DU	10/DU	3,110	8%	249	3:7	75	174	10%	311	7:3	218	93	
R-2	Single Family	361 DU	10/DU	3,610	8%	289	3:7	87	202	10%	361	7:3	253	108	
R-3	Multi-Family Residential (<20 du per AC)*	43 DU	8/DU	344	8%	28	2:8	6	22	10%	34	7:3	24	10	
R-4	Multi-Family Residential (<20 du per AC)*	121 DU	8/DU	968	8%	77	2:8	15	62	10%	97	7:3	68	29	
R-5	Multi-Family Residential (<20 du per AC)	132 DU	8/DU	1,056	8%	84	2:8	17	67	10%	106	7:3	74	32	
R-6	Multi-Family Residential (<20 du per AC)	193 DU	8/DU	1,544	8%	124	2:8	25	99	10%	154	7:3	108	46	
R-7	Multi-Family Residential (<20 du per AC)	123 DU	8/DU	984	8%	79	2:8	16	63	10%	98	7:3	69	29	
R-8	Multi-Family Residential (<20 du per AC)	123 DU	8/DU	984	8%	79	2:8	16	63	10%	98	7:3	69	29	
<b>Subtotal</b>		<b>1,407 DU</b>	<b>-</b>	<b>12,600</b>	<b>-</b>	<b>1,009</b>	<b>-</b>	<b>257</b>	<b>752</b>	<b>-</b>	<b>1,259</b>	<b>-</b>	<b>883</b>	<b>376</b>	
<b>Commercial</b>															
MU-1	Commercial	3.7 Acres	700/Acre	2,590	4%	104	6:4	62	42	10%	259	5:5	130	129	
<b>Subtotal</b>		<b>3.7 Acres</b>	<b>-</b>	<b>2,590</b>	<b>-</b>	<b>104</b>	<b>-</b>	<b>62</b>	<b>42</b>	<b>-</b>	<b>259</b>	<b>-</b>	<b>130</b>	<b>129</b>	
<b>School, Park, Community Public Facility</b>															
P-1	Urban & Neighborhood Park	7.6 Acres	5/Acre	38	4.0%	2	5:5	1	1	8%	3	5:5	2	2	
CPF-1	Community Purpose Facility	1.1 Acres	30/Acre	33	5%	2	5:5	1	1	8%	3	5:5	1	2	
CPF-2a	Community Purpose Facility	0.7 Acres	30/Acre	21	5%	1	5:5	1	0	8%	2	5:5	1	1	
CPF-2b	Community Purpose Facility	1.0 Acres	30/Acre	30	5%	2	5:5	1	1	8%	2	5:5	1	1	
S-3	Elementary School	11.1 Acres	90/Acre	999	32%	320	6:4	192	128	9%	90	4:6	36	54	
S-1	High School	2,950 Students	2/Student	5,900	20%	1,180	7:3	826	354	10%	590	4:6	236	354	
<b>Subtotal</b>				<b>7,021</b>	<b>-</b>	<b>1,507</b>	<b>-</b>	<b>1,022</b>	<b>485</b>	<b>-</b>	<b>690</b>	<b>-</b>	<b>276</b>	<b>414</b>	
<b>Total</b>				<b>22,211</b>	<b>-</b>	<b>2,619</b>	<b>-</b>	<b>1,340</b>	<b>1,279</b>	<b>-</b>	<b>2,208</b>	<b>-</b>	<b>1,291</b>	<b>917</b>	
<b>Approved (2004 EIR) without Middle School</b>				<b>23,764</b>	<b>-</b>	<b>2,738</b>	<b>-</b>	<b>1,392</b>	<b>1,346</b>	<b>-</b>	<b>2,364</b>	<b>-</b>	<b>1,395</b>	<b>968</b>	
<b>Net Trip Generation</b>				<b>(1,553)</b>	<b>-</b>	<b>(119)</b>	<b>-</b>	<b>(52)</b>	<b>(67)</b>	<b>-</b>	<b>(156)</b>	<b>-</b>	<b>(104)</b>	<b>(51)</b>	

Source: CR Associates (2022)

Note: Some slight discrepancy occurs due to rounding assumption in the 2004 EIR for the CPF land uses

\*Per the SANDAG Not so Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, Multi-Family Residential with a density greater than 20 du per acre would generate 6 trips per DU. For a conservative analysis, the 8 trips per DU was utilized for R-4.



**Table 3 - Proposed and FEIR Land Uses**

Planning Area	Acres	Proposed Land Use			Approved Land Use	
		Unit Type	Units	Status	Unit Type	Units
<b>Residential</b>						
R-1	50.7	Single Family Residential	311 DU <i>(-35 DU)</i>	Buildout	Single Family Residential	346 DU
R-2	50.5	Single Family Residential	361 DU <i>(-14 DU)</i>	Buildout	Single Family Residential	375 DU
R-3	3.1	Multi-Family Residential (<20 du per AC)	43 DU <i>(-229 DU)</i>	Proposed	Single Family Residential	272 DU
R-4	3.1	Multi-Family Residential	121 DU <i>(+61DU)</i>	Proposed	Single Family Residential	60 DU
R-5	17.4	Multi-Family Residential (<20 du per AC)	132 DU	Buildout	Multi-Family Residential (<20 du per AC)	132 DU
R-6	12.5	Multi-Family Residential (<20 du per AC)	193 DU	Buildout	Multi-Family Residential (<20 du per AC)	193 DU
R-7	8.0	Multi-Family Residential (<20 du per AC)	123 DU	Buildout	Multi-Family Residential (<20 du per AC)	123 DU
R-8	8.3	Multi-Family Residential (<20 du per AC)	123 DU <i>(+123 DU)</i>	Proposed	-	-
-	<b>153.6</b>	<b>Residential Subtotal</b>	<b>1,407 DU <i>(-94 DU)</i></b>		<b>Residential Subtotal</b>	<b>1,501 DU</b>
<b>Mixed-Use</b>						
MU-1	3.7	Commercial Retail (Community)	3.7 Acres		Commercial Retail (Community)	3.7 Acres
<b>School, Park, Community Public Facility</b>						
P-1	7.6	Urban & Neighborhood Park	7.6 Acres		Urban & Neighborhood Park	7.6 Acres
CPF-1	1.1	Community Purpose Facility	2.8 Acres		Community Purpose Facility	4.1 Acres
CPF-2a	0.7	Community Purpose Facility	<i>(-1.3 Acres)</i>			
CPF-2b	1.0	Community Purpose Facility				
S-3	11.5	Elementary School	11.1 Acres		Elementary School	11.1 Acres
S-1	53.9	High School	2,950 Students		High School	2,950 Students

Source: Otay Ranch Village 7 SPA Plan (2004); CR Associates (2022)

Notes:

**Green** indicates net decrease in proposed land use units (DU or KSF) compared to proposed planning area's previously approved land use quantity

**Red** indicates net increase in proposed land use units (DU or KSF) compared to proposed planning area's previously approved land use quantity

**Blue** indicates net decrease compare to approved land use due to buildout of the planning area. These are unutilized units at full buildout and will remain as is.



**Table 4 - Proposed and Approved Land Uses**

Land Use Type & Density		Approved	Status	Proposed	Projected Du's at buildout				
<b>RESIDENTIAL USE</b>									
<i>Neighborhood</i>	<i>Land Use</i>	<i>Acres</i>	<i>LU District</i>	<i>du/ac</i>	<i>DU</i>				
R-1	Single-Family Detached	53.1	SF4	6.5	346	Built out at 311 units	311		
R-2	Single-Family Detached	51	SF4, RM1	7.4	375	Built out at 361 units	361		
R-3	Multi-Family	2.4	RM1	9.2	22	zone amendment	43	43	
R-4	Multi-Family	3.1	RM2	4.2	13	zone amendment	121	121	
R-5	Multi-Family	14.5	RM1	9.1	132	Built out at 132 units		132	
R-6/R7	Multi-Family	20.2	RM2	15.6	316	Built out at 316 units		316	
R-8	Multi-Family	8.3	RM1	0.0	-	zone amendment (new n'hood, currently part of R-3)	123	123	
Additional Units Approved in GDP in Village 7					252	Not currently assigned to any neighborhood			
<b>Total Residential:</b>		<b>152.6</b>		<b>7.9</b>	<b>1,456</b>		<b>1,120</b>	<b>287</b>	<b>1,407*</b>
<b>NON-RESIDENTIAL USE</b>									
<i>Neighborhood</i>	<i>Land Use</i>	<i>Acres</i>	<i>LU District</i>						
P-1	Public Park	7.6	P			Built out			
CPF-1	Private Park	1.1	CPF			Built out			
CPF-2a	Private Park	0.9	CPF			Built out			
CPF-2b	CPF	1	CPF		<i>*Area included in R-3</i>	Built out			
S-1	High School	53.9	S			Built out			
S-3	Elem. School	11.5	S			Built out			
<b>Total Non-Residential:</b>		<b>76</b>							
<b>Undesignated Area (VORTAC) - no approved uses</b>									
<b>FAA Property - not a part of the approved SPA Plan</b>		<b>51</b>							

\*There will be 49 unutilized units at full buildout (35 from R-1 and 14 from R-2).

**Attachment B**  
Excerpt of Previous Land Uses

**Table 10**

**TRIP GENERATION**

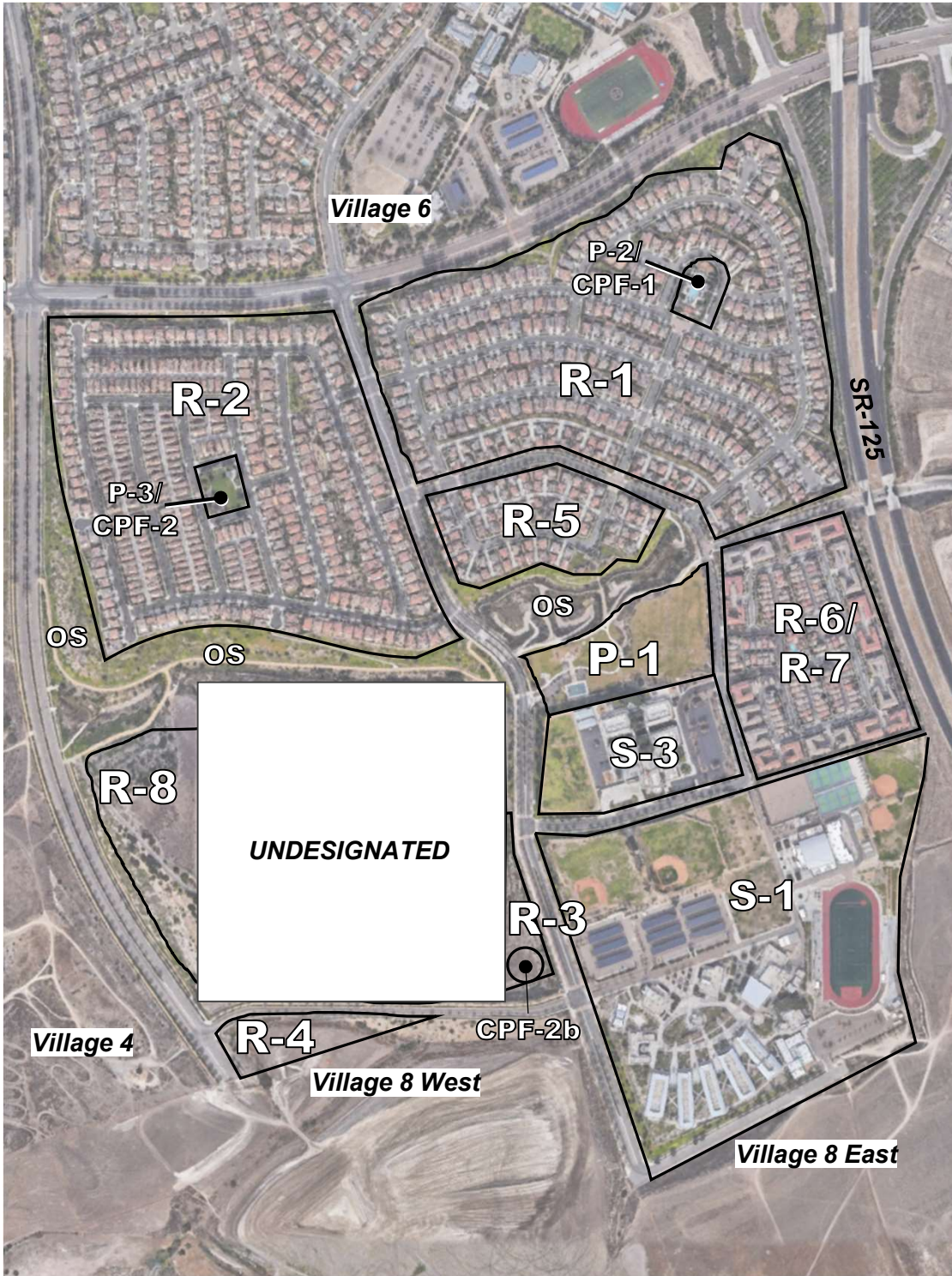
LAND USE	QUANTITY	DAILY TRIP ENDS (ADT) <sup>1</sup>		AM PEAK HOUR					PM PEAK HOUR				
		RATE <sup>2</sup>	VOLUME	% OF ADT	IN:OUT SPLIT	VOLUME			% OF ADT	IN:OUT SPLIT	VOLUME		
						IN	OUT	TOTAL			IN	OUT	TOTAL
Single Family	1,053 DU	10 /DU	10,530	8%	3:7	253	590	842	10%	7:3	737	316	1,053
Multi Family	448 DU	8 /DU	3,584	8%	2:8	57	229	287	10%	7:3	251	108	358
Commercial	3.7 Acres	700 /Acre	2,590	4%	6:4	62	41	104	10%	5:5	130	130	259
Public Park	7.6 Acres	5 /Acre	38	4%	5:5	1	1	2	8%	5:5	2	2	3
Community Purpose Facility	4.1 Acres	30 /Acre	123	4%	5:5	2	2	5	8%	5:5	5	5	10
Elementary School	11.1 Acres	90 /Acre	999	32%	6:4	192	128	320	9%	4:6	36	54	90
Middle School	26.3 Acres	50 /Acre	1,315	30%	6:4	237	158	395	9%	4:6	47	71	118
High School	2,950 Students	2.00 /Student	5,900	20%	7:3	825	355	1,180	10%	4:6	235	355	590
Open Space <sup>3</sup>	61.8 Acres												
<b>TOTAL PROPOSED PROJECT</b>			<b>25,079</b>			<b>1,629</b>	<b>1,504</b>	<b>3,133</b>			<b>1,442</b>	<b>1,039</b>	<b>2,482</b>

Notes:

1. Trip-ends are one-way traffic movements, either entering or leaving.
2. Generation rates obtained from the SANDAG Brief Guide (April 2002).
3. Does not generate any trips.

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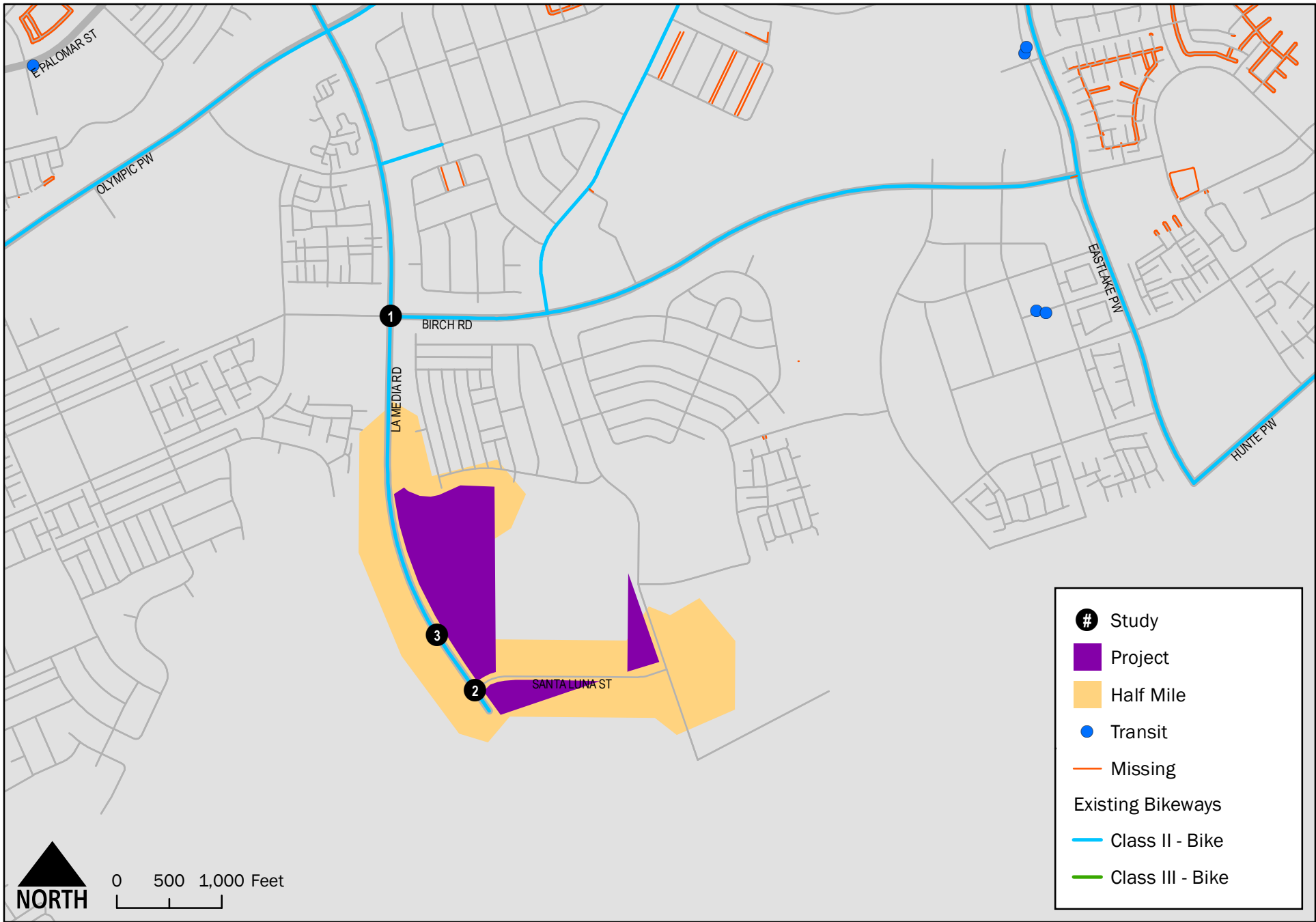
**Attachment C**  
Site Plan



**Overall Conceptual Village Plan.**  
Exhibit 1.6

**Attachment D**  
Vicinity Map





**Otay Ranch Village South  
Project Information Form**



*Vicinity Map*