



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.):
Accessible Spaces:
Motorcycle Spaces:
Vehicle Parking Spaces Proposed:
Bicycle Storage Capacity (racks and secure storage):
EV Parking Spaces:

Exemptions

Check the box that applies to your project:

Grid of exemption options with checkboxes:
Intensification of residential development...
Conditional use permit for alcohol and temporary sales offices.
Facilities for the exclusive use of an existing residential development...
Cell phone sites or towers.
Review or approval of a project that is strictly consistent with the land uses evaluated in the recently certified CEQA document within 5 years (attach documentation).
Zoning variance for deviations from zoning standards only.
Historic designation or Certificate of Appropriateness, provided there is no change in land use.
Minor restaurant expansion, provided there is no increase in seating or drive-through lanes.



APPENDIX A

Project Information Form for Transportation Studies

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

Name of Firm:	
Project Manager:	License(s):
Email Address:	
Telephone:	

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]

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

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

	Screened Out? (Mark Yes or No)	
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"/> 1. Locally Serving Retail Project		
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"/> 2. Locally Serving Public Facility or Community Purpose Facility		
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

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<input type="checkbox"/>	3. Small Residential and/or Employment Project	<input type="checkbox"/>	<input type="checkbox"/>
	a. Does the project generate less than 200 net daily trips?		
<input type="checkbox"/>	4. Infill Affordable Housing		
	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"/>	5. Redevelopment Project		
	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"/> 1. Residential		
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: https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Employment (not including Industrial Employment)		
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: https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=d80a3cddc1964f8c88dafef234147e98	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 3. Industrial Employment		
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?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 4. Within a transit buffer		
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?		
i. Has a Floor Area Ratio (FAR) of more than 0.75		
ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction		
iii. Is consistent with the City of Chula Vista General Plan		
iv. Does not include a smaller number of units that previously on the project site		
v. Does not replace affordable residential units with moderate- or high-income residential units.	<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.



CEQA Transportation Analysis and Local Mobility Analysis

In 2014, the City of Chula Vista approved the Village 8 East Sectional Planning Area (SPA) Plan and Tentative Map, along with the Environmental Impact Report (2014 EIR) and associated Traffic Impact Study (2014 TIS). HomeFed Otay Land II, LLC (the Applicant) subsequently filed an application for amendments to the Chula Vista General Plan, the Otay Ranch General Development Plan, and the Village 8 East SPA, a rezone and new Tentative Map.

The purpose of this comprehensive PIF is to track the amendments proposed by the Project Applicant and provide a tracking mechanism for the City to ensure that future projects remain consistent with the 2014 EIR. **Table 1** displays a trip generation studied in the 2014 EIR. Excerpt of the 2014 EIR is included as **Attachment A**.

Table 1 - Village 8 East Trip Generation – Adopted Land Uses (2014 TIS)

Land Use	Trip Generation Rates from 2014 TIS	Amount	ADT	AM (In/Out)	PM (In/Out)
Single Family	10/DU	963 DU	9,630	770 (231-in / 539-out)	963 (674-in / 289-out)
Multi-Family	8/DU	2,597 DU	20,776	1,662 (332/1,330)	2,078 (1,454/623)
Mixed-Use Commercial	110/KSF	20 KSF	2,200	66 (40/26)	198 (99/99)
CPF	30/Acre	4.2 Acre	126	6 (4/3)	10 (5/5)
Elementary School	90/Acre	10.8 Acre	972	311 (187/124)	87 (35/52)
Neighborhood Park	5/Acre	7.3 Acre	37	1 (1/1)	3 (1/1)
Community Park	50/Acre	40.7 Acre	2,035	81 (41/41)	163 (81/81)
Total			35,776	2,889 (835/2,064)	3,502 (2,350/1,152)

Source: University Villages TIA (2014)

As shown in Table 1, the total trips analyzed in the 2014 EIR are 35,776 Average Daily Trips (ADT) with 2,899 trips (835-in/2,064-out) during the AM peak hour and 3,502 trips (2,350-in/1,152-out) during the PM peak hour. Excerpts from the 2014 TIS are provided as an attachment to this document.

Table 2 displays the trip generation for the proposed Village 8 East land uses. This table reflects the trip generation for proposed land uses across the entire Village. For comparison purposes, some planning areas were grouped together based on their geographical locations and presence of physical barriers (i.e., natural terrain, freeway, existing or future roadways). The proposed site plan is included as an attachment to this document.

As shown in Table 2, the proposed Village 8 East land uses are anticipated to generate 31,776 ADT, with 2,307 (530-in/1,777-out) trips during the AM peak hour, and 3,096 (2,078-in/1,018-out) trips during the PM peak hour. Which is 4,000 less ADT, 592 less (305-in/287-out) AM trips, and 406 less (272-in/134-out) PM trips, when compared to the 2014 EIR. Street cross sections and estimated average daily traffic are provided as attachments to this document.



Table 2 - Village 8 East Proposed Trip Generation

Parcel	Land Use	Units	Unit Type	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
						%	Trips	Split	In	Out	%	Trips	Split	In	Out
R1	Multi-Family (6-20 DU/Acre)	154	DU	8/DU	1,232	8%	99	2:8	20	79	10%	124	7:3	87	37
R2	Multi-Family (6-20 DU/Acre)	163	DU	8/DU	1,304	8%	105	2:8	21	84	10%	131	7:3	92	39
R3	Multi-Family (6-20 DU/Acre)	162	DU	8/DU	1,296	8%	104	2:8	21	83	10%	130	7:3	91	39
R4	Multi-Family (6-20 DU/Acre)	147	DU	8/DU	1,176	8%	95	2:8	19	76	10%	118	7:3	83	35
R5	Multi-Family (6-20 DU/Acre)	155	DU	8/DU	1,240	8%	100	2:8	20	80	10%	124	7:3	87	37
R6	Multi-Family (6-20 DU/Acre)	143	DU	8/DU	1,144	8%	92	2:8	18	74	10%	115	7:3	81	34
R7	Multi-Family (6-20 DU/Acre)	226	DU	8/DU	1,808	8%	145	2:8	29	116	10%	181	7:3	127	54
R8	Multi-Family (6-20 DU/Acre)	176	DU	8/DU	1,408	8%	113	2:8	23	90	10%	141	7:3	99	42
R9	Multi-Family (6-20 DU/Acre)	196	DU	8/DU	1,568	8%	126	2:8	25	101	10%	157	7:3	110	47
R10	Multi-Family (6-20 DU/Acre)	142	DU	8/DU	1,136	8%	91	2:8	18	73	10%	114	7:3	80	34
S-1	Multi-Family (6-20 DU/Acre) ¹	264	DU	8/DU	2,112	8%	169	2:8	34	135	10%	212	7:3	148	64
VC-1	Multi-Family (6-20 DU/Acre)	275	DU	8/DU	2,200	8%	176	2:8	35	141	10%	220	7:3	154	66
VC-2	Multi-Family (6-20 DU/Acre)	430	DU	8/DU	3,440	8%	276	2:8	55	221	10%	344	7:3	241	103
VC-3A	Multi-Family (6-20 DU/Acre)	161	DU	8/DU	1,288	8%	104	2:8	21	83	10%	129	7:3	90	39
VC-3B	Mixed Use: Commercial (W/Supermarket)/Residential ²	10	KSF	110/KSF	1,100	3%	33	6:4	20	13	9%	99	5:5	50	49
VC-4	Multi-Family (6-20 DU/Acre)	192	DU	8/DU	1,536	8%	123	2:8	25	98	10%	154	7:3	108	46
VC-5	Mixed Use: Commercial (W/Supermarket)/Residential ²	10	KSF	110/KSF	1,100	3%	33	6:4	20	13	9%	99	5:5	50	49
VC-6	Multi-Family (6-20 DU/Acre)	142	DU	8/DU	1,136	8%	91	2:8	18	73	10%	114	7:3	80	34
VC-7	Multi-Family (6-20 DU/Acre)	148	DU	8/DU	1,184	8%	95	2:8	19	76	10%	119	7:3	83	36
CPF-1	CPF	1.2	Acre	30/Acre	36	4%	2	5:5	1	1	8%	3	5:5	2	1
AR	Community Park	22.6	Acre	50/Acre	1,130	4%	46	5:5	23	23	8%	91	5:5	46	45
P-1 (NP)	Neighborhood Park	7.3	Acre	5/Acre	37	4%	2	5:5	1	1	8%	3	5:5	2	1
P-2 (CP)	Community Park	43.3	Acre	50/Acre	2,165	4%	87	5:5	44	43	8%	174	5:5	87	87
Total		3,276	DU		31,776		2,307		530	1,777		3,096		2,078	1,018
University Villages EIR/TIS (V8E)					35,776		2,899	-	835	2,064	-	3,502	-	2,350	1,152
Δ					-4,000		-592		-305	-287		-406		-272	-134

Source: CR Associates (2023)

¹ The S-1 school site has an underlying residential land use designation of High Residential. If the site is not developed as a school site, then it shall be developed as residential; however, if the site is developed as an elementary school, then the 264 units may be reallocated to another Village 8 East parcel or transferred to another village, as permitted in the Village 8 East PC District Regulations, Chapter 10, Implementation.

² VC-3B and VC-5 are anticipated to be developed with non-residential uses only, consistent with the Village Core zoning district. The "Permitted Density Range" is not applicable to VC parcels with no residential units. 20,000 SF of commercial uses are authorized within Village 8 East. Commercial SF may be developed within a single parcel designated VC or distributed among any parcel designated VC (VC-1 through VC-7). The final distribution of commercial SF to be determined during Design Review.



Consistent with the City of Chula Vista Transportation Study Guidelines (TSG), a project that generates less than 200 net daily trips is not required to conduct a CEQA Transportation Analysis or Local Mobility Analysis (LMA). Since the Project would generate 4,000 less daily trips, a CEQA Transportation Analysis and LMA is not required.

Table 3 compares the proposed and approved land uses by summarizing the net change in residential or commercial quantities. The comparison of the adopted site plan and the proposed site plan is provided for reference only.

Table 4 is a tracking sheet intended for future Village 8 East projects. When completing a project specific PIF, future projects should update Table 4 to reflect proposed residential or commercial square footage allocation changes, as well as the resulting changes to trip generation.

The Site Plan overlay, which offers a comparison between the current SPA and the proposed project, can be found in **Attachment B**. Details on the internal roadway cross-section, expected daily traffic, Neighborhood Electric Vehicle Network, and related data can be found in **Attachment C**.



Table 3 - Proposed and Approved Land Uses

Proposed Land Use					Approved Land Use					Δ
Planning Area	Unit Type	Acres	Units	Target Density	Planning Area	Unit Type	Acres	Units	Target Density	
VC-1	Multi-Family	7.6	275 DU	36.2	R-16	Multi-Family	6.2	287 DU	46.3	-12 DU
R-1	Multi-Family	9.9	154 DU	15.6	R-14	Multi-Family	7.1	329 DU	46.3	-175 DU
R-2	Multi-Family	10.7	163 DU	15.2	R-15	Multi-Family	9.6	452 DU	47.1	-289 DU
VC-2	Multi-Family	11.3	430 DU	38.1	R-17	Multi-Family	12	562 DU	46.8	-518 DU
VC-3A	Multi-Family	5.5	161 DU	29.3	R-18	Multi-Family	11.3	547 DU	48.4	+10 KSF
VC-3B	Commercial	5.6	10 KSF	-						
S-1	Multi-Family	11.3	264 DU	23.4	R-1	Single Family	8.4	76 DU	9	+154 DU
					R-2	Single Family	3.9	34 DU	8.7	
P-1	Neighborhood Park	7.4	-	-	S-1	Elementary School	10.8	-	-	-
VC-4	Multi-Family	4.5	192 DU	42.7	MU-1	Multi-Family	9.5	440 DU	46.3	-248 DU
VC-5	Commercial	5.7	10 KSF	-		Commercial		20 KSF	-	-
VC-6	Multi-Family	5.3	142 DU	26.8	CPF-1	CPF	2.6	-	-	+290 DU
R-3	Multi-Family	11.4	162 DU	14.2	R-3	Single Family	9.8	80 DU	8.2	+30 DU
					R-4	Single Family	7.6	52 DU	6.8	
R-4	Multi-Family	10.9	147 DU	13.5	R-5	Single Family	2.7	23 DU	8.5	+99 DU
					R-6	Single Family	2.6	25 DU	9.6	
R-5	Multi-Family	11.0	155 DU	14.1	CPF-2	CPF	0.5	-	-	-62 DU
					R-7a	Single Family	1.2	14 DU	11.7	
R-6	Multi-Family	10.3	143 DU	13.9	R-7b	Single Family	0.9	11 DU	12.2	+32 DU
					R-8	Single Family	3.8	33 DU	8.7	
R-6	Multi-Family	10.3	143 DU	13.9	R-9	Single Family	17.1	159 DU	9.2	+32 DU
					R-10	Single Family	13.5	111 DU	8.5	
					CPF-3	CPF	0.5	-	-	



Proposed Land Use					Approved Land Use					
Planning Area	Unit Type	Acres	Units	Target Density	Planning Area	Unit Type	Acres	Units	Target Density	Δ
R-7	Multi-Family	15.8	226 DU	14.3	R-11a	Single Family	9.3	74 DU	8	
					R-11b	Single Family	1.3	10 DU	7.7	
R-8	Multi-Family	14.0	176 DU	12.6	R-12a	Single Family	3.9	29 DU	7.4	
		0.0	DU	0.0	R-12b	Single Family	10.6	72 DU	6.8	+415 DU
R-9	Multi-Family	15.4	196 DU	12.7	R-13	Single Family	20.5	140 DU	6.8	
CPF-1	CPF	1.2	DU	0.0	-	-	-	-	-	
R-10	Multi-Family	11.5	142 DU	12.3	CPF-4	CPF	0.6	-	-	-
P-2	Community Park	43.3	-	-	P-2	Community Park	51.5	-	-	-
AR-11	Active Recreation	22.6			AR-11	Active Recreation	22.6			-
Total			3276 DU					3580 DU		-284 DU*

Source: Otay Ranch Village 8 SPA Plan (2014); CR Associates (2023)

Notes:

Green indicates net decrease in proposed residential dwelling units (DU) or commercial square footage (KSF) compared to proposed planning area's previously approved land use quantities.

Red indicates net increase in proposed residential dwelling units (DU) or commercial square footage (KSF) compared to proposed planning area's previously approved land use quantities.

*284 units were transferred to Village 8 West

CPF = Community Purpose Facility

Table 4 - Land Use and Trip Generation Tracking Sheet

Planning Area	Proposed Land Use					Future Development Land Use				Δ
	Land Use	Amount	Unit Type	Trip Rate	ADT	Land Use	Units	Trip Rate	ADT	
R1	Multi-Family (6-20 DU/Acre)	154	DU	8/DU	1,232					
R2	Multi-Family (6-20 DU/Acre)	163	DU	8/DU	1,304					
R3	Multi-Family (6-20 DU/Acre)	162	DU	8/DU	1,296					
R4	Multi-Family (6-20 DU/Acre)	147	DU	8/DU	1,176					
R5	Multi-Family (6-20 DU/Acre)	155	DU	8/DU	1,240					
R6	Multi-Family (6-20 DU/Acre)	143	DU	8/DU	1,144					
R7	Multi-Family (6-20 DU/Acre)	226	DU	8/DU	1,808					
R8	Multi-Family (6-20 DU/Acre)	176	DU	8/DU	1,408					
R9	Multi-Family (6-20 DU/Acre)	196	DU	8/DU	1,568					
R10	Multi-Family (6-20 DU/Acre)	142	DU	8/DU	1,136					
S-1	Multi-Family (6-20 DU/Acre)	264	DU	8/DU	2,112					
VC-1	Multi-Family (6-20 DU/Acre)	275	DU	8/DU	2,200					
VC-2	Multi-Family (6-20 DU/Acre)	430	DU	8/DU	3,440					
VC-3A	Multi-Family (6-20 DU/Acre)	161	DU	8/DU	1,288					
VC-3B	Mixed Use: Commercial (W/Supermarket)/Residential	10	KSF	110/KS F	1,100					
VC-4	Multi-Family (6-20 DU/Acre)	192	DU	8/DU	1,536					
VC-5	Mixed Use: Commercial (W/Supermarket)/Residential	10	KSF	110/KS F	1,100					
VC-6	Multi-Family (6-20 DU/Acre)	142	DU	8/DU	1,136					
VC-7	Multi-Family (6-20 DU/Acre)	148	DU	8/DU	1,184					
CPF-1	CPF	1.2	Acre	30/Acre	36					
AR	Community Park	22.6	Acre	50/Acre	1,130					
P-1 (NP)	Neighborhood Park	7.3	Acre	5/Acre	37					
P-2 (CP)	Community Park	43.3	Acre	50/Acre	2,165					

ATTACHMENT A - Excerpts of 2014 TIS

TABLE 4.6
UNIVERSITY VILLAGES PROJECT TRIP GENERATION
YEAR 2030

Land Use	Units	Trip Rate	Daily Trips	AM Peak Hour		PM Peak Hour	
				%	Trips	%	Trips
Village 3 North							
Single Family	1,002 DU	10 / DU	10,020	8	802 (240-in / 561-out)	10	1,002 (701-in / 301-out)
Multi-Family	595 DU	8 / DU	4,760	8	381 (76-in / 305-out)	10	476 (333-in / 143-out)
Mixed-Use Commercial	20 KSF	110 / KSF	2,200	3	66 (40-in / 26-out)	9	198 (99-in / 99-out)
Office	16.1 AC	300 / AC	4,830	14	676 (609-in / 68-out)	13	628 (126-in / 502-out)
Light Industrial	23.1 AC	90 / AC	2,079	11	229 (206-in / 23-out)	12	249 (50-in / 200-out)
CPF	1.5 AC	30 / AC	45	5	2 (1-in / 1-out)	8	4 (2-in / 2-out)
Elementary School	8.3 AC	90 / AC	747	32	239 (143-in / 96-out)	9	67 (27-in / 40-out)
Neighborhood Park	7.8 AC	5 / AC	39	4	2 (1-in / 1-out)	8	3 (2-in / 2-out)
<i>Village 3N by 2030</i>			24,720		2,396 (1,316-in / 1,080-out)		2,627 (1,339-in / 1,288-out)
Village 4							
Community Park	17.8 AC	50 / AC	890	4	36 (18-in / 18-out)	8	71 (36-in / 36-out)
<i>Village 4 by 2030</i>			890		36 (18-in / 18-out)		71 (36-in / 36-out)
Village 8 East							
Single Family	963 DU	10 / DU	9,630	8	770 (231-in / 539-out)	10	963 (674-in / 289-out)
Multi-Family	2,597 DU	8 / DU	20,776	8	1,662 (332-in / 1,330-out)	10	2,078 (1,454-in / 623-out)
Mixed-Use Commercial	20 KSF	110 / KSF	2,200	3	66 (40-in / 26-out)	9	198 (99-in / 99-out)
CPF	4.2 AC	30 / AC	126	5	6 (4-in / 3-out)	8	10 (5-in / 5-out)
Elementary School	10.8 AC	90 / AC	972	32	311 (187-in / 124-out)	9	87 (35-in / 52-out)
Neighborhood Park	7.3 AC	5 / AC	37	4	1 (1-in / 1-out)	8	3 (1-in / 1-out)

**TABLE 4.6
UNIVERSITY VILLAGES PROJECT TRIP GENERATION
YEAR 2030**

Land Use	Units	Trip Rate	Daily Trips	AM Peak Hour		PM Peak Hour	
				%	Trips	%	Trips
Community Park	40.7 AC	50 / AC	2,035	4	81 (41-in / 41-out)	8	163 (81-in / 81-out)
<i>Village 8E by 2030</i>			35,776		2,899 (835-in / 2,064-out)		3,502 (2,350-in / 1,152-out)
<i>Village 10</i>							
Single Family	691 DU	10 / DU	6,910	8	553 (166-in / 387-out)	10	691 (484-in / 207-out)
Multi-Family	1,049 DU	8 / DU	8,392	8	671 (134-in / 537-out)	10	839 (587-in / 252-out)
CPF	4.6 AC	30 / AC	138	5	7 (4-in / 3-out)	8	11 (6-in / 6-out)
Elementary School	8.9 AC	90 / AC	801	32	256 (154-in / 103-out)	9	72 (29-in / 43-out)
Neighborhood Park	7.1 AC	5 / AC	36	4	1 (1-in / 1-out)	8	3 (1-in / 1-out)
<i>Village 10 by 2030</i>			16,277		1,488 (458-in / 1,030-out)		1,616 (1,107-in / 509-out)
Total by 2030			77,663		6,819 (2,627-in / 4,192-out)		7,816 (4,831-in / 2,985-out)

Source: SANDAG Trip Generation Manual, Chen Ryan Associates; [August 2014](#)~~May 2013~~

As shown in Table 4.6, the proposed project would generate a total of 77,663 daily trips by the Year 2030, including 6,819 AM peak hour trips and 7,816 PM peak hour trips. All of the proposed land uses would be fully developed by Year 2030.

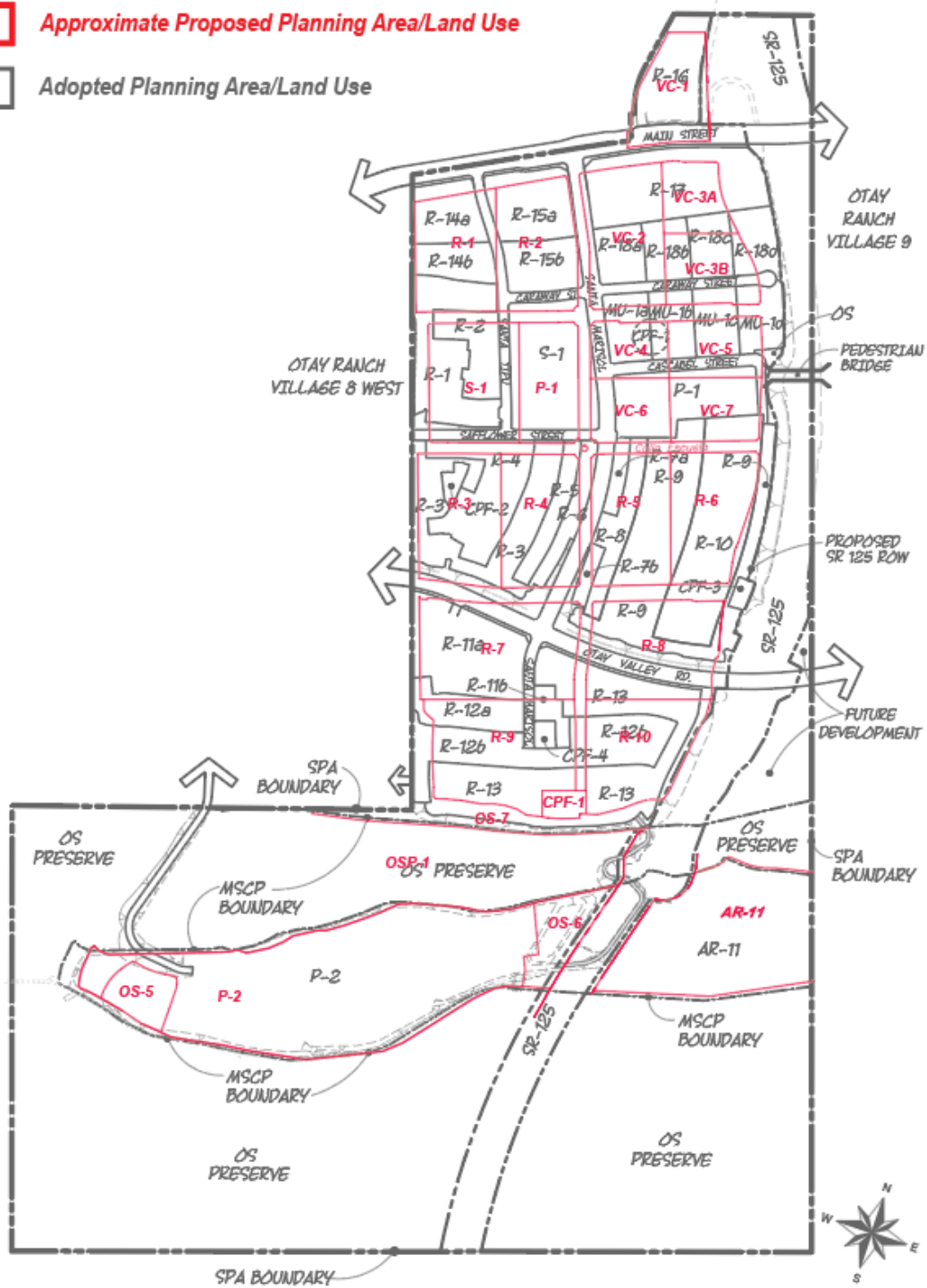
Project trips were disaggregated into those that would remain within the project site (internally captured), and those that would leave the project site (external trips). Only external trips were distributed and assigned to the study area roadways and intersections.

Each trip generation rate includes a number of trip purposes, generally categorized as home based work (HBW), home based other (HBO, consists of shopping, school, recreation, etc.) and non-home based (NHB) trips. For developments with mixed land uses, many of the trips generated would have been served on-site. For example, shopping trips (a part of HBO) would be satisfied by the commercial uses within the project site, as would school trips and recreational trips. The same logic would apply to the trip production/attraction interactions between office and commercial uses. It is a common practice, both nationwide and in the San Diego region, to utilize trip reductions reflecting the internal capture of trips associated with mixed-use

ATTACHMENT B - Site Plan Overlay

The purpose of this overlay map is to graphically depict how the adopted and proposed planning areas/land uses correlate. The overlay boundaries do not precisely represent the proposed site plan boundaries. Please see the Proposed Site Plan below for the proposed Village 8 East planning areas/land uses boundaries.

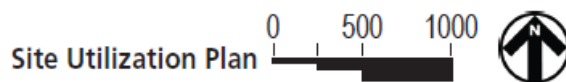
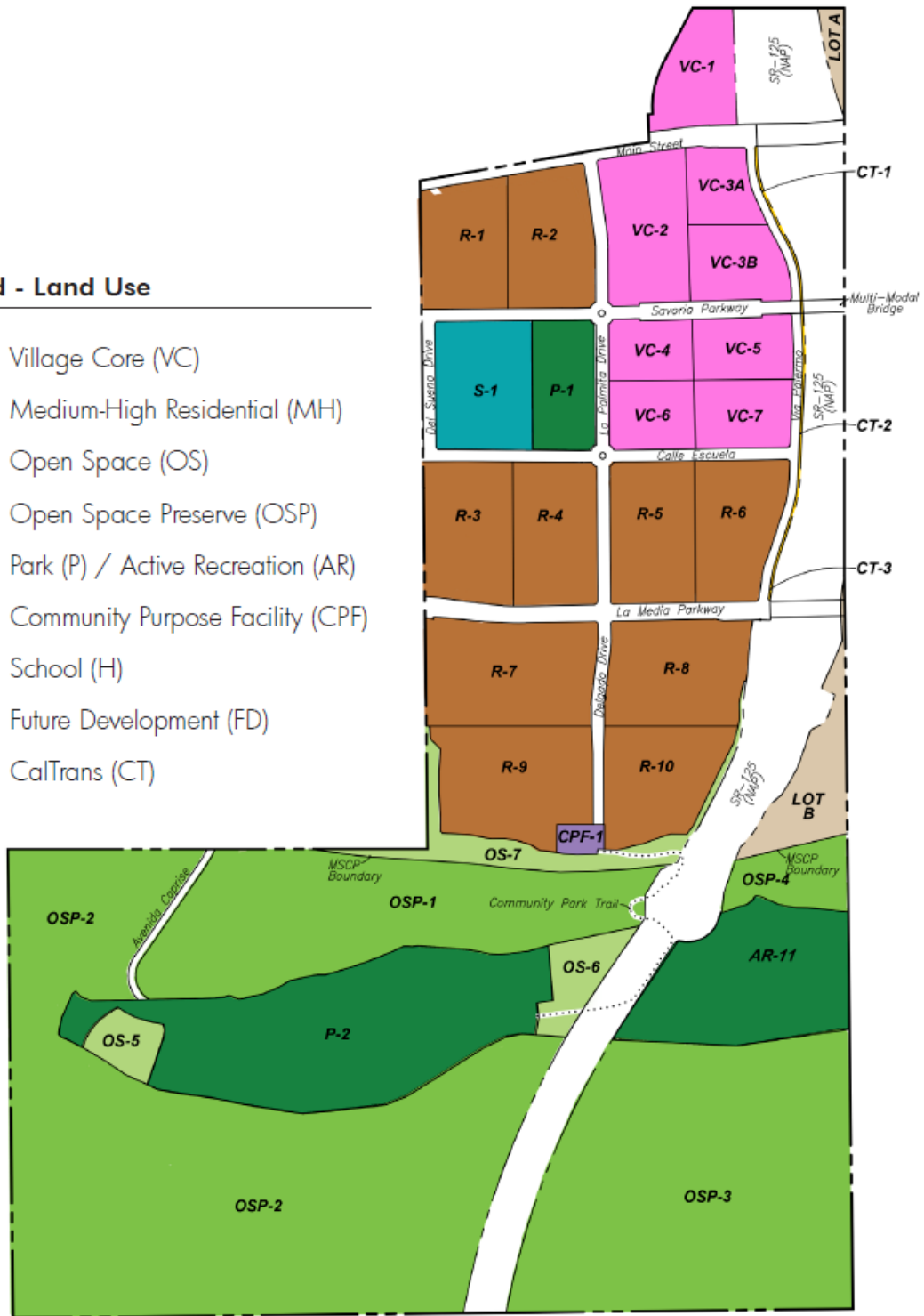
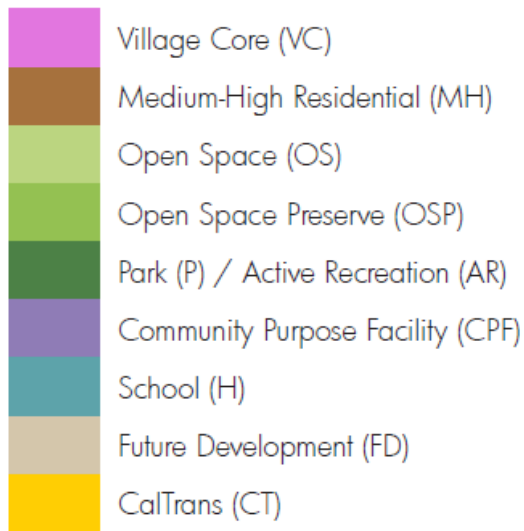
- Approximate Proposed Planning Area/Land Use**
- Adopted Planning Area/Land Use**



05-02-14

Proposed Site Plan

Legend - Land Use



ATTACHMENT C – Internal Roadway Cross Section, NEV Network, Average Daily Traffic, and Internal Street Sizing Memo

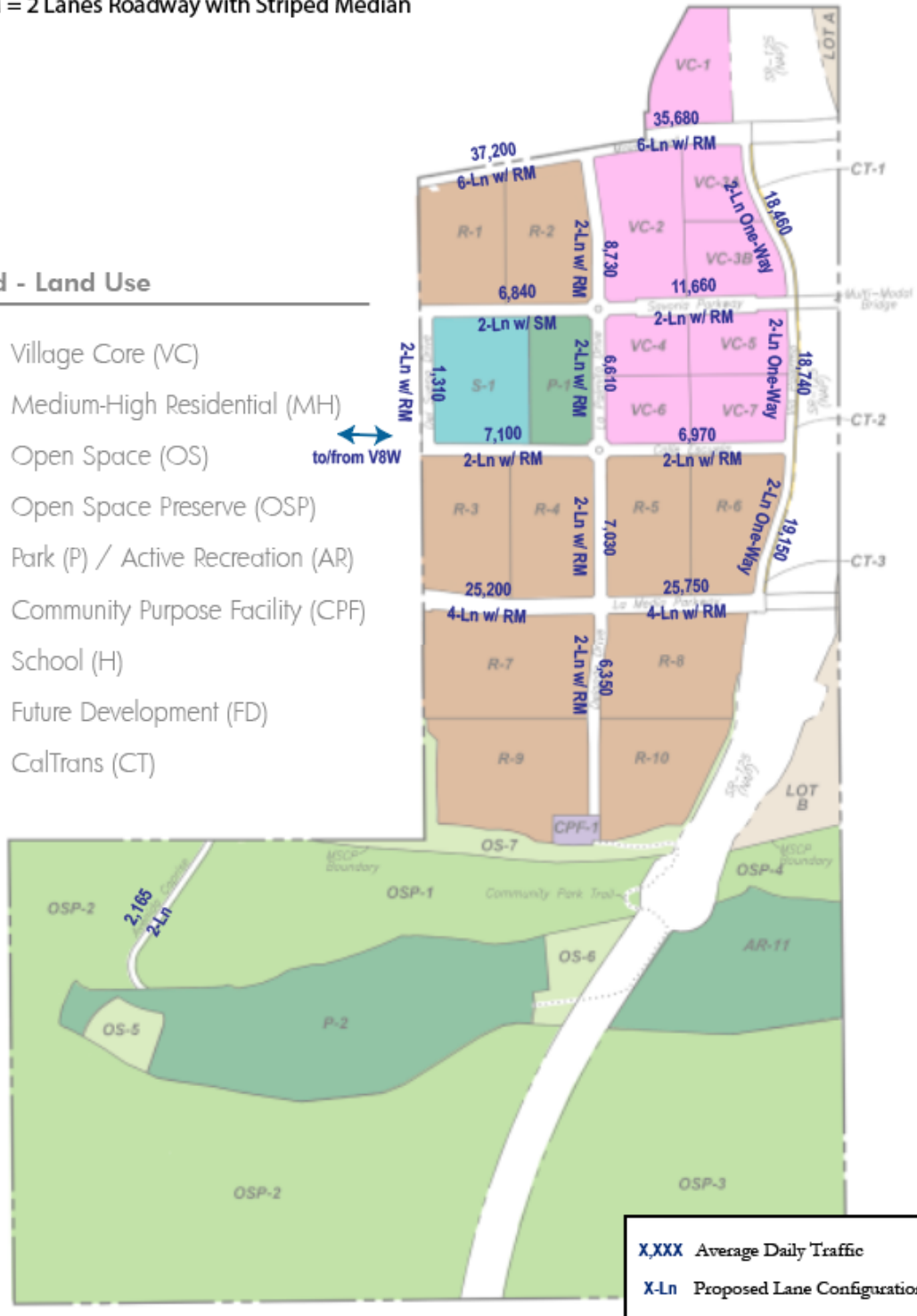
ADT & Street Cross Sections

Internal Roadway	Segment	Estimated ADT	Recommended or Planned Classification	LOS D Threshold	LOS
Main Street	West of La Palmita Drive	37,200	Prime Arterial (6-lane)	56,300	A
Main Street	East of La Palmita Drive	35,680	Prime Arterial (6-lane)	56,300	A
La Media Parkway	West of La Palmita Drive	25,200	Major Street (4-lane)	33,800	B
La Media Parkway	East of La Palmita Drive	25,750	Major Street (4-lane)	33,800	B
Del Sueno Drive	Between Savoria Parkway and Calle Escuela	1,310	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A
La Palmita Drive	Between Main Street and Savoria Parkway	8,730	Secondary Village Entry (2-lane w/ Median and Turn Lane)	13,500	A
La Palmita Drive	Between Savoria Parkway and Calle Escuela	6,610	Secondary Village Entry (2-lane w/ Median and Turn Lane)	13,500	A
La Palmita Drive	Between Calle Escuela and La Media Parkway	7,030	Secondary Village Entry (2-lane w/ Median and Turn Lane)	13,500	A
Delgado Drive	south of La Media Parkway	6,350	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A
Savoria Parkway	Between Del Sueno Drive and La Palmita Drive	6,840	Secondary Village Entry (2-lane w/ Median and Turn Lane)	13,500	A
Savoria Parkway	Between La Palmita Drive and Via Palermo	11,660	Secondary Village Entry (2-lane w/ Median and Turn Lane)	13,500	C
Calle Escuela	Between V8W/V8E Boundary and La Palmita Drive	7,100	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A
Calle Escuela	Between La Palmita Drive and Via Palermo	6,970	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A

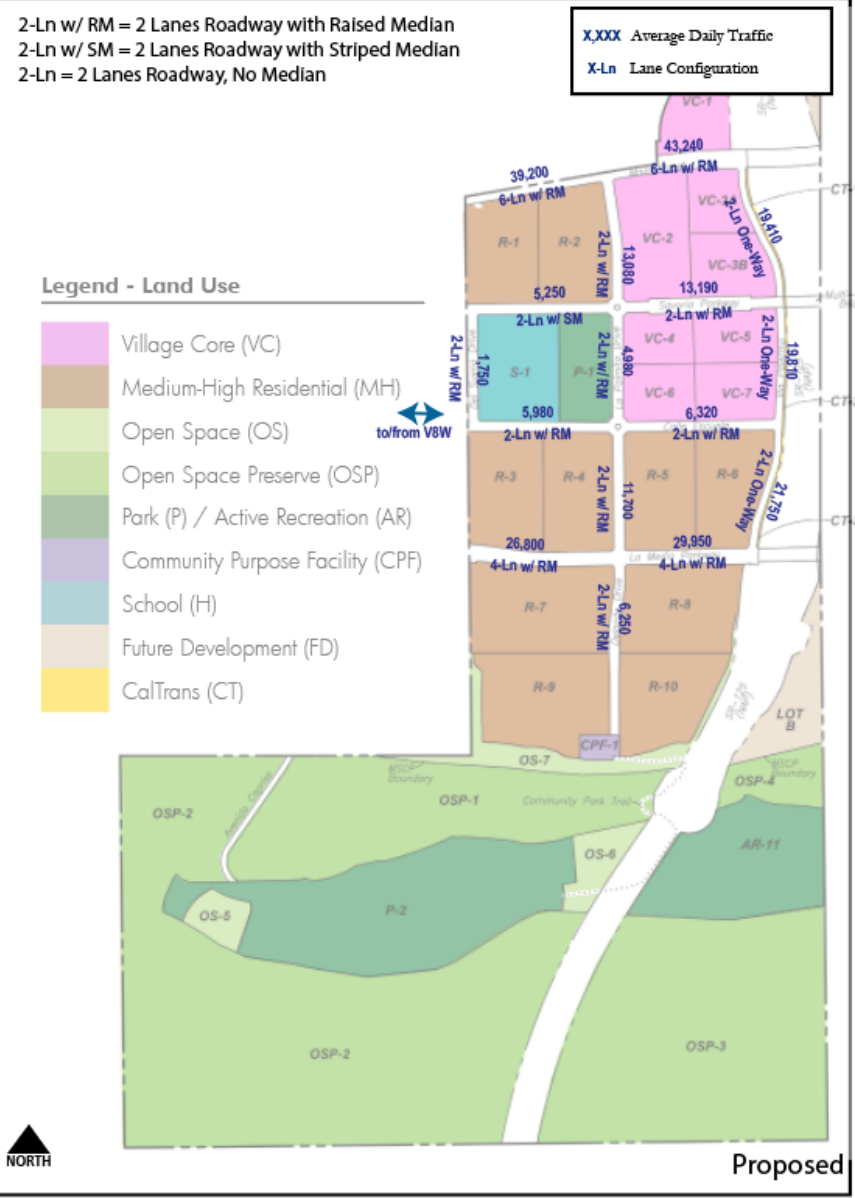
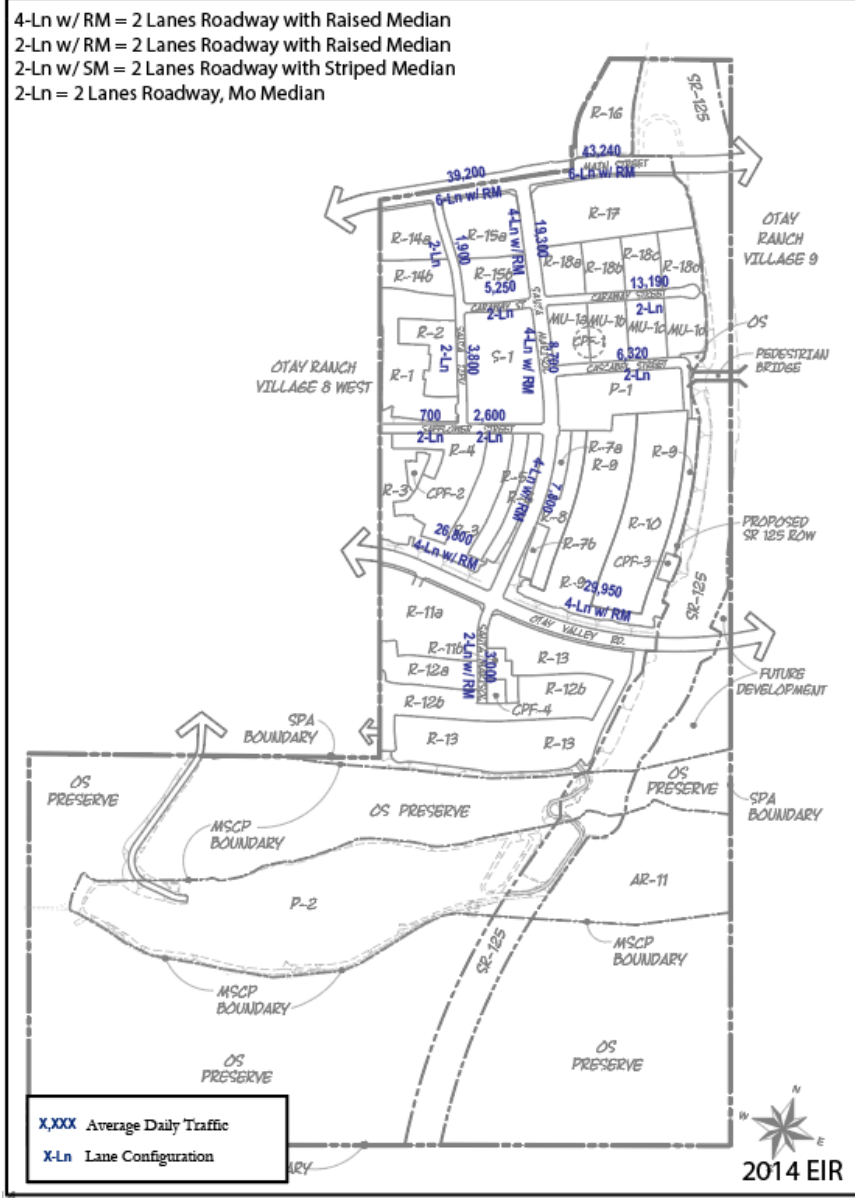
2-Ln w/ RM = 2 Lanes Roadway with Raised Median
 2-Ln w/ SM = 2 Lanes Roadway with Striped Median

Legend - Land Use

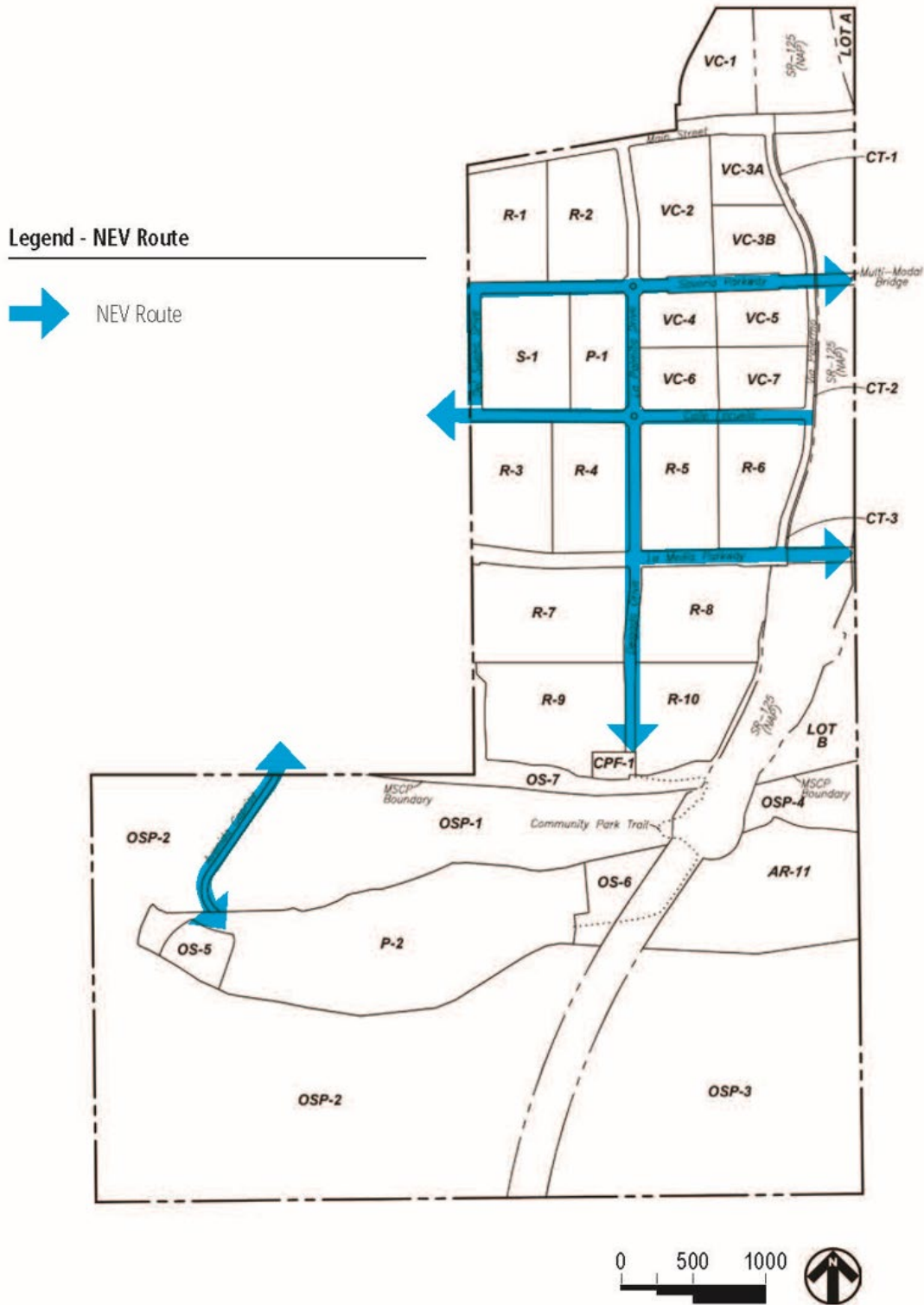
- Village Core (VC)
- Medium-High Residential (MH)
- Open Space (OS)
- Open Space Preserve (OSP)
- Park (P) / Active Recreation (AR)
- Community Purpose Facility (CPF)
- School (H)
- Future Development (FD)
- CalTrans (CT)



ADT & Street Cross Sections Comparison



Proposed Neighborhood Electric Vehicle Network



Neighborhood Electric Vehicle Circulation Plan

Bike & Ped Network



Figure ES-5: Planned Bicycle Network

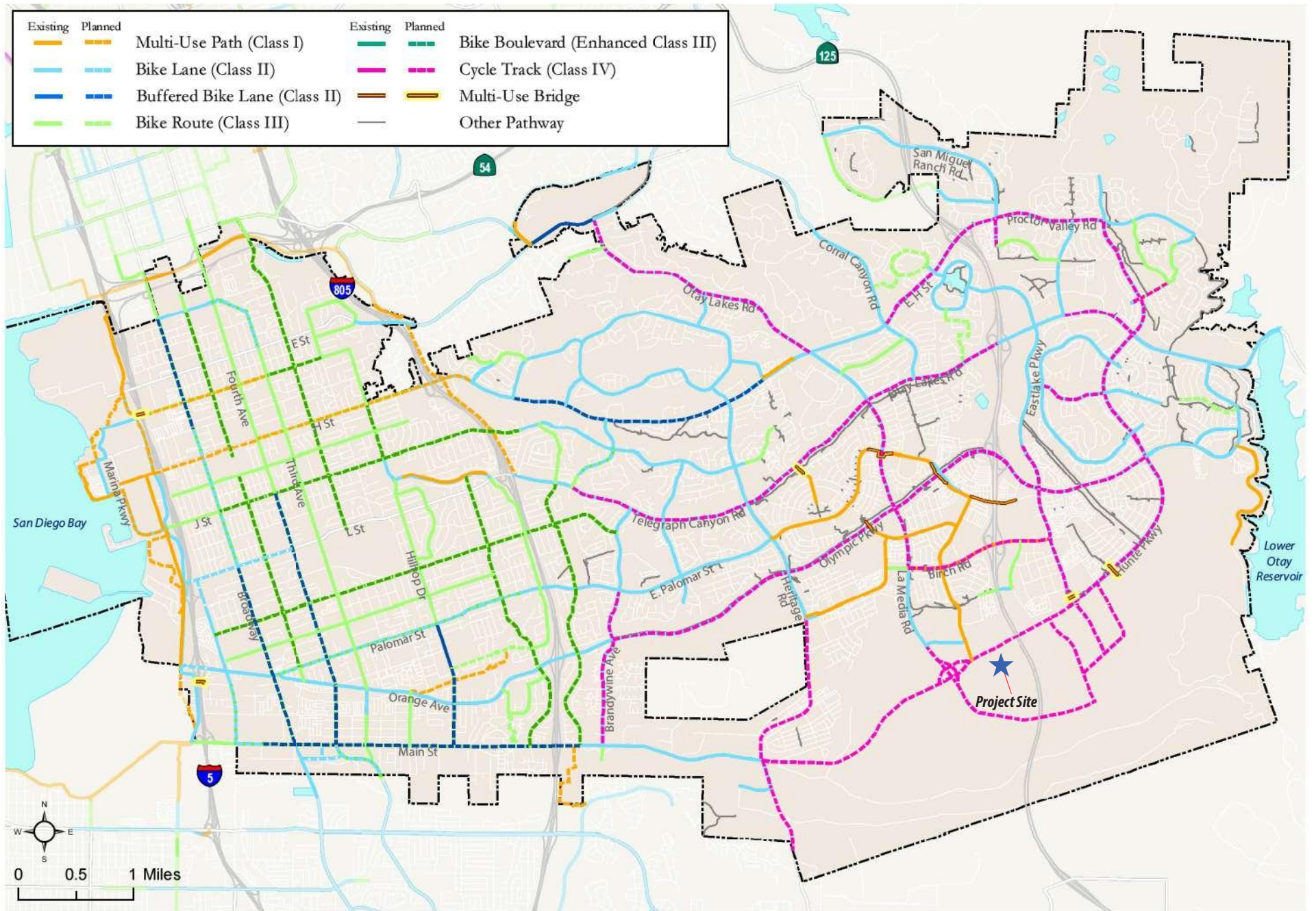


Figure 4-1: Priority Missing Sidewalks

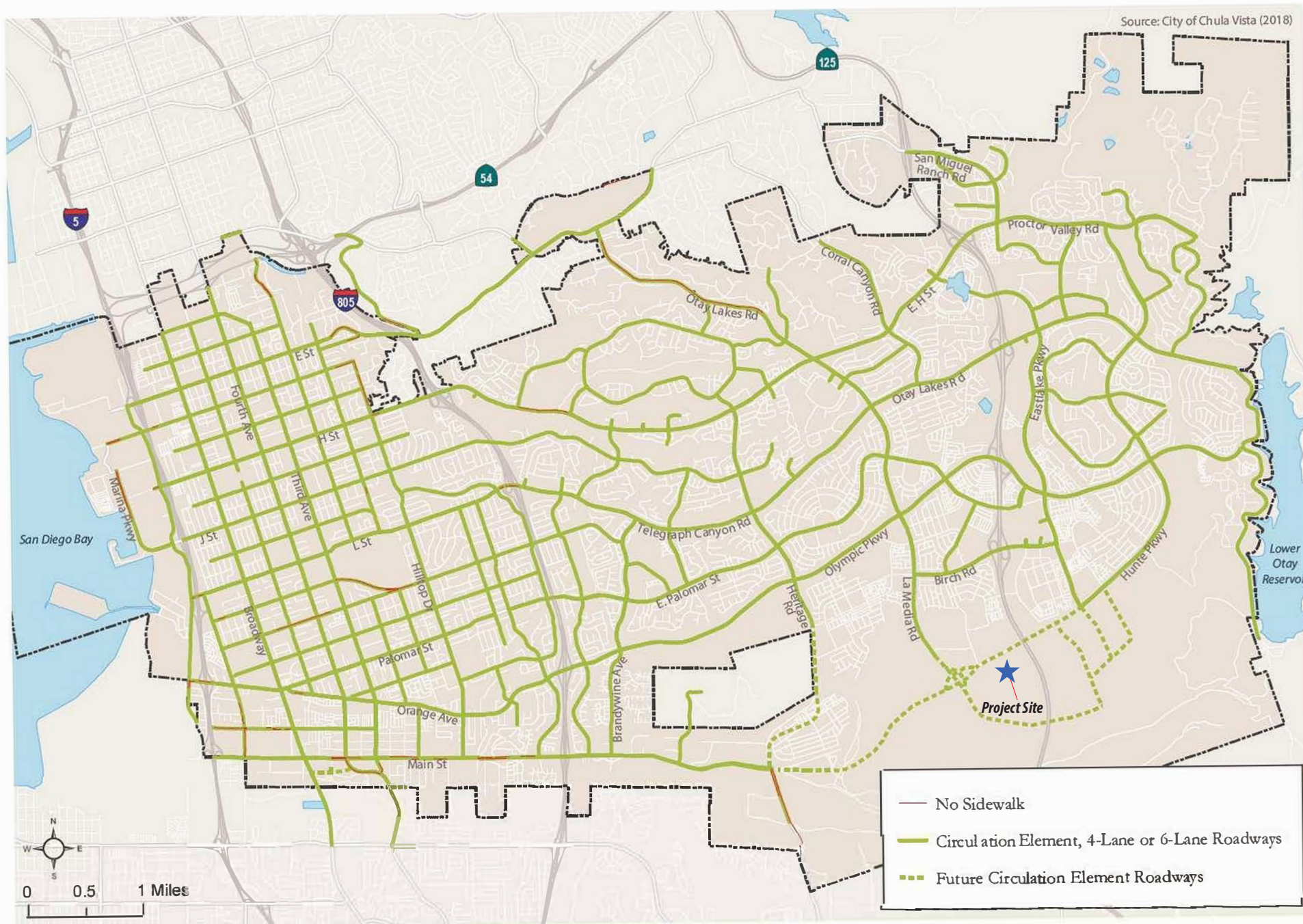
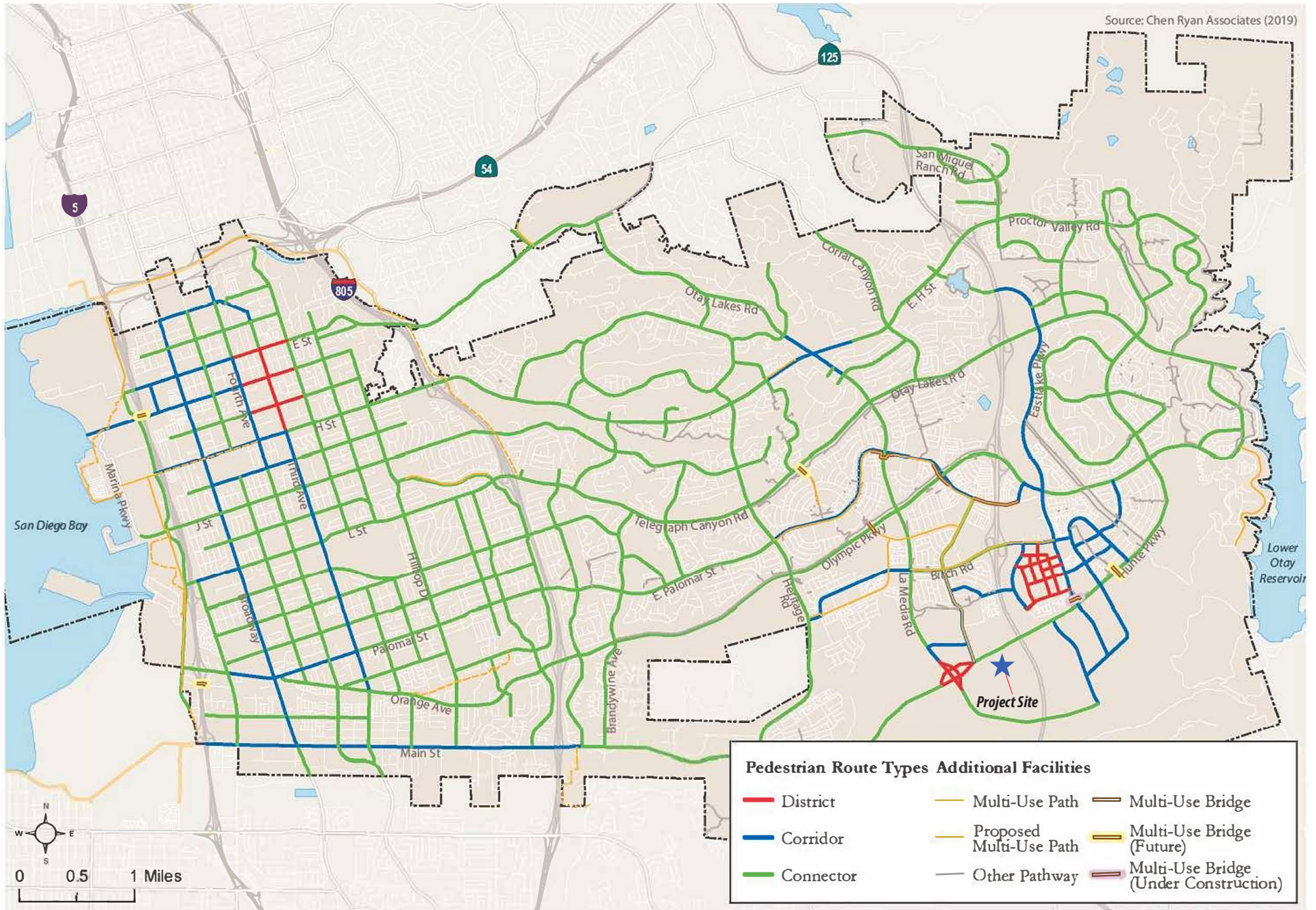


Figure 4-2: Pedestrian Route Types





Internal Street Sizing Memorandum



MEMORANDUM

TO: Jeff O’Connor, HomeFed Otay Land II, LLC
 FROM: Phuong Nguyen, PE
 DATE: November 12, 2023
 RE: **Village 8 East – Internal Street Sizing**

This technical memorandum presents estimated daily traffic and level of service (LOS) along the Village 8 East (V8E) internal streets, traffic signal warrants within the village, as well as focused traffic operational analysis at project access points. Recommendations are provided regarding the proper classification designations for the internal streets, and traffic control and geometrics at key internal intersections and project driveways.

Internal ADT Estimation

The City of Chula Vista Roadway Level of Service (CVLOS) standards were utilized to analyze the internal roadway segment performance. The analysis of roadway segment Level of Service is based on the daily capacity of the roadway (by LOS), compared to its existing or forecasted average daily traffic (ADT) volume. It should be noted that non-mobility element roadway within Village 8 East follow the standards in the Village 8 East Sectional Planning Area Plan (V8ESPA), while the V8ESPA does not have ADT or LOS standards, for roadway sizing purposes, the CVLOS standards were used. For example, a Secondary Village Entry with 1 lane in each direction and a median with turn lanes would have the same roadway capacity and threshold as a Class II collector (2-lane roadway with turn lane). This approach is consistent with those utilized in the University Villages Environmental Impact Report and Traffic Impact Analysis¹. Moreover, while circulation element arterial and major roadways are required to meet an operational goal of LOS C (or LOS D within Otay Ranch Villages per page 104 of the Otay Ranch General Development Plan), there is no LOS requirement for internal village streets. The LOS information provided for the internal village roadways in this document is purely for informational purposes. **Table 1** presents the City of Chula Vista and Otay Ranch segment capacity and Level of Service standards for arterial roadways.

Table 1 - City of Chula Vista / Otay Ranch Segment Capacity And Level Of Service Standards On Average Daily Traffic Volumes

City of Chula Vista Functional Classification	Otay Ranch Classification	Level of Service				
		A	B	C	D	E
Non-Mobility Element Roadway						
Class II Collector (2-lane w/ Raised Median and Turn Pockets)	Secondary Village Entry or Residential Promenade (2-lane w/ Median and Turn Lane)	9,000	10,500	12,000	13,500	15,000
Mobility Element Roadway						
Prime Arterial (6-lane)		37,500	43,800	50,000	56,300	62,500
Major Street (4-lane)		22,500	26,300	30,000	33,800	37,500

Source: City of Chula Vista

¹ Chapter 12 of the University Villages TIA (UVTIA). An excerpt has been provided in **Attachment A**.

Based upon buildout of the proposed project land uses and trip generation (as documented in the *Otay Ranch Village 8 East PIF* by Chen Ryan Associates, September 20, 2023), ADT volumes were estimated for the internal roadway segments within the V8E project site. Project trips were distributed and assigned to the internal roadway system based on the location and characteristics of the proposed land uses.

Internal roadway volumes for the proposed V8E were derived based on the following 3 steps:

1. *Project Trip Generation by Subarea* - The project site plan was divided into various subareas by using major internal roadways as dividing lines. Trip generation estimates were then developed for each subarea by applying the trip generation rates contained in SANDAG's *Guide to Vehicular Traffic Generation Rates for the San Diego Region* (SANDAG, April 2002) to the land uses in the respective subarea.
2. *Project Trip Distribution* – project trips were distributed to the internal roadway network based on the following:
 - a. *External Distribution* – The external project trip distribution was derived based on a SANDAG Series 11 Select Zone assignment, as documented on Figure 4-1E of the *University Villages Traffic Impact Analysis* (prepared by Chen Ryan Associates, Inc., dated November 2014), and is included in **Attachment A**. Note that the distribution of external trips in Village 8 East in the UVTIA was based on a partial clover-leaf interchange configuration (Highway Design Manual (HDM) Type L-9) at Main Street & SR-125. However, the current design is a parallel street system interchange (HDM type L-5) with freeway connections at Main Street & SR-125 and La Media Parkway & SR-125. Therefore, manual adjustments were made to mirror the new interchange layout.
 - b. *Internal Trip Capture* - Since the project site contains a mix of land uses including residential, commercial, schools, parks, etc. it can be assumed that some trips generated by land uses within the project site will be attracted to other land uses within the project site, i.e. internal trips. Table 4.8 of the *University Villages Traffic Impact Analysis* documents the assumed percentages and number of internal project trips by each land use type.
3. *Project Trip Assignment* – Project trips were assigned to the internal roadway system based on the following:
 - a. *External Trips* – Trips from each subarea were assigned to the internal roadway network based on the shortest path from the subarea access point to their ultimate external destination point, as defined in step 2a.
 - b. *Internal Trips* – Based on the internal trip assumptions outlined in Step 2b, a certain percentage of the trips generated within each subarea was assumed to have an internal project destination within a corresponding subarea, based on land use mix. These trips were assigned to the internal network based on the shortest path between the access points of the two subareas.

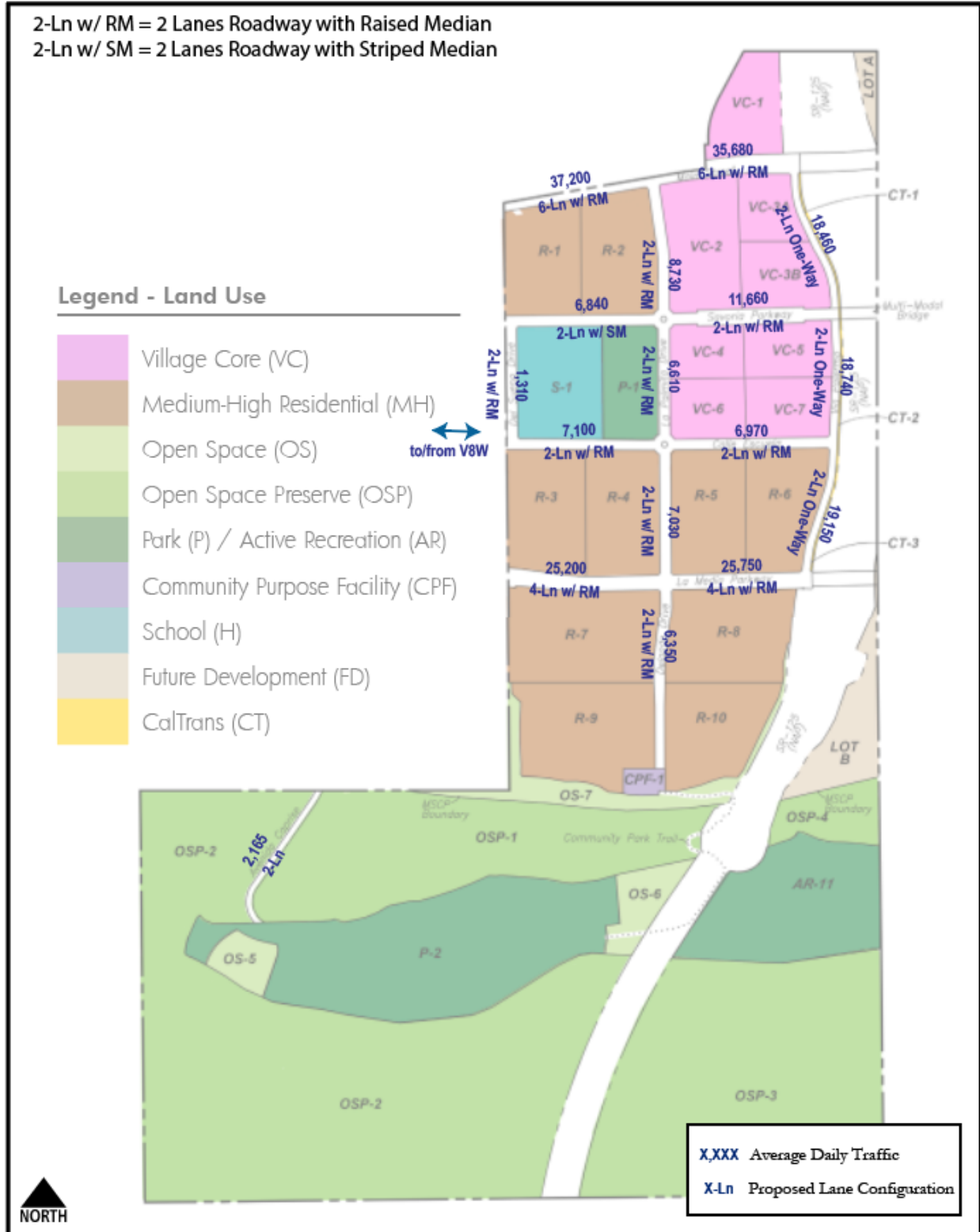
Figure 1 displays the resulting internal roadway ADT for the proposed V8E development. **Table 2** displays the recommended roadway classifications and resulting Level of Service for all key V8E internal roadway segments. Copy of the internal/external trips distribution percentages is included as **Attachment B**.

Table 2 - V8E Internal Roadway Classification and Performance

Internal Roadway	Segment	Estimated ADT	Recommended or Planned Classification	LOS D Threshold	LOS
Main Street	West of La Palmita Drive	37,200	Prime Arterial (6-lane)	56,300	A
Main Street	East of La Palmita Drive	35,680	Prime Arterial (6-lane)	56,300	A
La Media Parkway	West of La Palmita Drive	25,200	Major Street (4-lane)	33,800	B
La Media Parkway	East of La Palmita Drive	25,750	Major Street (4-lane)	33,800	B
Del Sueno Drive	Between Savoria Parkway and Calle Escuela	1,310	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A
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La Palmita Drive	Between Calle Escuela and La Media Parkway	7,030	Secondary Village Entry (2-lane w/ Median and Turn Lane)	13,500	A
Delgado Drive	south of La Media Parkway	6,350	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A
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Calle Escuela	Between V8W/V8E Boundary and La Palmita Drive	7,100	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A
Calle Escuela	Between La Palmita Drive and Via Palermo	6,970	Residential Promenade (2-lane w/ Median and Turn Lane)	13,500	A

As shown in the table, all of the analyzed internal roadway segments within V8E are projected to operate at LOS C or better under full project buildout conditions with the recommended classification designations.

Figure 1 – Internal Roadway ADT & Cross Section



Attachment A - Excerpt from University Villages EIR

**TABLE 2.5
CITY OF SAN DIEGO
ROADWAY SEGMENT DAILY CAPACITY AND LEVEL OF SERVICE STANDARDS**

Roadway Functional Classification	Level of Service				
	A	B	C	D	E
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial (6-lane)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Secondary Arterial / Collector (4-lane w/ center lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (4-lane w/o center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane w/ continuous left-turn lane)					
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane w/ commercial fronting)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane multi-family)					
Sub-Collector (2-lane single-family)	-	-	< 2,200	-	-

Source: SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region

Note:

Bold numbers indicate the ADT thresholds for acceptable LOS.

2.4 Growth Management Program (GMP) Analysis

The City of Chula Vista’s Growth Management Program (GMP) requires an additional analysis of roadway segment performance under near-term conditions (Years 0-4) utilizing the methodology described in Chapter 17 (Urban Street Segment) of the *HCM 2010*. This methodology determines roadway segment level of service based upon functional classification, roadway segment length and travel speeds. Current information relating to roadway functional classifications, segment lengths, and travel speeds are maintained by the City’s Growth Management Traffic Monitoring Program.

The GMP level of service standard requires the maintenance of LOS C or better, or LOS D for no more than any two (2) hours of the day. If LOS D occurs for any period greater than two (2) hours, additional analyses may be required along the respective high volume segments based upon direction provided by the City Engineer.

For planned arterial facilities that are not included in the current Traffic Monitoring Program, the definition of segment length and facility classification will be based on direction provided by the City Engineer.

**TABLE 4.10
UNIVERSITY VILLAGES INTERNAL AND EXTERNAL PROJECT TRIPS
YEAR 2030**

Land Use	Quantity	Total Trips				Internal Trips				External Trips		
		Daily	AM Peak Hour	PM Peak Hour	% Internal	Daily	AM Peak Hour	PM Peak Hour	% External	Daily	AM Peak Hour	PM Peak Hour
Village 3 North												
Single Family	1,002 DU	10,020	802 (240-in / 561-out)	1,002 (701-in / 301-out)	10%	1,002	80 (24-in / 56-out)	100 (70-in / 30-out)	90%	9,018	721 (216-in / 505-out)	902 (631-in / 271-out)
Multi-Family	595 DU	4,760	381 (76-in / 305-out)	476 (333-in / 143-out)	10%	476	38 (8-in / 30-out)	48 (33-in / 14-out)	90%	4,284	343 (69-in / 274-out)	428 (300-in / 129-out)
Mixed-Use Commercial	20 KSF	2,200	66 (40-in / 26-out)	198 (99-in / 99-out)	50%	1,100	33 (20-in / 13-out)	99 (50-in / 50-out)	50%	1,100	33 (20-in / 13-out)	99 (50-in / 50-out)
Office	16.1 AC	4,830	676 (609-in / 68-out)	628 (126-in / 502-out)	10%	483	68 (61-in / 7-out)	63 (13-in / 50-out)	90%	4,347	609 (548-in / 61-out)	565 (113-in / 452-out)
Light Industrial	23.1 AC	2,079	229 (206-in / 23-out)	249 (50-in / 200-out)	10%	208	23 (21-in / 2-out)	25 (5-in / 20-out)	90%	1,871	206 (185-in / 21-out)	225 (45-in / 180-out)
CPF	1.5 AC	45	2 (1-in / 1-out)	4 (2-in / 2-out)	80%	36	2 (1-in / 1-out)	3 (1-in / 1-out)	20%	9	0 (0-in / 0-out)	1 (0-in / 0-out)
Elementary School	8.3 AC	747	239 (143-in / 96-out)	67 (27-in / 40-out)	80%	598	191 (115-in / 76-out)	54 (22-in / 32-out)	20%	149	48 (29-in / 19-out)	13 (5-in / 8-out)
Neighborhood Park	7.8 AC	39	2 (1-in / 1-out)	3 (2-in / 2-out)	80%	31	1 (1-in / 1-out)	2 (1-in / 1-out)	20%	8	0 (0-in / 0-out)	1 (0-in / 0-out)
V3N Total		24,720	2,396 (1,316-in/1,080-out)	2,627 (1,339-in/1,288-out)		3,934	436 (249-in / 187-out)	394 (195-in / 199-out)		20,786	1,960 (1,067-in/893-out)	2,234 (1,145-in/1,089-out)
Village 4												
Community Park	17.8 AC	890	36 (18-in / 18-out)	71 (36-in / 36-out)	0%	0	0 (0-in / 0-out)	0 (0-in / 0-out)	100%	890	36 (18-in / 18-out)	71 (36-in / 36-out)
V4 Total		890	36 (18-in / 18-out)	71 (36-in / 36-out)		0	0 (0-in / 0-out)	0 (0-in / 0-out)		890	36 (18-in / 18-out)	71 (36-in / 36-out)

**TABLE 4.10
UNIVERSITY VILLAGES INTERNAL AND EXTERNAL PROJECT TRIPS
YEAR 2030**

Land Use	Quantity	Total Trips				Internal Trips				External Trips		
		Daily	AM Peak Hour	PM Peak Hour	% Internal	Daily	AM Peak Hour	PM Peak Hour	% External	Daily	AM Peak Hour	PM Peak Hour
<i>Village 8 East</i>												
Single Family	963 DU	9,630	770 (231-in / 539-out)	963 (674-in / 289-out)	10%	963	77 (23-in / 54-out)	96 (67-in / 29-out)	90%	8,667	693 (208-in / 485-out)	867 (607-in / 260-out)
Multi-Family	2,597 DU	20,776	1,662 (332-in / 1,330-out)	2,078 (1,454-in / 623-out)	10%	2,078	166 (33-in / 133-out)	208 (145-in / 62-out)	90%	18,698	1,496 (299-in / 1,197-out)	1,870 (1,309-in / 561-out)
Mixed-Use Commercial	20 KSF	2,200	66 (40-in / 26-out)	198 (99-in / 99-out)	50%	1,100	33 (20-in / 13-out)	99 (50-in / 50-out)	50%	1,100	33 (20-in / 13-out)	99 (50-in / 50-out)
CPF	4.2 AC	126	6 (4-in / 3-out)	10 (5-in / 5-out)	80%	101	5 (3-in / 2-out)	8 (4-in / 4-out)	20%	25	1 (1-in / 1-out)	2 (1-in / 1-out)
Elementary School	10.8 AC	972	311 (187-in / 124-out)	87 (35-in / 52-out)	80%	778	249 (149-in / 100-out)	70 (28-in / 42-out)	20%	194	62 (37-in / 25-out)	17 (7-in / 10-out)
Neighborhood Park	7.3 AC	37	1 (1-in / 1-out)	3 (1-in / 1-out)	80%	29	1 (1-in / 1-out)	2 (1-in / 1-out)	20%	7	0 (0-in / 0-out)	1 (0-in / 0-out)
Community Park	40.7 AC	2,035	81 (41-in / 41-out)	163 (81-in / 81-out)	0%	0	0 (0-in / 0-out)	0 (0-in / 0-out)	100%	2,035	81 (41-in / 41-out)	163 (81-in / 81-out)
<i>V8E Total</i>		<i>35,776</i>	<i>2,899 (835-in / 2,064-out)</i>	<i>3,502 (2,350-in/1,152-out)</i>		<i>5,048</i>	<i>531 (229-in / 302-out)</i>	<i>483 (296-in / 188-out)</i>		<i>30,727</i>	<i>2,367 (606-in/1,761-out)</i>	<i>3,018 (2,055-in / 964-out)</i>
<i>Village 10</i>												
Single Family	691 DU	6,910	553 (166-in / 387-out)	691 (484-in / 207-out)	10%	691	55 (17-in / 39-out)	69 (48-in / 21-out)	90%	6,219	498 (149-in / 349-out)	622 (435-in / 187-out)
Multi-Family	1,049 DU	8,392	671 (134-in / 537-out)	839 (587-in / 252-out)	10%	839	67 (13-in / 54-out)	84 (59-in / 25-out)	90%	7,553	604 (121-in / 483-out)	755 (529-in / 226-out)
CPF	4.6 AC	138	7 (4-in / 3-out)	11 (6-in / 6-out)	80%	110	6 (3-in / 2-out)	9 (4-in / 4-out)	20%	28	1 (1-in / 1-out)	2 (1-in / 1-out)

**TABLE 4.10
UNIVERSITY VILLAGES INTERNAL AND EXTERNAL PROJECT TRIPS
YEAR 2030**

Land Use	Quantity	Total Trips				Internal Trips				External Trips		
		Daily	AM Peak Hour	PM Peak Hour	% Internal	Daily	AM Peak Hour	PM Peak Hour	% External	Daily	AM Peak Hour	PM Peak Hour
Elementary School	8.9 AC	801	256 (154-in / 103-out)	72 (29-in / 43-out)	80%	641	205 (123-in / 82-out)	58 (23-in / 35-out)	20%	160	51 (31-in / 21-out)	14 (6-in / 9-out)
Neighborhood Park	7.1 AC	36	1 (1-in / 1-out)	3 (1-in / 1-out)	80%	28	1 (1-in / 1-out)	2 (1-in / 1-out)	20%	7	0 (0-in / 0-out)	1 (0-in / 0-out)
<i>V10 Total</i>		<i>16,277</i>	<i>1,488 (458-in / 1,030-out)</i>	<i>1,616 (1,107-in / 509-out)</i>		<i>2,309</i>	<i>334 (157-in / 178-out)</i>	<i>222 (135-in / 86-out)</i>		<i>13,968</i>	<i>1,154 (301-in / 852-out)</i>	<i>1,394 (971-in / 423-out)</i>
Total		77,663	6,819 (2,627-in / 4,192-out)	7,816 (4,831-in / 2,985-out)		11,291	1,301 (635-in / 667-out)	1,099 (626-in / 473-out)		66,372	5,517 (1,992-in / 3,525-out)	6,717 (4,205-in / 2,512-out)

Source: SANDAG Trip Generation Manual, Chen Ryan Associates; [August 2014](#)~~May 2013~~

12.0 Site Access and On-Site Circulation

This chapter presents an assessment of transportation facilities providing access to the proposed project. It also recommends functional classifications for all roadways internal to the project.

12.1 Site Access

The University Villages project is located in the southeastern portion of the City of Chula Vista. The proposed project is comprised of Otay Ranch Village 3 North, a portion of Village 4, Village 8 East, and Village 10.

Village 3 North

Site access to Village 3 North is proposed via three (3) driveways, each accessing Heritage Road. Each of the three project driveways would be signalized, based on signal warrants, and would operate at LOS D or better during the peak hour with full development of the project. Additionally, these 3 driveways would meet the minimum number of access requirement for Village 3 North.

Village 4

Site access to the JPB portion of Village 4 is proposed via La Media Road to form a four-legged intersection with Santa Luna Street. Based on signal warrants, the project driveway would be signalized and would operate at LOS D or better during the peak hours with full development of the project.

Village 8 East

Site access to Village 8 East and the community park is proposed via seven (7) driveways: four accessing Main Street; three accessing Otay Valley Road, including the proposed community park driveway. The intersection of Santa Marisol/Main Street and Santa Marisol/Otay Valley Road would be signalized, based on signal warrants, while the other driveways would be stop controlled right-turn in/out only. All of the driveways to Village 8 East would operate at LOS D or better during the peak hour with full development of the project. Additionally, these six (6) driveways would meet the minimum point of access

Village 10

Site access to Village 10 is proposed via four (4) driveways including three accessing Discovery Falls Drive and one accessing Otay Valley Road. Each of the four driveways would be signalized, based on signal warrants, and would operate at LOS D or better during the peak hour with full development of the project.

12.2 On-Site Circulation

Based upon buildout of the proposed project land uses and trip generation as shown in Chapter 4.0, ADT volumes were estimated for the internal roadway segments within Villages 3 North, 8 East and 10; the project's portion of Village 4 is limited to a community park and, as such, ADT volumes were not estimated. Project trips were distributed and assigned to the internal roadway system based on the location and characteristics of the proposed land uses. **Figures 12-1 through 12-3** display the resulting internal roadway ADTs for Villages 3N, 8E and 10, respectively.

Village 3 North

Table 12.1 displays recommended roadway classifications and resulting Level of Service for the Village 3 North internal roadway segments. LOS D is considered acceptable for internal roadways within Otay Ranch.

**TABLE 12.1
VILLAGE 3 NORTH INTERNAL ROADWAY SEGMENT PERFORMANCE**

Internal Roadway	Segment	Estimated ADT	Recommended Classification	LOS D Threshold	LOS
Tributary Street	from Santa Macheto to Santa Picacho	4,100	Residential Promenade Street (2-lane)	8,400	A
Tributary Street	from Santa Picacho to Avenida Sierra	3,900	Residential Promenade Street (2-lane)	8,400	A
Tributary Street	from Avenida Sierra to Santa Maya	3,500	Residential Promenade Street (2-lane)	8,400	A
Tributary Street	from West of Santa Maya	1,300	Residential Promenade Street (2-lane)	8,400	A
Santa Maya	from Heritage Road to Tributary Street	5,900	Secondary Village Entry with Median (3-lane)	13,500	A
Santa Maya	from Tributary Street to Sunland Street	2,400	Residential Promenade Street (2-lane)	8,400	A
Avenida Sierra	from Tributary Street to Calle Swansea	2,000	Parkway Residential (2-lane)	8,400	A
Calle Swansea	from Santa Picacho to Avenida Sierra	300	Residential Promenade Street (2-lane)	8,400	A
Santa Picacho	from Heritage Road to Tributary Street	6,600	Secondary Village Entry with Median (3-lane)	13,500	A
Santa Picacho	from Tributary Street to Calle Swansea	2,200	Secondary Village Entry with Median (3-lane)	13,500	A
Promontory Street	from Santa Macheto to Santa Picacho	800	Residential Promenade Street (2-lane)	8,400	A
Santa Macheto	from Heritage Road to Tributary Street	8,200	Secondary Village Entry with Median (3-lane)	13,500	A

TABLE 12.1
VILLAGE 3 NORTH INTERNAL ROADWAY SEGMENT PERFORMANCE

Internal Roadway	Segment	Estimated ADT	Recommended Classification	LOS D Threshold	LOS
Santa Macheto	from Tributary Street to Promontory Street	2,600	Secondary Village Entry with Median (3-lane)	13,500	A

Source: Chen Ryan Associates; [August 2014](#)~~May 2014~~

As shown in the table, all of the analyzed internal roadway segments within Village 3 North would operate at acceptable LOS A under buildout conditions with the recommended roadway classifications.

Village 8 East

Table 12.2 displays recommended roadway classifications and resulting Level of Service for the Village 8 East internal roadway segments. LOS D is considered acceptable for internal roadways within Otay Ranch.

TABLE 12.2
VILLAGE 8 EAST INTERNAL ROADWAY SEGMENT PERFORMANCE

Internal Roadway	Segment	Estimated ADT	Recommended Classification	LOS D Threshold	LOS
Santa Marisol	from Main Street to Caraway Street	19,300	Secondary Village Entry w/ Median (4-Lane)	24,800	B
Santa Marisol	from Caraway Street to Safflower Street	8,700	Secondary Village Entry w/ Median (4-Lane)	24,800	A
Santa Marisol	from Safflower Street to Otay Valley Road	7,800	Secondary Village Entry w/ Median (4-Lane)	24,800	A
Santa Marisol	from South of Otay Valley Road	3,000	Secondary Village Entry with Median (3-lane)	13,500	A
Santa Tipu	from Main Street to Caraway Street	1,900	Residential Promenade Street (2-lane)	8,400	A
Santa Tipu	from Caraway Street to Safflower Street	3,800	Residential Promenade Street (2-lane)	8,400	A
Caraway Street	Santa Marisol	6,400	Residential Promenade Street (2-lane)	8,400	B
Caraway Street	from Santa Marisol to Santa Tipu	5,100	Residential Promenade Street (2-lane)	8,400	A
Cascabel Street	East of Santa Marisol	2,400	Residential Promenade Street (2-lane)	8,400	A
Safflower Street	West of Santa Tipu	700	Residential Promenade Street (2-lane)	8,400	A
Safflower Street	from Santa Tipu to Santa Marisol	2,600	Residential Promenade Street (2-lane)	8,400	A

**TABLE 12.2
VILLAGE 8 EAST INTERNAL ROADWAY SEGMENT PERFORMANCE**

Internal Roadway	Segment	Estimated ADT	Recommended Classification	LOS D Threshold	LOS
Community Park Driveway	South of Otay Valley Road	2,200	Community Park Entry Street (2-lane)	8,400	A

Source: Chen Ryan Associates; [August 2014](#)~~May 2014~~

As shown in the table, all of the analyzed internal roadway segments within Village 8 East would operate at acceptable LOS B or better under buildout conditions with the recommended roadway classifications.

Village 10

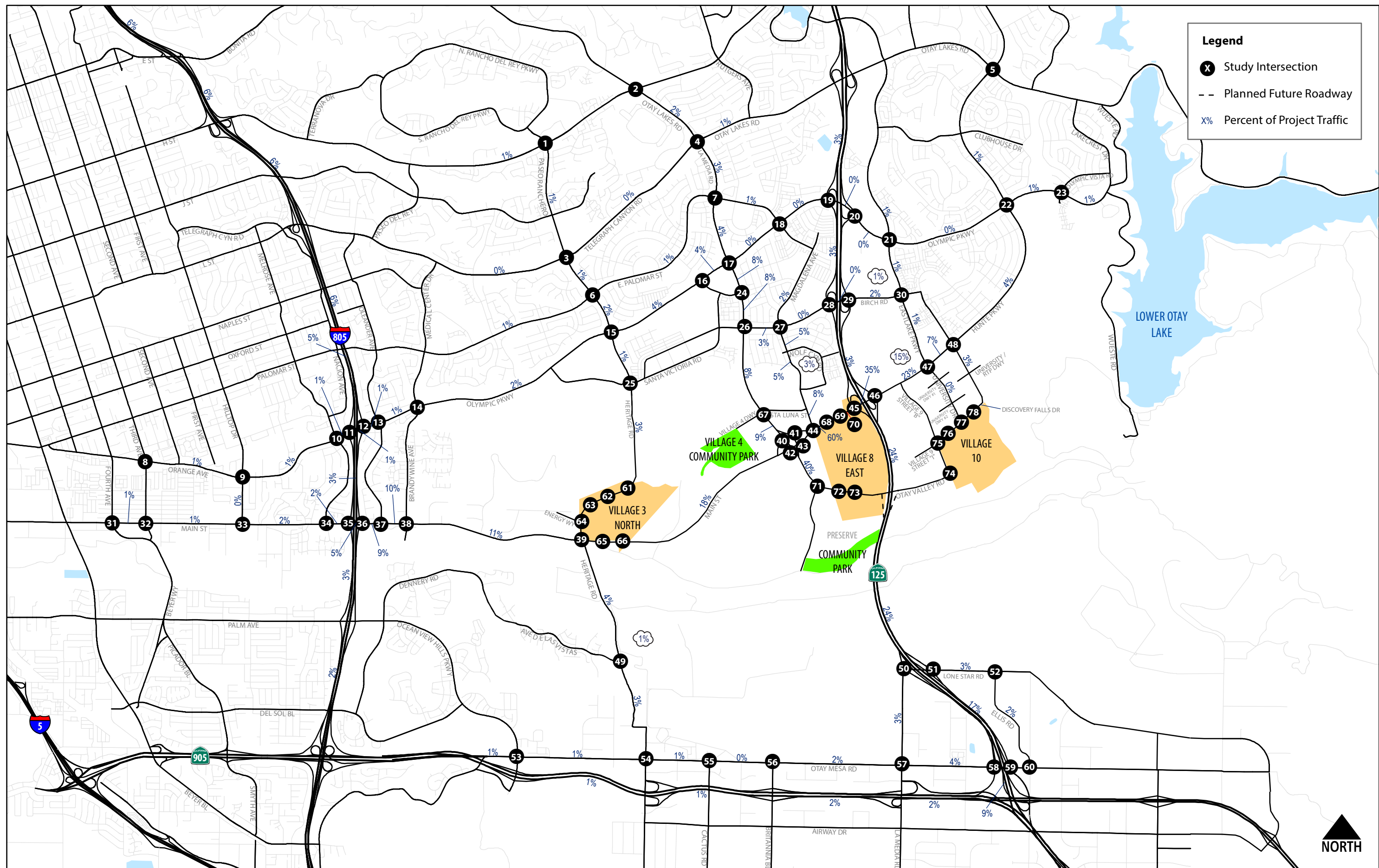
Table 12.3 displays recommended roadway classifications and resulting Level of Service for the Village 10 internal roadway segments. LOS D is considered acceptable for internal roadways within Otay Ranch.

**TABLE 12.3
VILLAGE 10 INTERNAL ROADWAY SEGMENT PERFORMANCE**

Internal Roadway	Segment	Estimated ADT	Recommended Classification	LOS D Threshold	LOS
Otay Valley Road	from Santa Davis to University Drive	1,100	Residential Promenade Street (2-lane)	8,400	A
Otay Valley Road	from University Drive to Santa Julliard	3,400	Secondary Village Entry with Median (3-lane)	13,500	A
Otay Valley Road	West of Santa Julliard	3,000	Secondary Village Entry with Median (3-lane)	13,500	A
Santa Julliard	South of Discovery Falls Drive	1,200	Residential Promenade Street (2-lane)	8,400	A
Santa Julliard	South of Otay Valley Road	1,300	Residential Promenade Street (2-lane)	8,400	A
University Drive	South of Discovery Falls Drive	5,500	Residential Promenade Street (2-lane)	8,400	A
University Drive	South of Otay Valley Road	1,500	Residential Promenade Street (2-lane)	8,400	A
Santa Davis	South of Discovery Falls Drive	6,400	Residential Promenade Street (2-lane)	8,400	B

Source: Chen Ryan Associates; [August 2014](#)~~May 2014~~

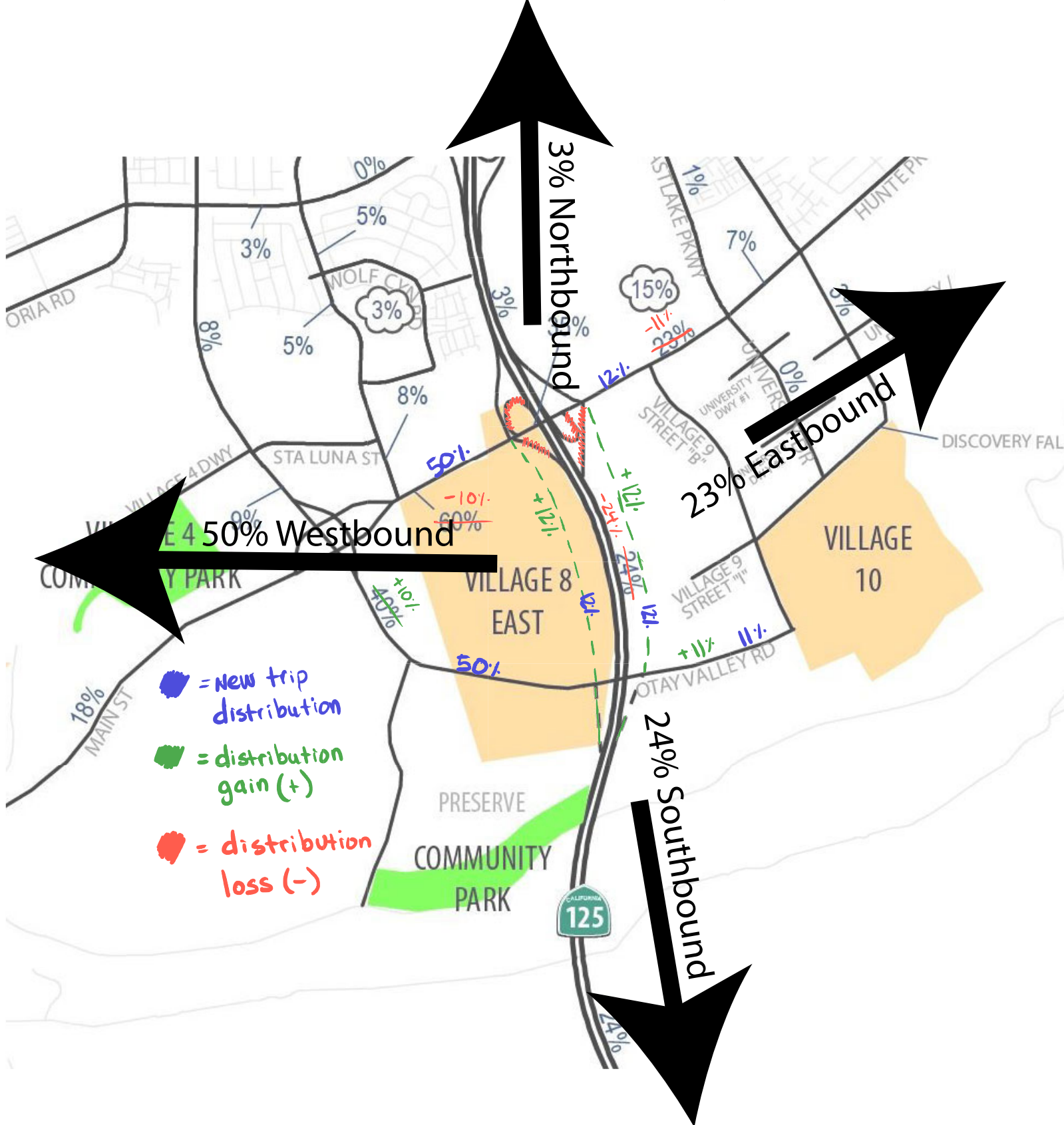
As shown, all of the analyzed internal roadway segments within Village 10 would operate at acceptable LOS B or better under buildout conditions with the recommended roadway classifications.



University Villages TIA, Otay Ranch Villages 3 North, 8 East and 10

Figure 4-1E.3

Manual Adjustment to account for new freeway configuration.



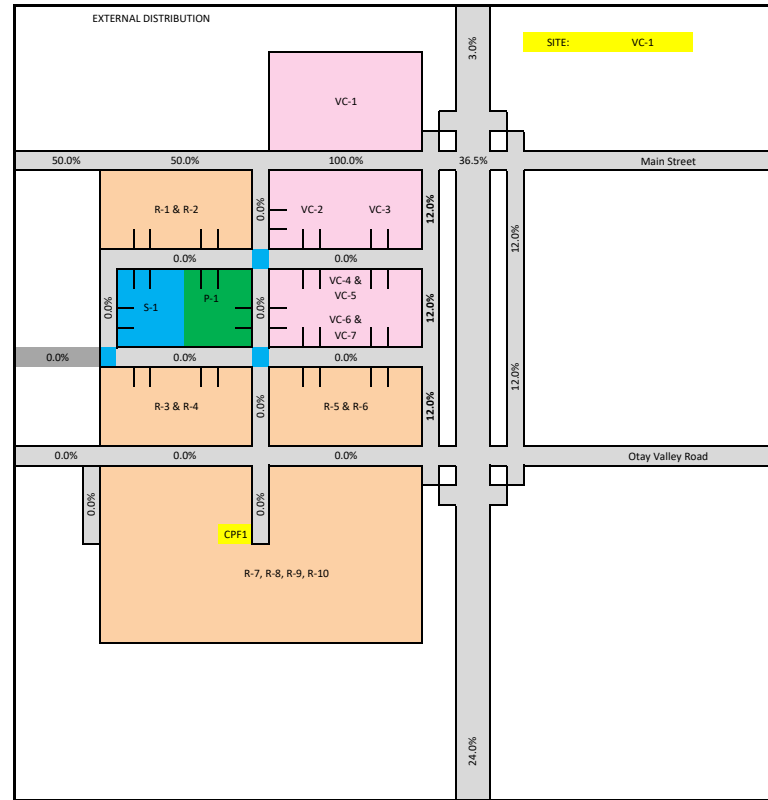
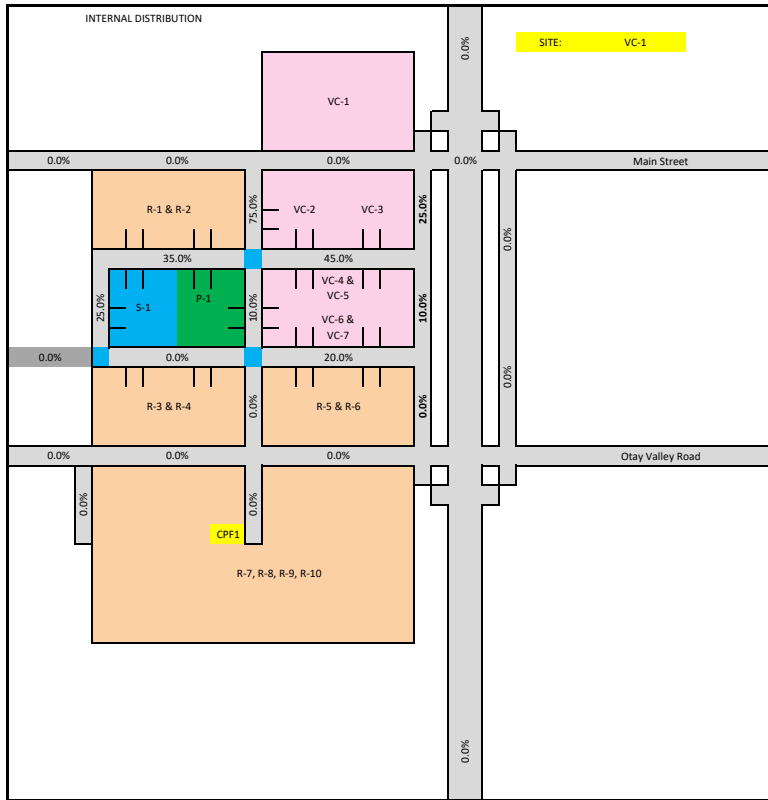
It is estimated that 50% of the trips from the Project will go west, while 23% will go east from the project location using either Main Street or La Media Parkway. Additionally, 3% will go north and 24% south via SR-125. Vehicles will opt for the nearest and most convenient route to reach their starting or end point.

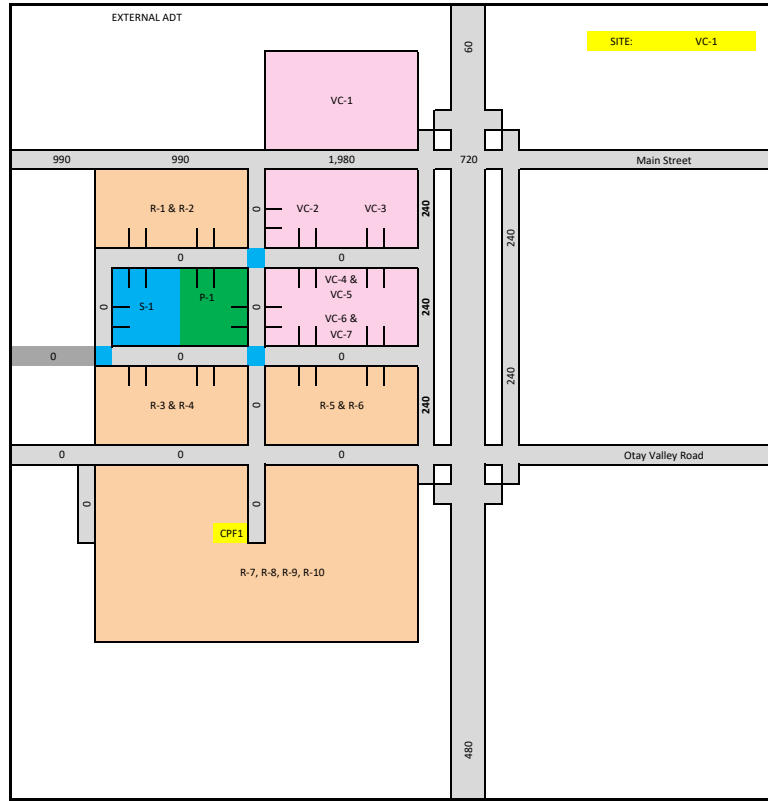
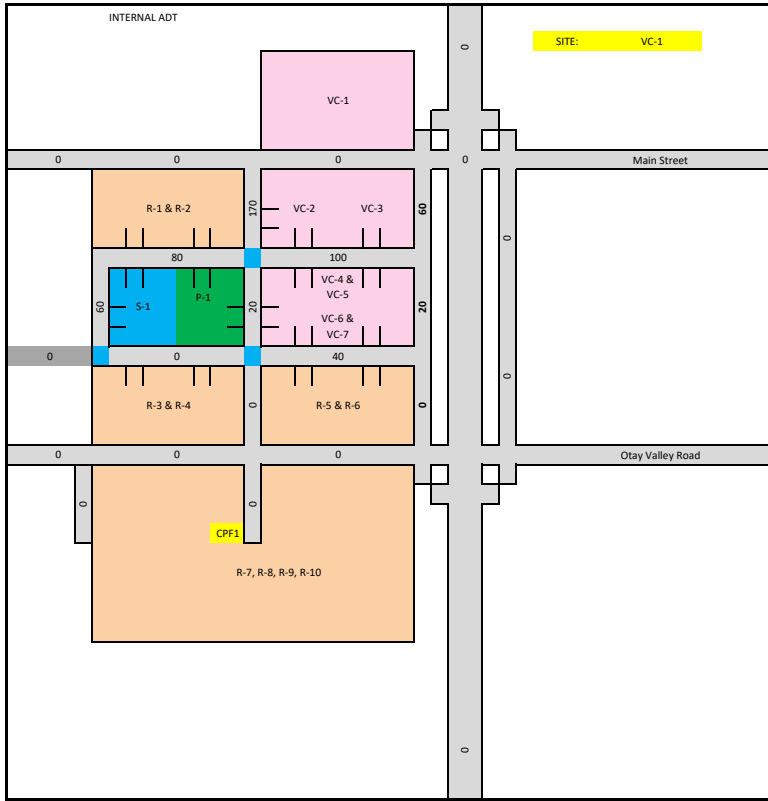
Attachment B – Internal/External Trips Distribution and Assignment

Trips Distribution and Assignment Summary

Parcels Trips Distribution and Assignment

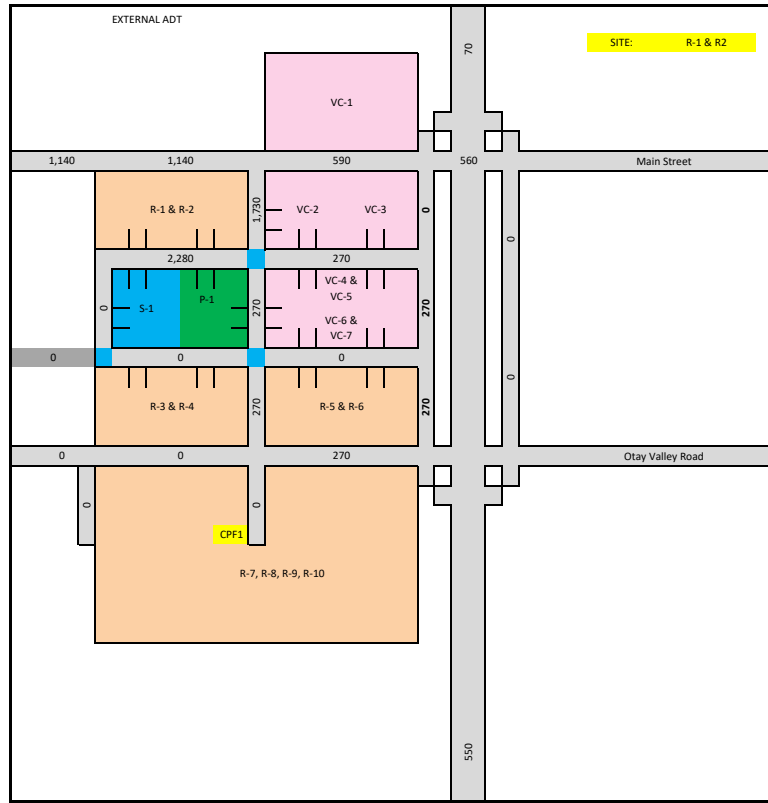
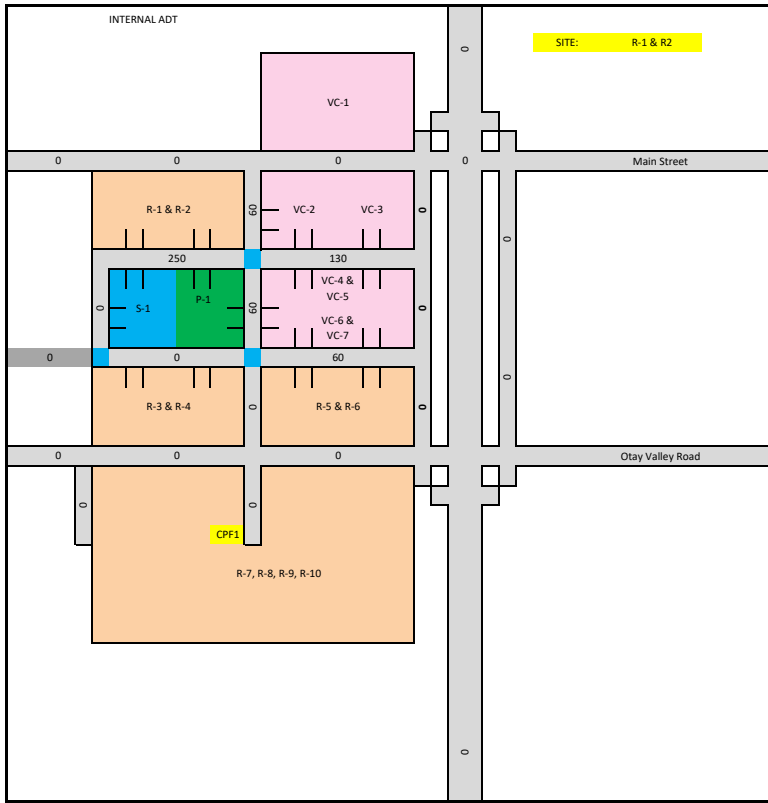
Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.																												
Site Selection	VC-1		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	75.0%	10.0%	0.0%	0.0%	35.0%	45.0%	25.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	25.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	50.0%	50.0%	100.0%	36.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	12.0%	12.0%	12.0%	12.0%	3.0%	24.0%	0.0%
Internal ADT	220	4	0	0	0	0	170	20	0	0	80	100	60	0	0	40	0	0	0	0	60	20	0	0	0	0	0	0
External ADT	1980	5	990	990	1980	720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	240	240	240	240	60	480	0
TOTAL	2200		990	990	1980	720	170	20	0	0	80	100	60	0	0	40	0	0	0	0	300	260	240	240	240	60	480	0





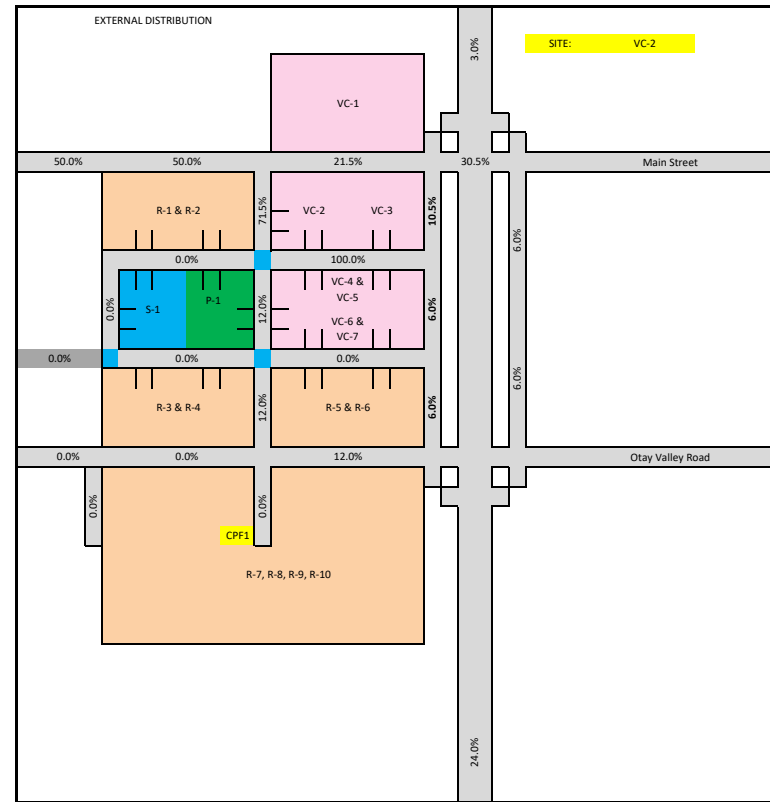
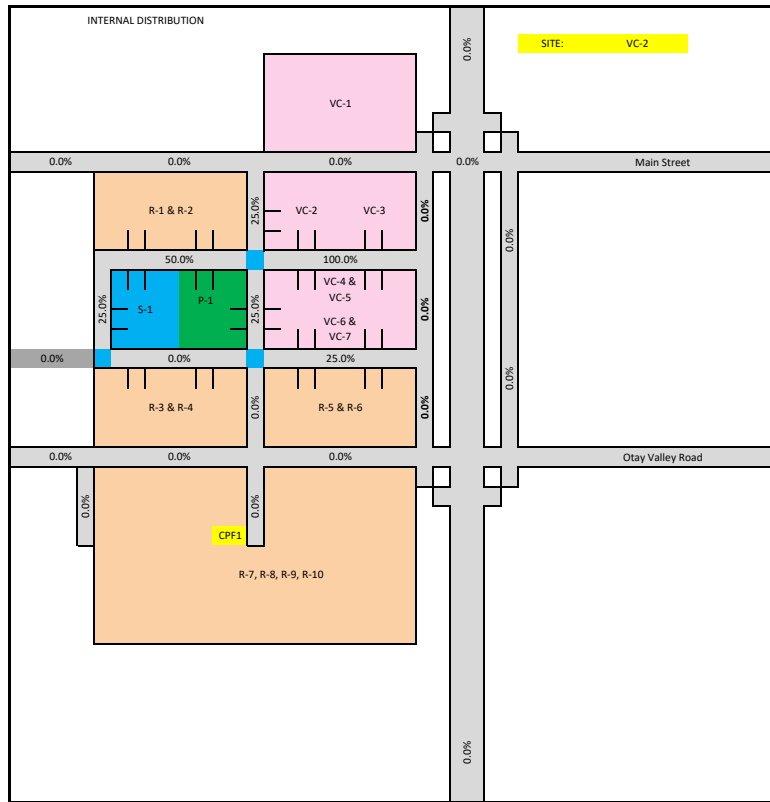
Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

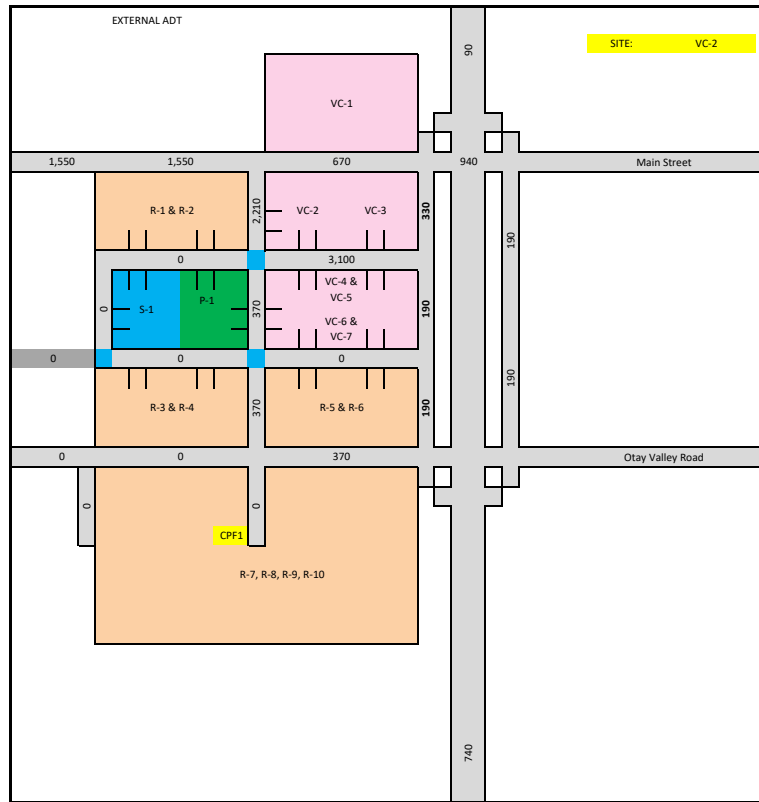
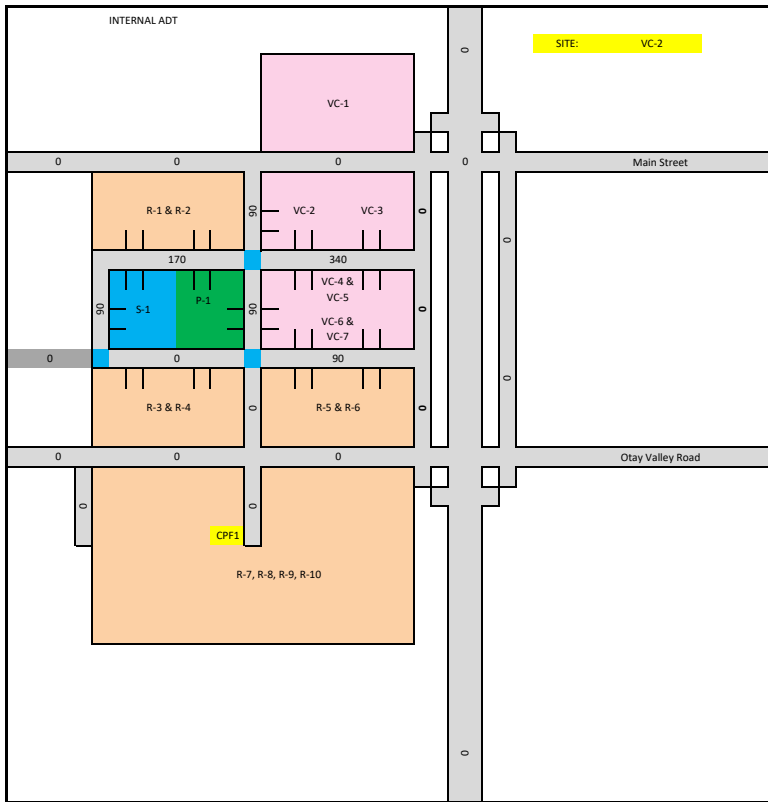
Site Selection	R-1 & R2		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	100.0%	50.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	50.0%	50.0%	26.0%	24.5%	76.0%	12.0%	12.0%	0.0%	100.0%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	12.0%	0.0%	12.0%	12.0%	0.0%	0.0%	3.0%	24.0%	0.0%	
Internal ADT	254	4	0	0	0	0	60	60	0	0	250	130	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	2282	5	1140	1140	590	560	1730	270	270	0	2280	270	0	0	0	0	0	0	270	270	0	270	270	0	0	70	550	0	
TOTAL	2536		1140	1140	590	560	1790	330	270	0	2530	400	0	0	0	60	0	0	270	270	0	270	270	0	0	70	550	0	



Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

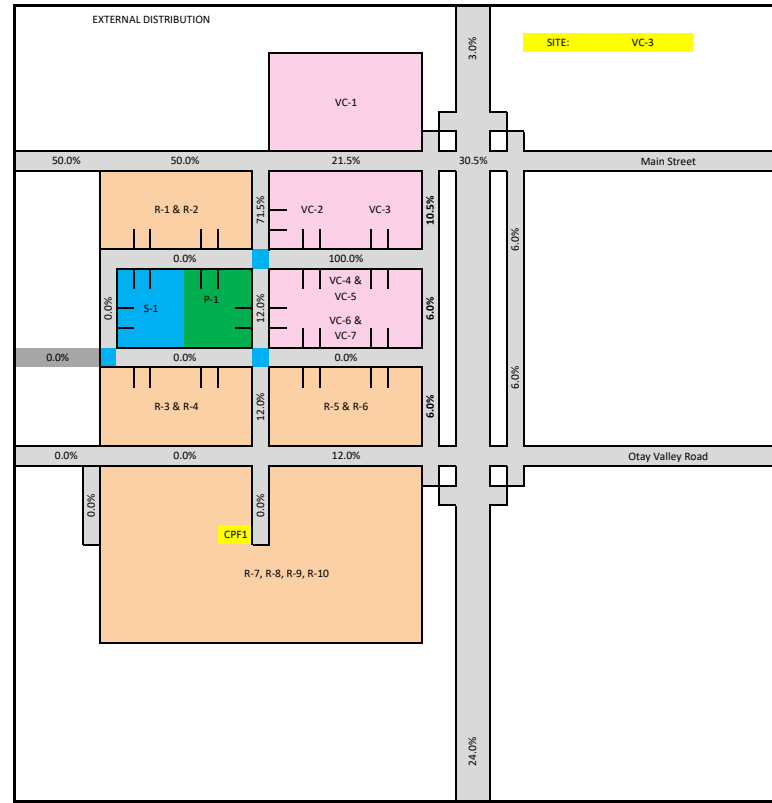
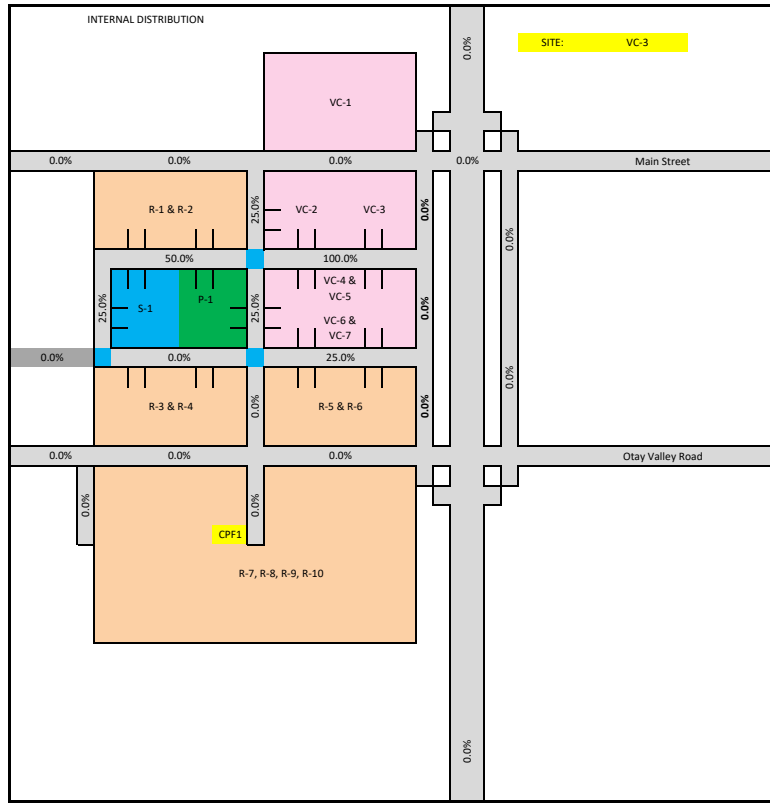
Site Selection	VC-2		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	50.0%	100.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	50.0%	50.0%	21.5%	30.5%	71.5%	12.0%	12.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	10.5%	6.0%	6.0%	6.0%	6.0%	3.0%	24.0%	0.0%	
Internal ADT	344	4	0	0	0	0	90	90	0	0	170	340	90	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	3096	5	1550	1550	670	940	2210	370	370	0	0	3100	0	0	0	0	0	0	370	0	330	190	190	190	190	90	740	0	
TOTAL	3440		1550	1550	670	940	2300	460	370	0	170	3440	90	0	0	90	0	0	370	0	330	190	190	190	190	90	740	0	

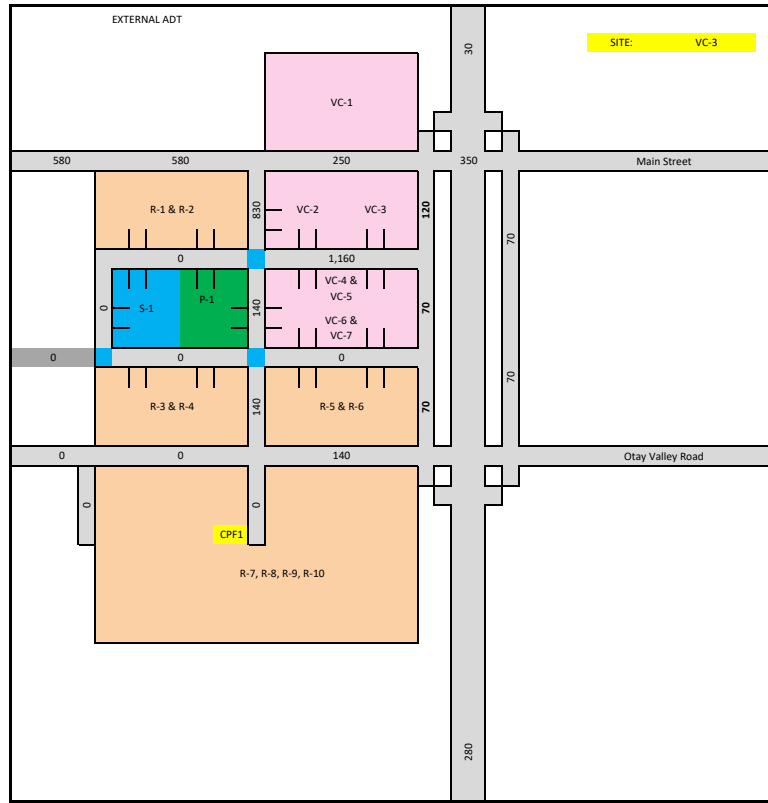
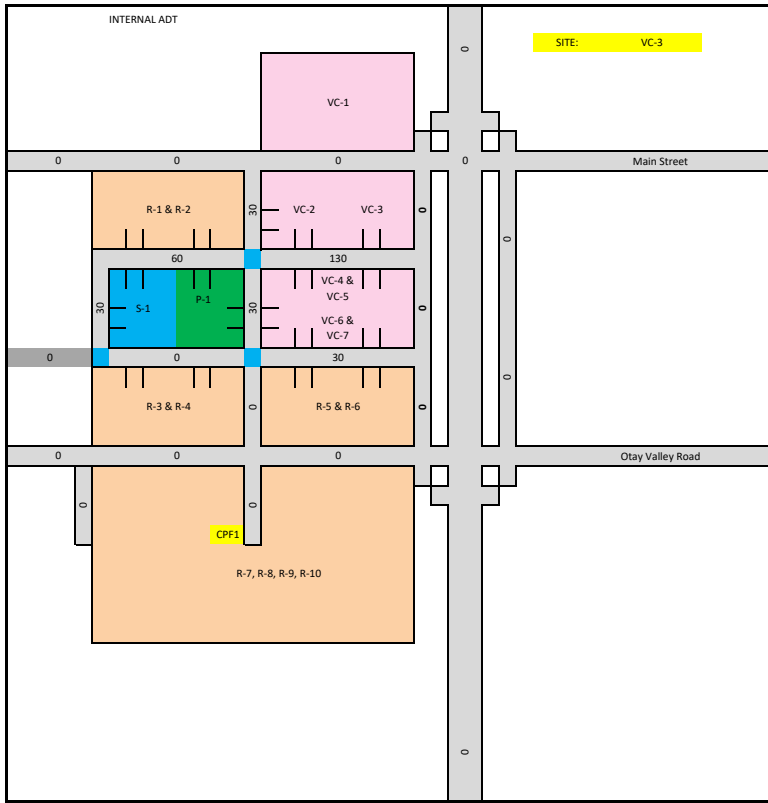




Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

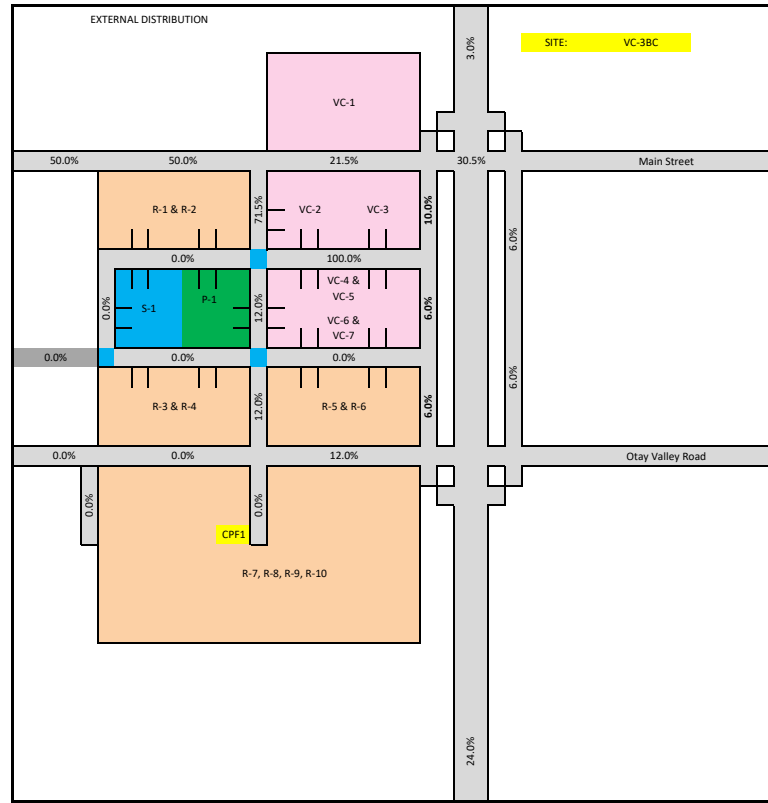
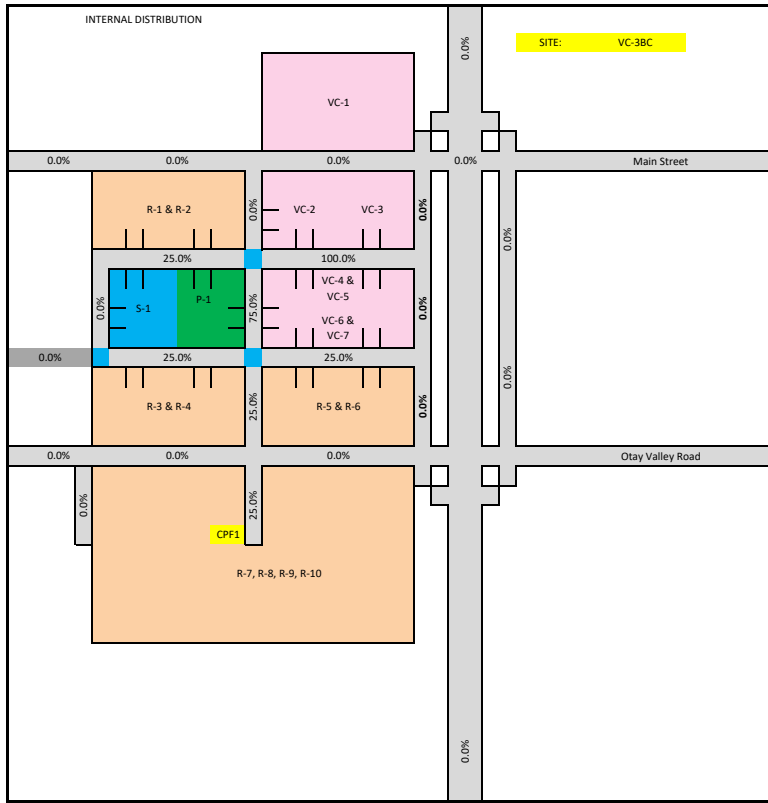
Site Selection	VC-3		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	50.0%	100.0%	25.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	50.0%	50.0%	21.5%	30.5%	71.5%	12.0%	12.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	10.5%	6.0%	6.0%	6.0%	6.0%	3.0%	24.0%	0.0%	
Internal ADT	129	4	0	0	0	0	30	30	0	0	60	130	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	1159	5	580	580	250	350	830	140	140	0	0	1160	0	0	0	0	0	0	140	0	120	70	70	70	70	30	280	0	
TOTAL	1288		580	580	250	350	860	170	140	0	60	1290	30	0	0	30	0	0	140	0	120	70	70	70	70	30	280	0	

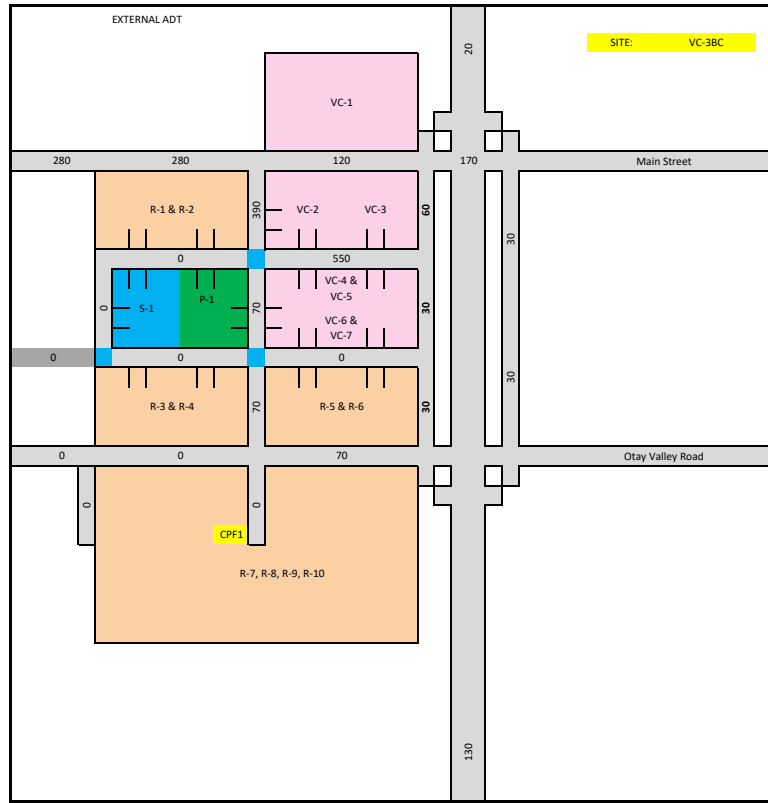
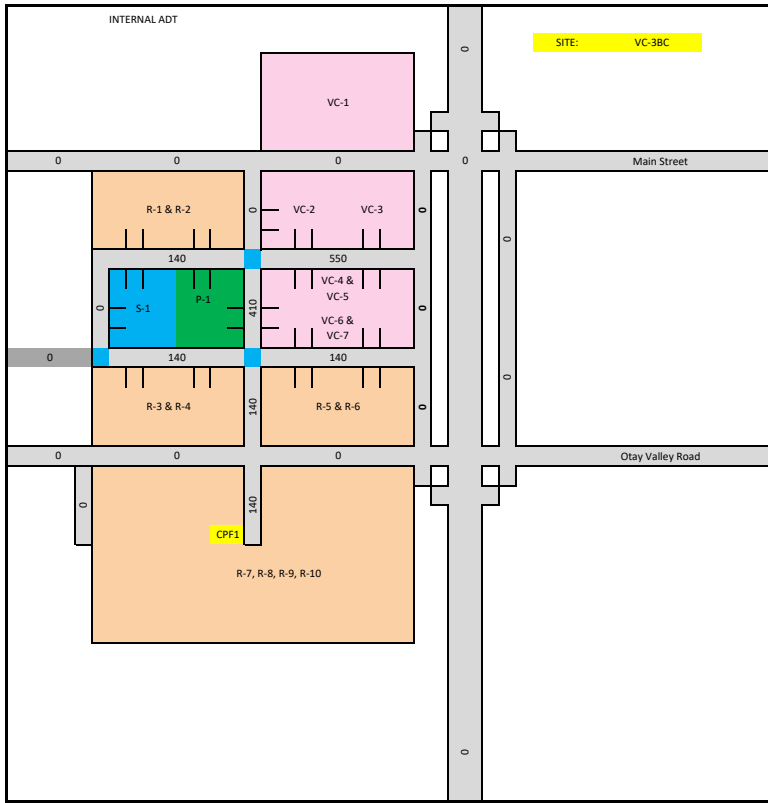




Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

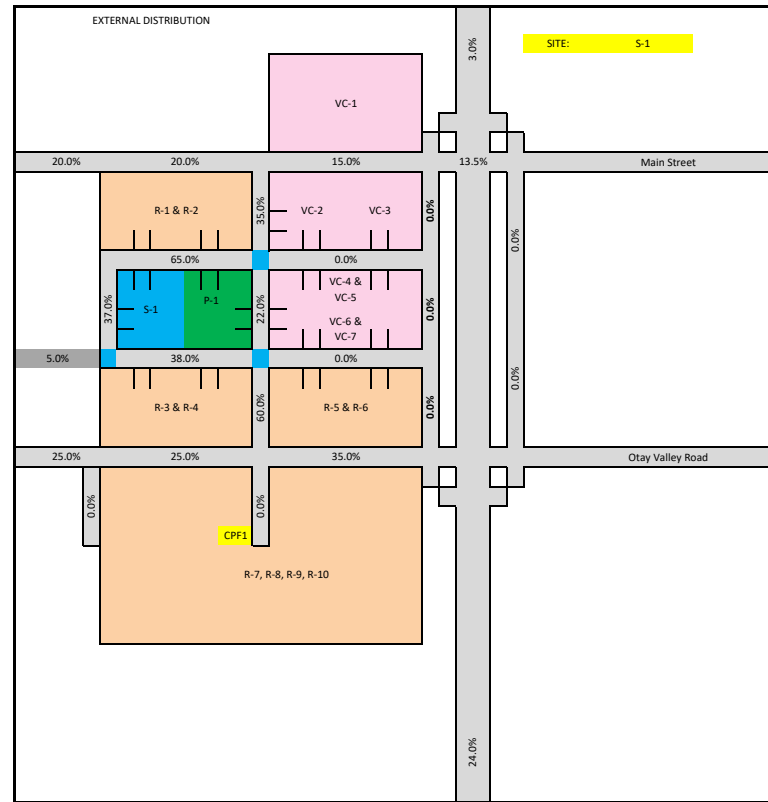
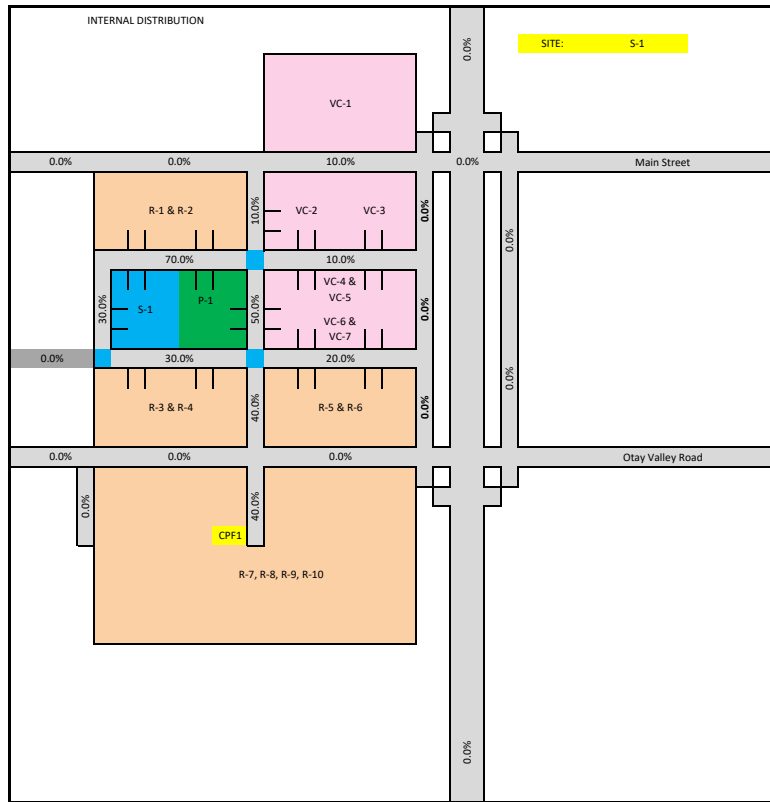
Site Selection	VC-3BC		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	25.0%	25.0%	25.0%	100.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	50.0%	50.0%	21.5%	30.5%	71.5%	12.0%	12.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	10.0%	6.0%	6.0%	6.0%	6.0%	3.0%	24.0%	0.0%	
Internal ADT	550	4	0	0	0	0	0	410	140	140	140	550	0	0	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	550	5	280	280	120	170	390	70	70	0	0	550	0	0	0	0	0	0	70	0	60	30	30	30	30	20	130	0	
TOTAL	1100		280	280	120	170	390	480	210	140	140	1100	0	0	140	140	0	0	70	0	60	30	30	30	30	20	130	0	

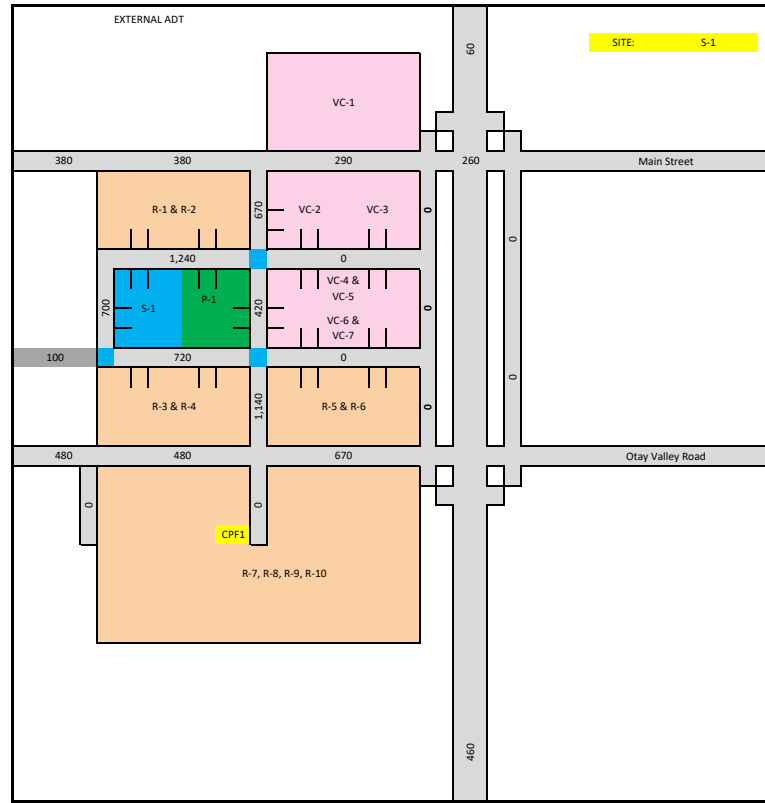
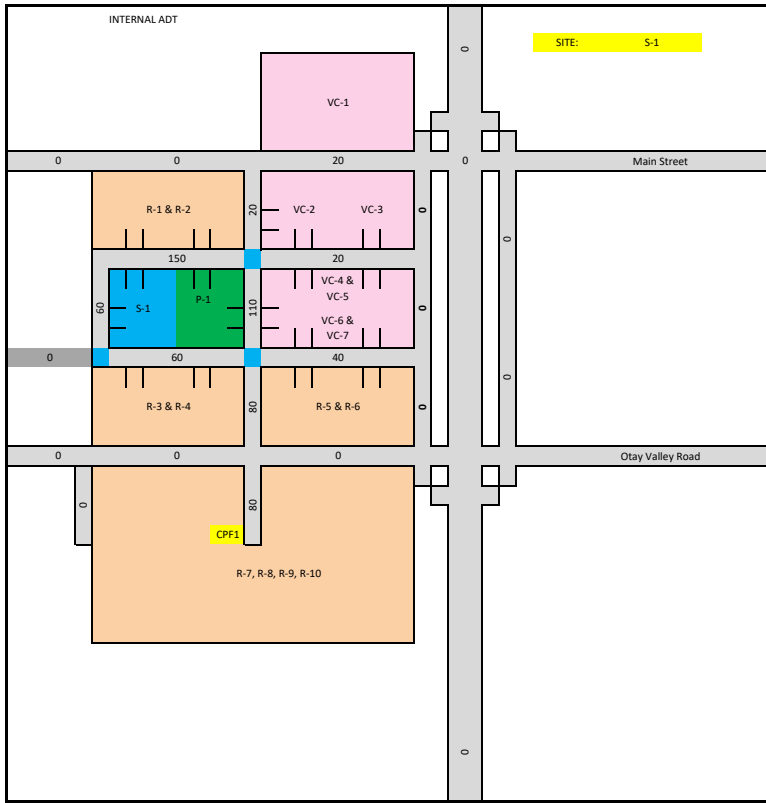


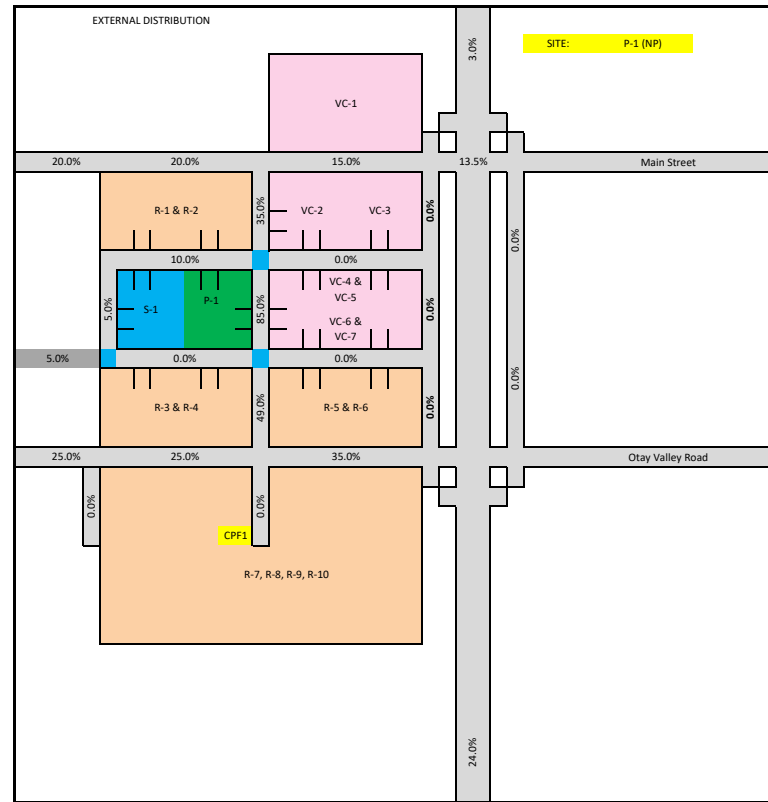
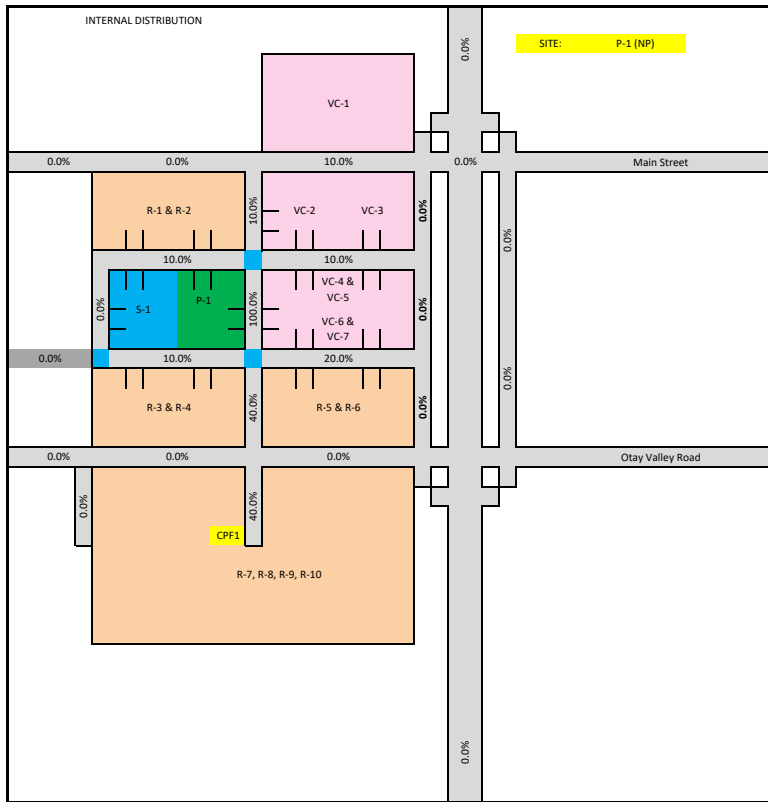


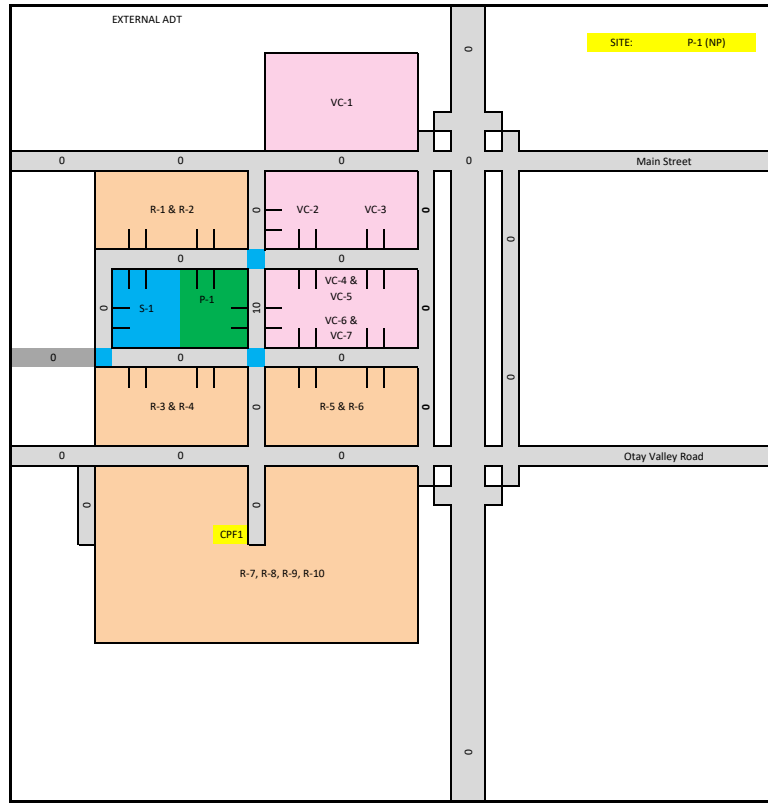
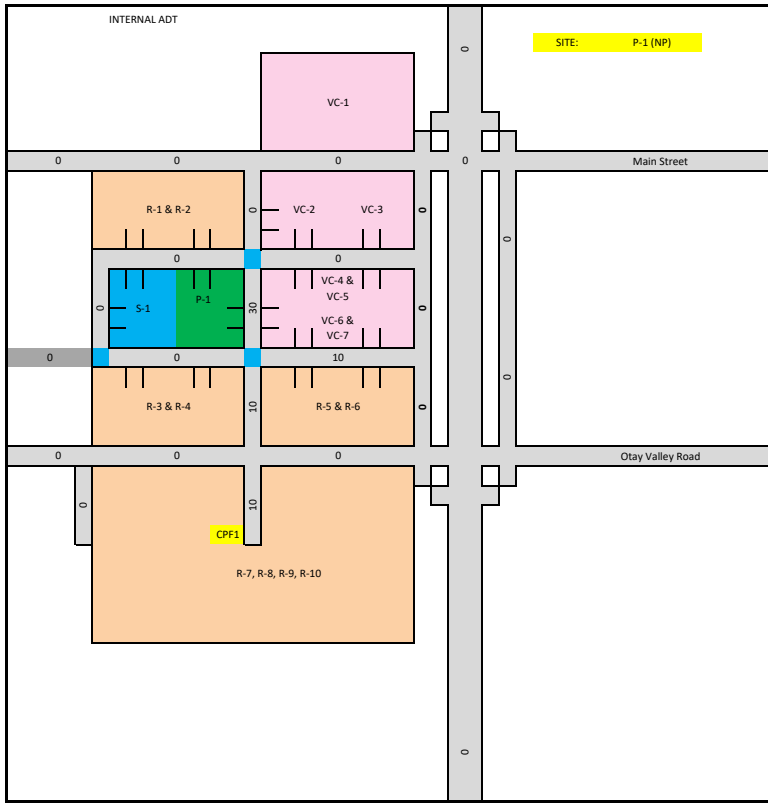
Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

Site Selection	S-1		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	10.0%	0.0%	10.0%	50.0%	40.0%	40.0%	70.0%	10.0%	30.0%	0.0%	30.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	20.0%	20.0%	15.0%	13.5%	35.0%	22.0%	60.0%	0.0%	65.0%	0.0%	37.0%	5.0%	38.0%	0.0%	25.0%	25.0%	35.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	24.0%	0.0%	
Internal ADT	211	4	0	0	20	0	20	110	80	80	150	20	60	0	60	40	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	1901	5	380	380	290	260	670	420	1140	0	1240	0	700	100	720	0	480	480	670	440	0	0	0	0	0	60	460	0	
TOTAL	2112		380	380	310	260	690	530	1220	80	1390	20	760	100	780	40	480	480	670	440	0	0	0	0	0	60	460	0	



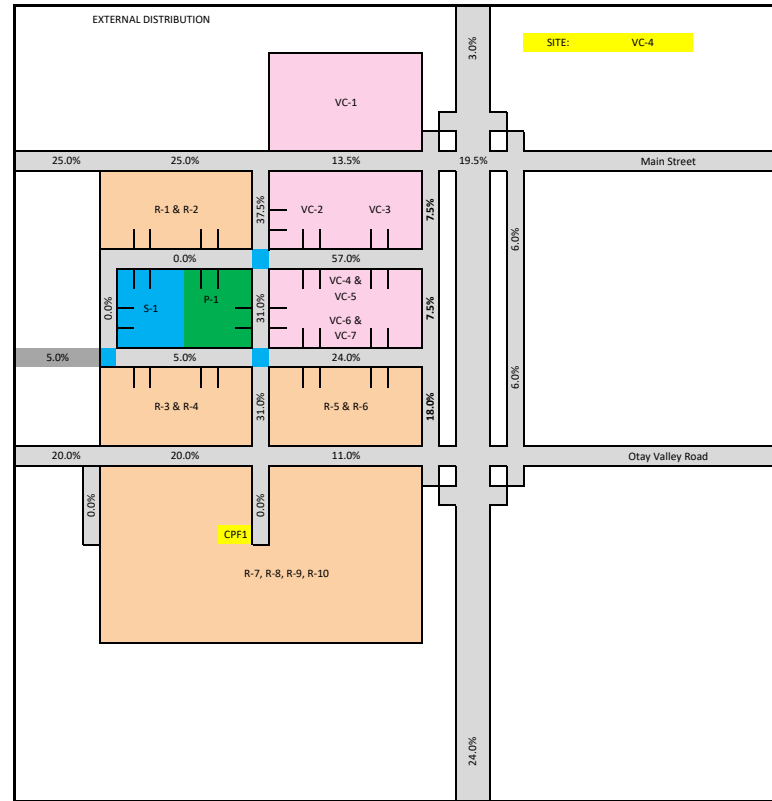
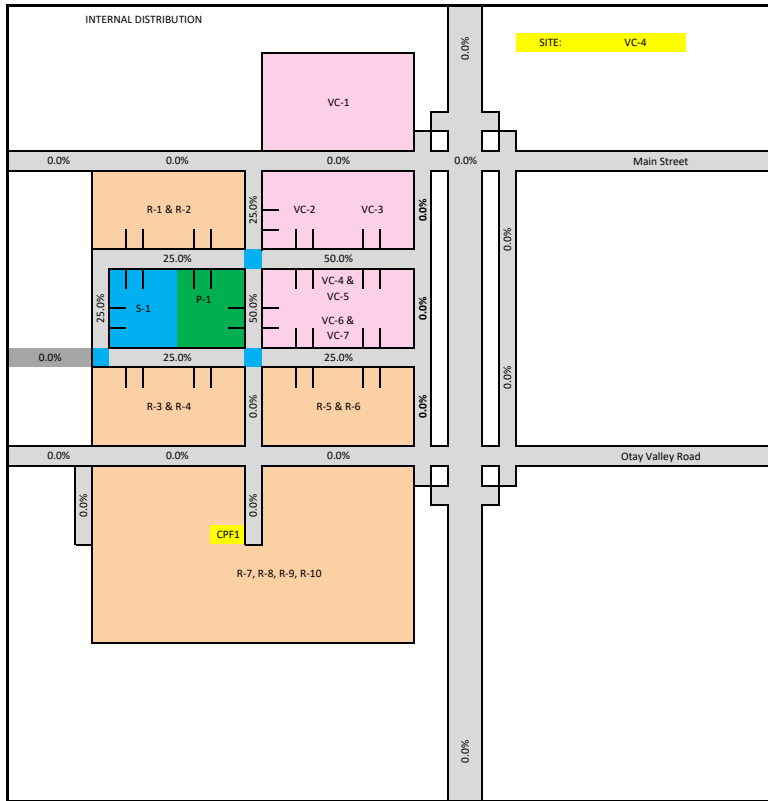






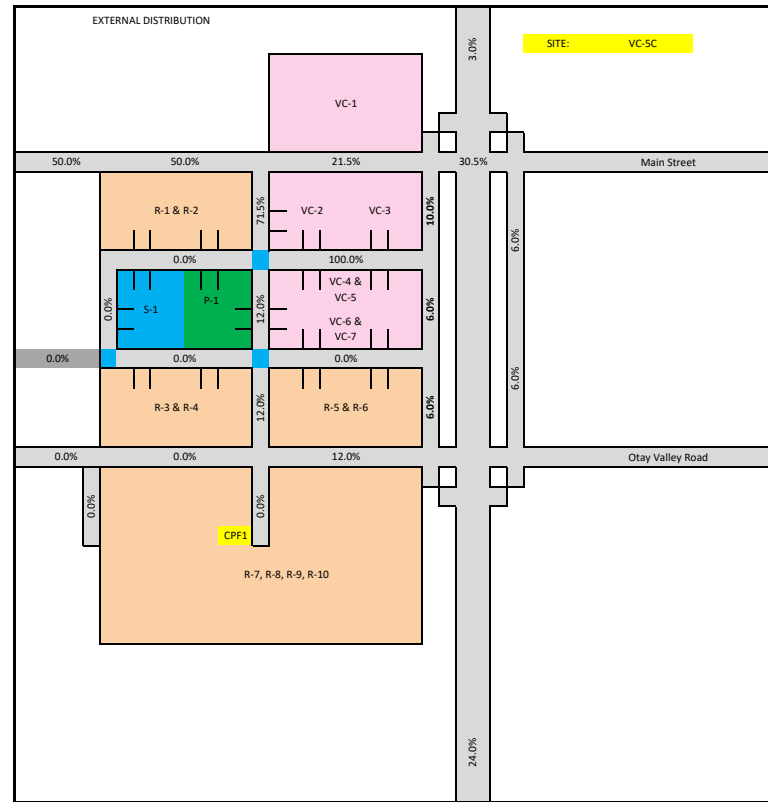
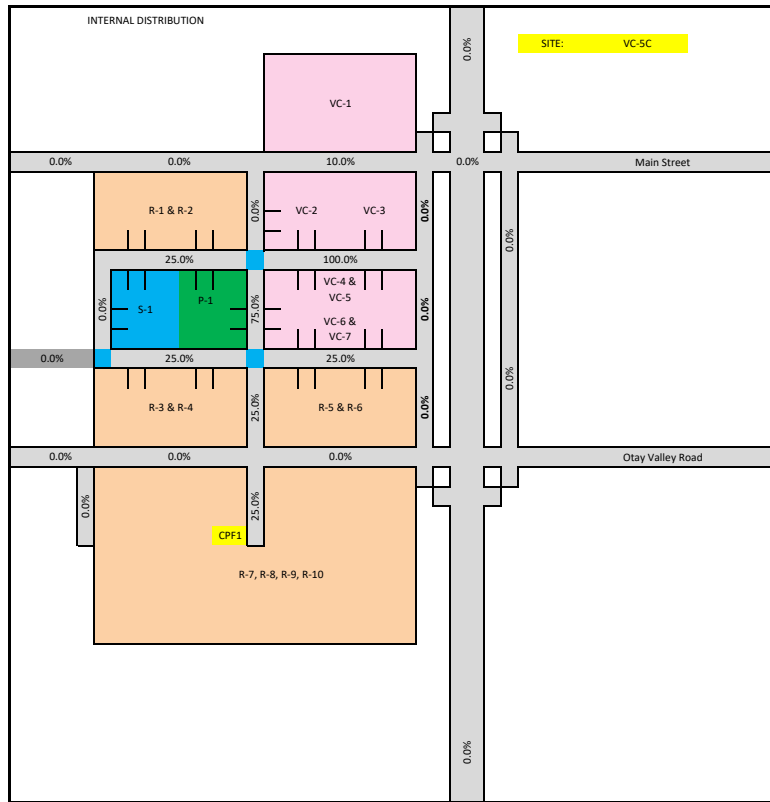
Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

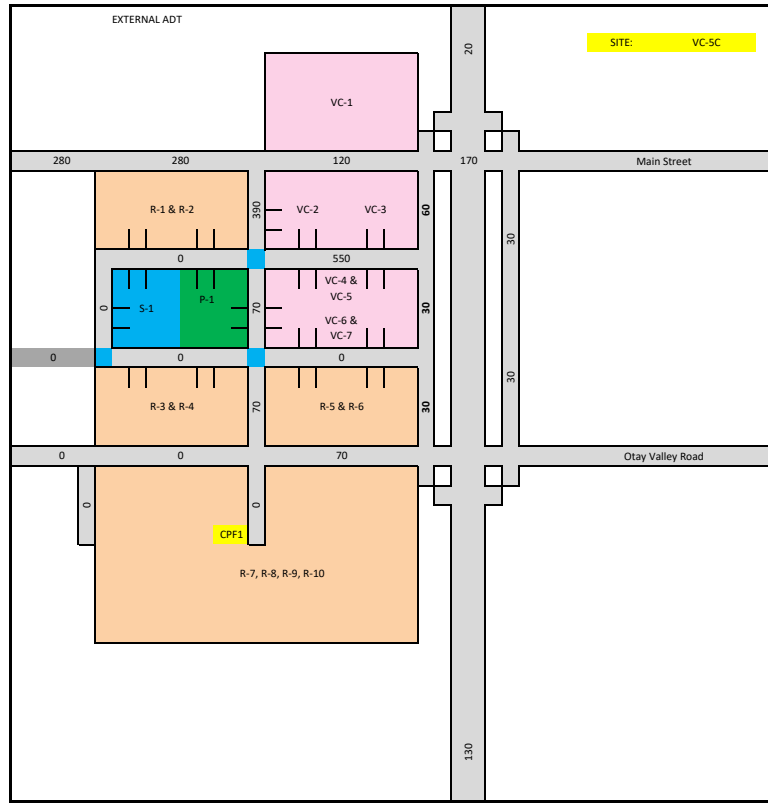
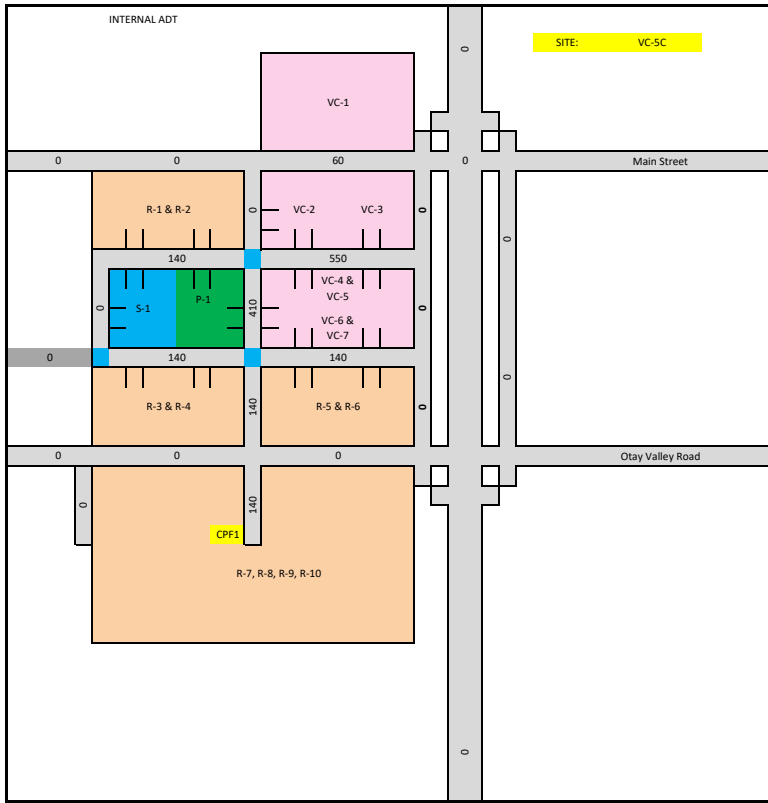
Site Selection	VC-4		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	25.0%	50.0%	0.0%	0.0%	25.0%	50.0%	25.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	25.0%	25.0%	13.5%	19.5%	37.5%	31.0%	31.0%	0.0%	0.0%	57.0%	0.0%	5.0%	5.0%	24.0%	20.0%	20.0%	11.0%	11.0%	7.5%	7.5%	18.0%	6.0%	6.0%	3.0%	24.0%	0.0%	
Internal ADT	154	4	0	0	0	0	40	80	0	0	40	80	40	0	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	1382	5	350	350	190	270	520	430	430	0	0	790	0	70	70	330	280	280	150	150	100	100	250	80	80	40	330	0	
TOTAL	1536		350	350	190	270	560	510	430	0	40	870	40	70	110	370	280	280	150	150	100	100	250	80	80	40	330	0	



Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

Site Selection	VC-5C		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	10.0%	0.0%	0.0%	75.0%	25.0%	25.0%	25.0%	100.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	50.0%	50.0%	21.5%	30.5%	71.5%	12.0%	12.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	10.0%	6.0%	6.0%	6.0%	6.0%	3.0%	24.0%	0.0%	
Internal ADT	550	4	0	0	60	0	0	410	140	140	140	550	0	0	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	550	5	280	280	120	170	390	70	70	0	0	550	0	0	0	0	0	0	70	0	60	30	30	30	30	20	130	0	
TOTAL	1100		280	280	180	170	390	480	210	140	140	1100	0	0	140	140	0	0	70	0	60	30	30	30	30	20	130	0	

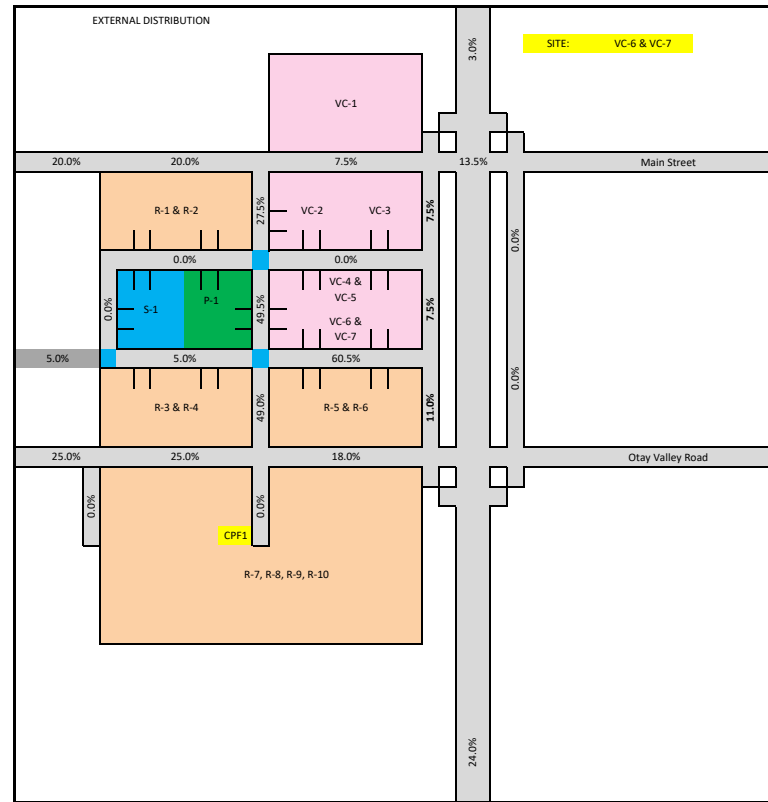
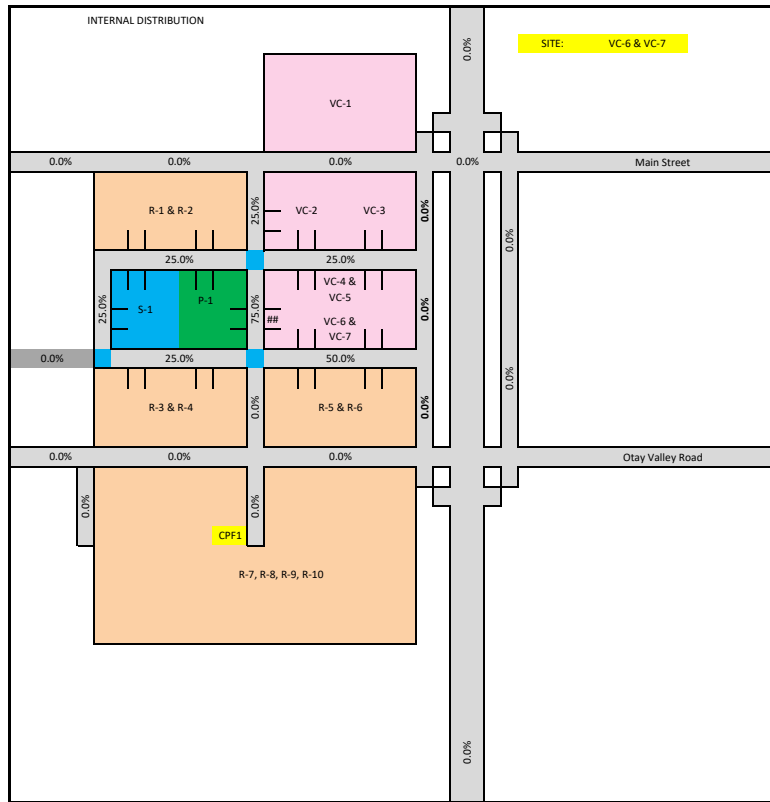


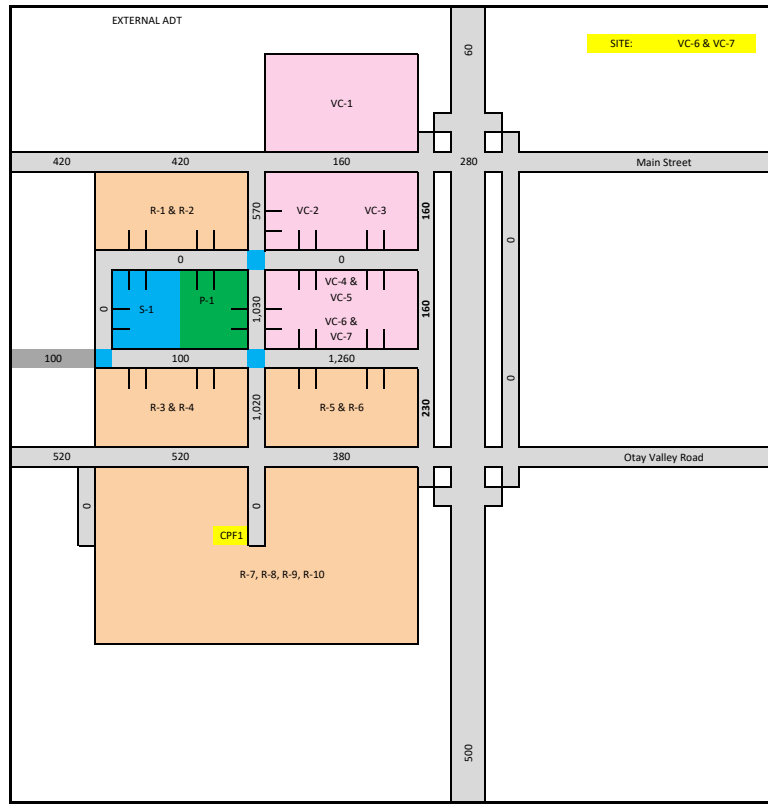
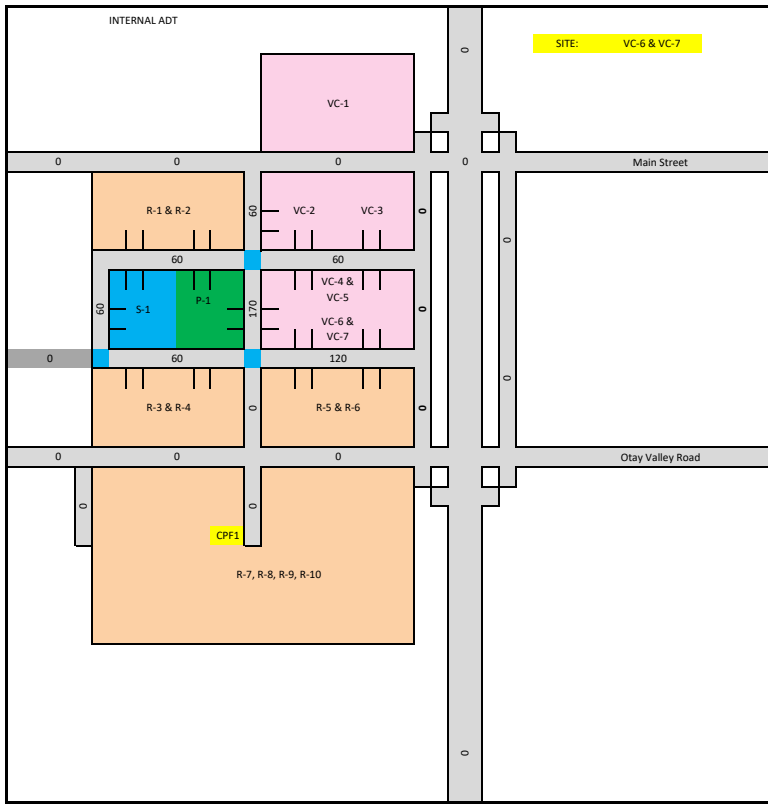


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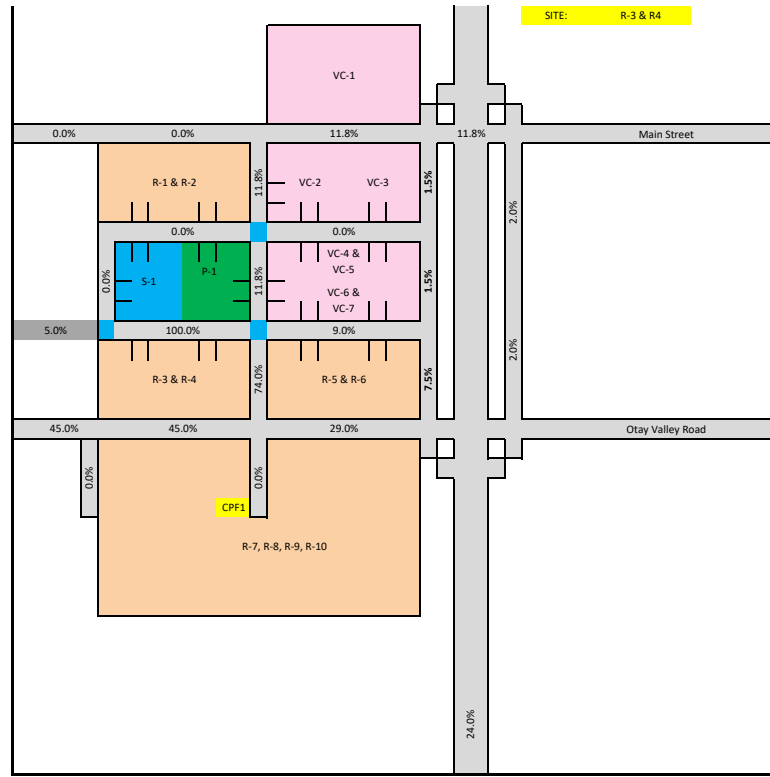
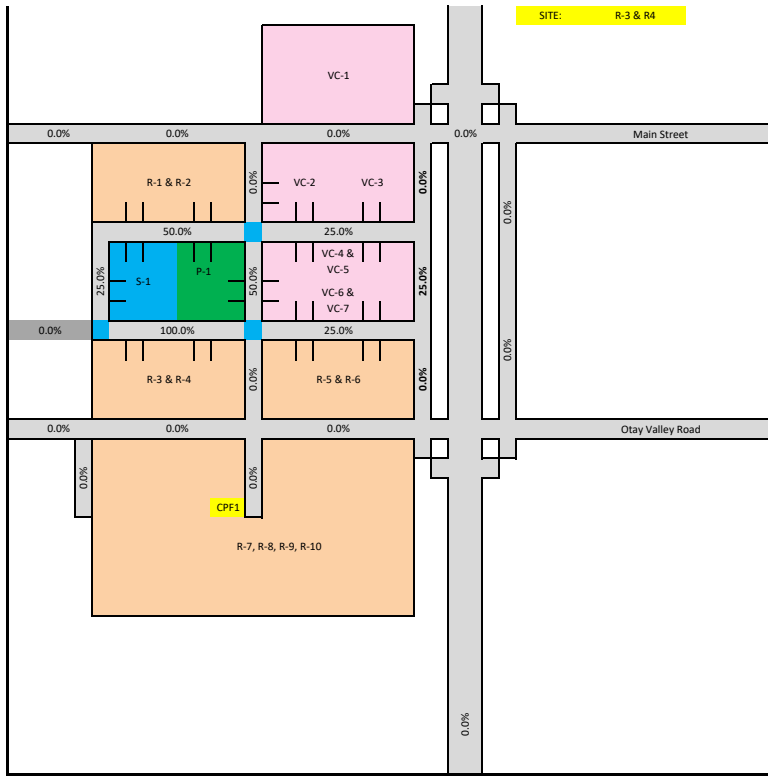
Site Selection	VC-6 & VC-7		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	25.0%	75.0%	0.0%	0.0%	25.0%	25.0%	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	20.0%	20.0%	7.5%	13.5%	27.5%	49.5%	49.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	60.5%	25.0%	25.0%	18.0%	23.0%	7.5%	7.5%	11.0%	0.0%	0.0%	3.0%	24.0%	0.0%
Internal ADT	232	4	0	0	0	0	60	170	0	0	60	60	60	0	60	120	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	2088	5	420	420	160	280	570	1030	1020	0	0	0	0	100	100	1260	520	520	380	480	160	160	230	0	0	60	500	0
TOTAL	2320		420	420	160	280	630	1200	1020	0	60	60	60	100	160	1380	520	520	380	480	160	160	230	0	0	60	500	0

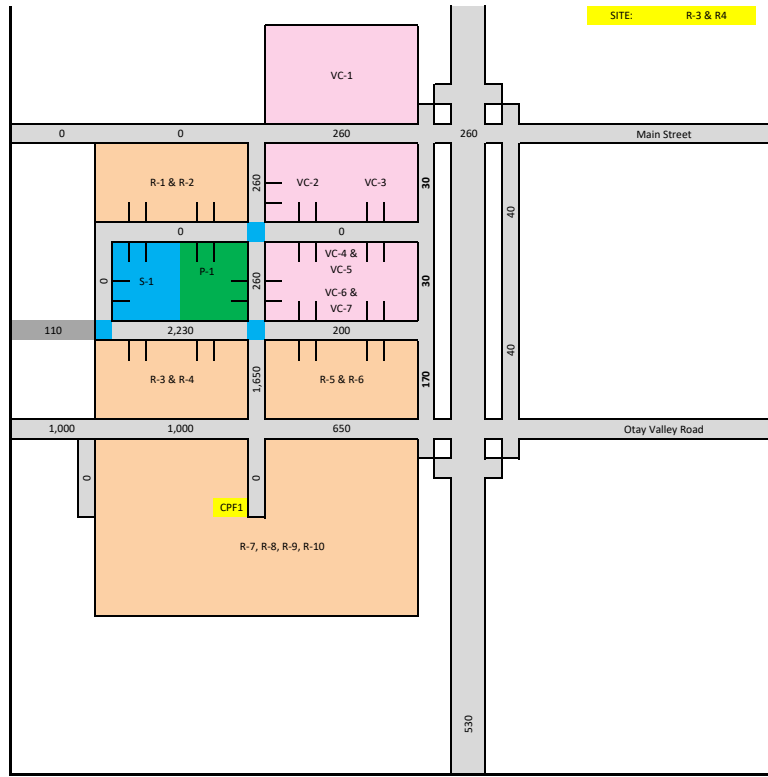
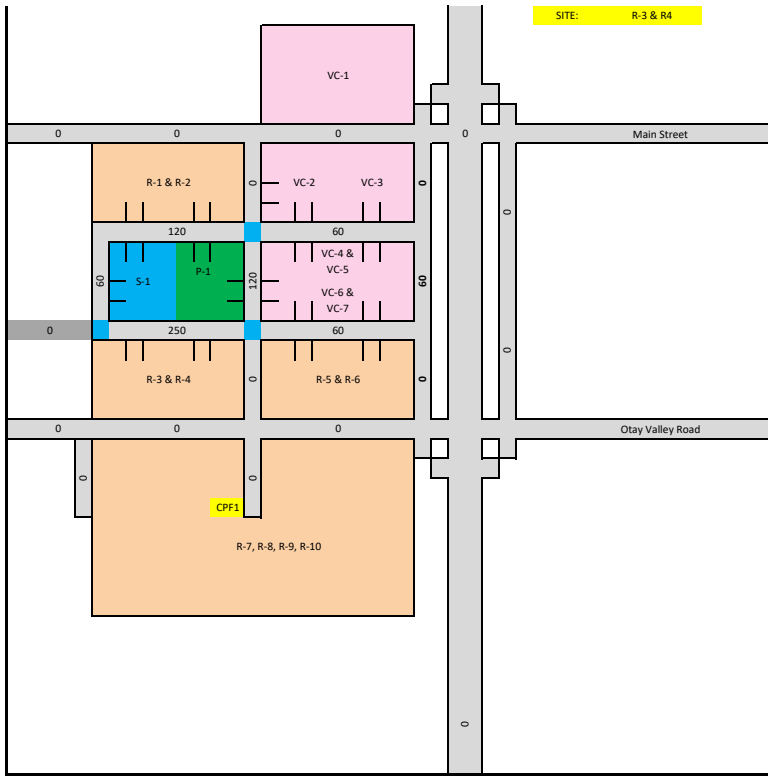
Note the 75% shown at LPD2 includes the 25% from CE2 that turn right





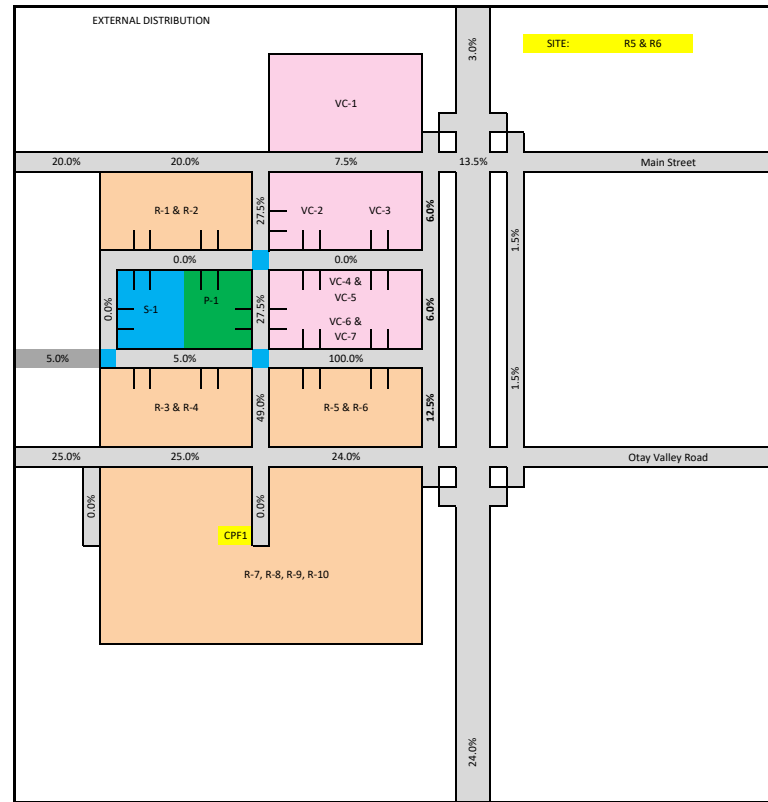
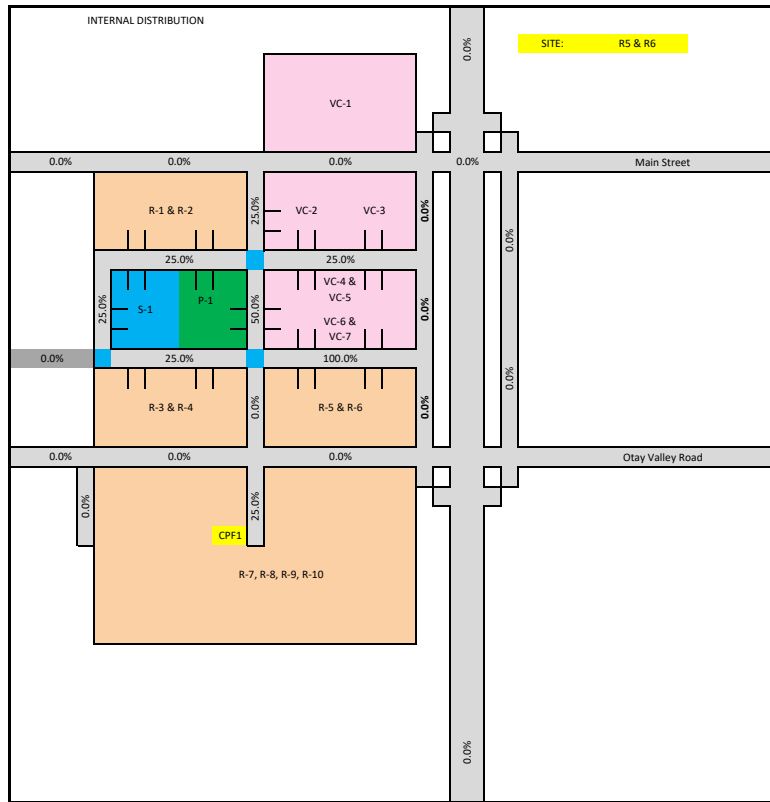
Site Selection	R-3 & R4		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%	25.0%	25.0%	0.0%	100.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	0.0%	0.0%	11.8%	11.8%	11.8%	11.8%	74.0%	0.0%	0.0%	0.0%	0.0%	5.0%	100.0%	9.0%	45.0%	45.0%	29.0%	24.5%	1.5%	1.5%	7.5%	2.0%	2.0%	3.0%	24.0%	0.0%	
Internal ADT	247	4	0	0	0	0	0	120	0	0	120	60	60	0	250	60	0	0	0	0	0	60	0	0	0	0	0	0	0
External ADT	2225	5	0	0	260	260	260	260	1650	0	0	0	0	110	2230	200	1000	1000	650	550	30	30	170	40	40	70	530	0	
TOTAL	2472		0	0	260	260	260	380	1650	0	120	60	60	110	2480	260	1000	1000	650	550	30	90	170	40	40	70	530	0	

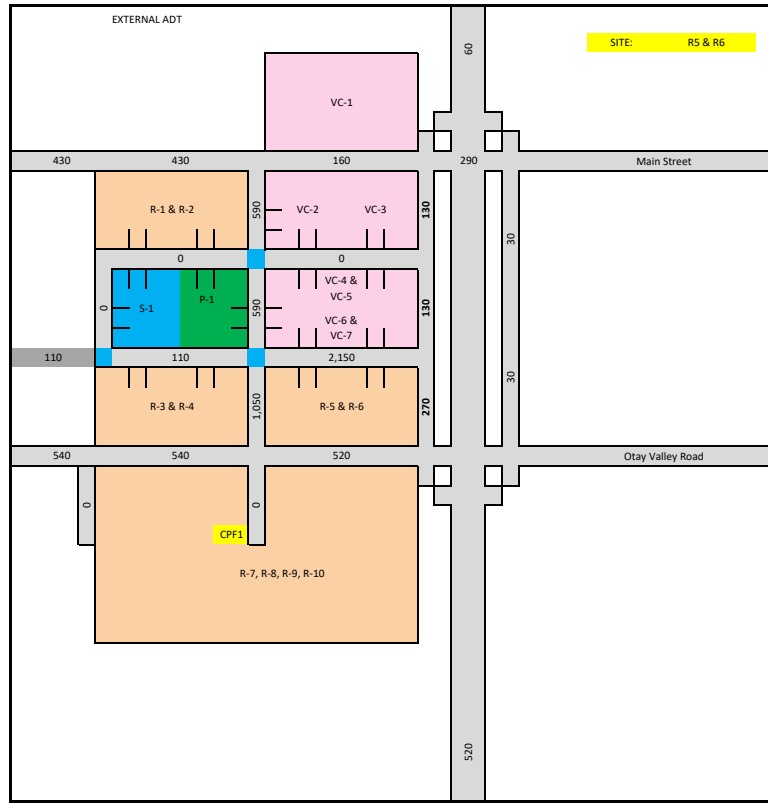
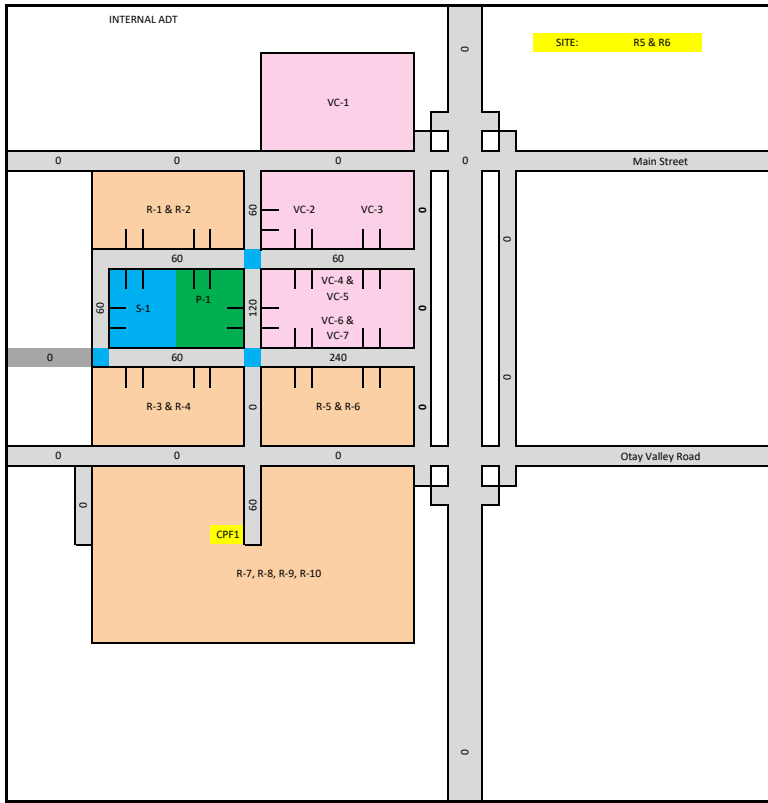




Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

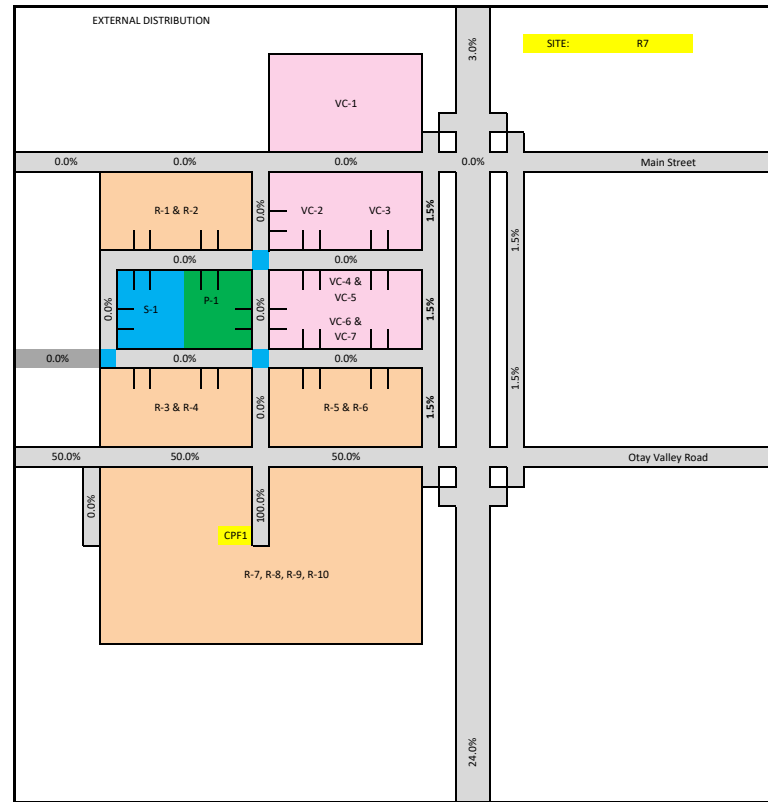
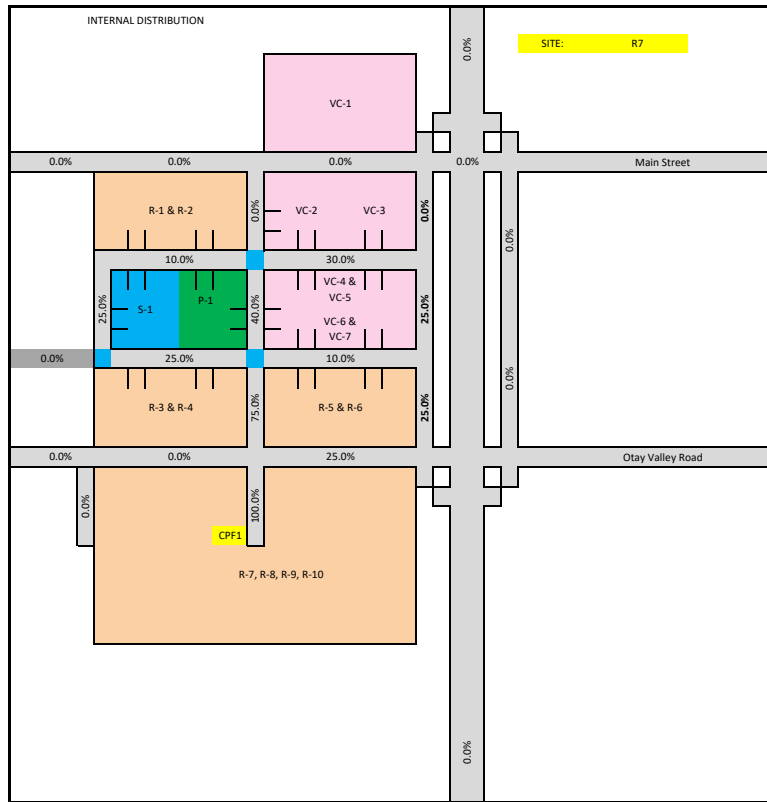
Site Selection	R5 & R6		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	25.0%	50.0%	0.0%	25.0%	25.0%	25.0%	25.0%	0.0%	25.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	20.0%	20.0%	7.5%	13.5%	27.5%	27.5%	49.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	100.0%	25.0%	25.0%	24.0%	24.5%	6.0%	6.0%	12.5%	1.5%	1.5%	3.0%	24.0%	0.0%	
Internal ADT	238	4	0	0	0	0	60	120	0	60	60	60	60	0	60	240	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	2146	5	430	430	160	290	590	590	1050	0	0	0	0	110	110	2150	540	540	520	530	130	130	270	30	30	60	520	0	
TOTAL	2384		430	430	160	290	650	710	1050	60	60	60	60	110	170	2390	540	540	520	530	130	130	270	30	30	60	520	0	

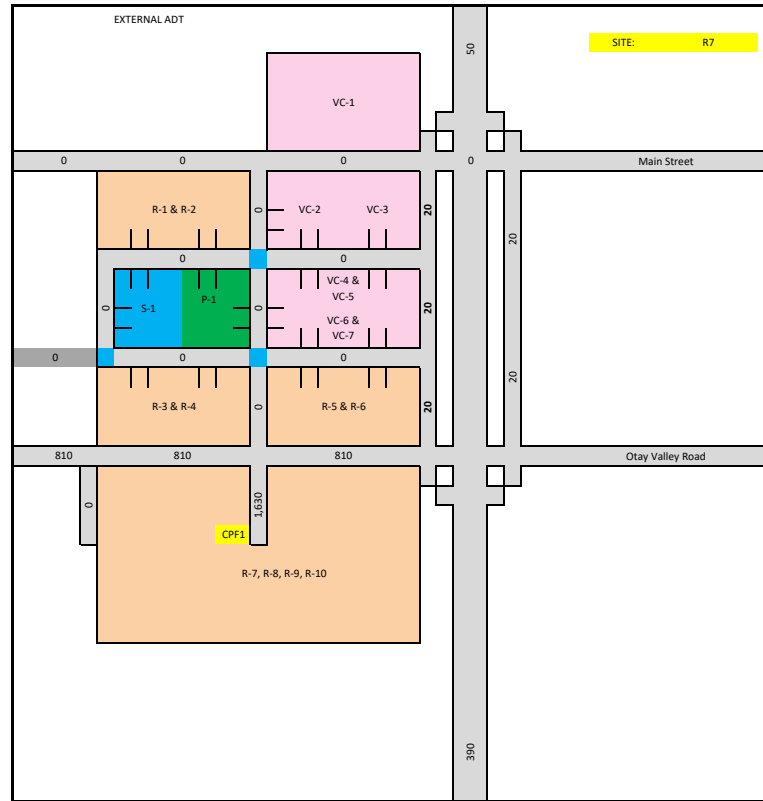
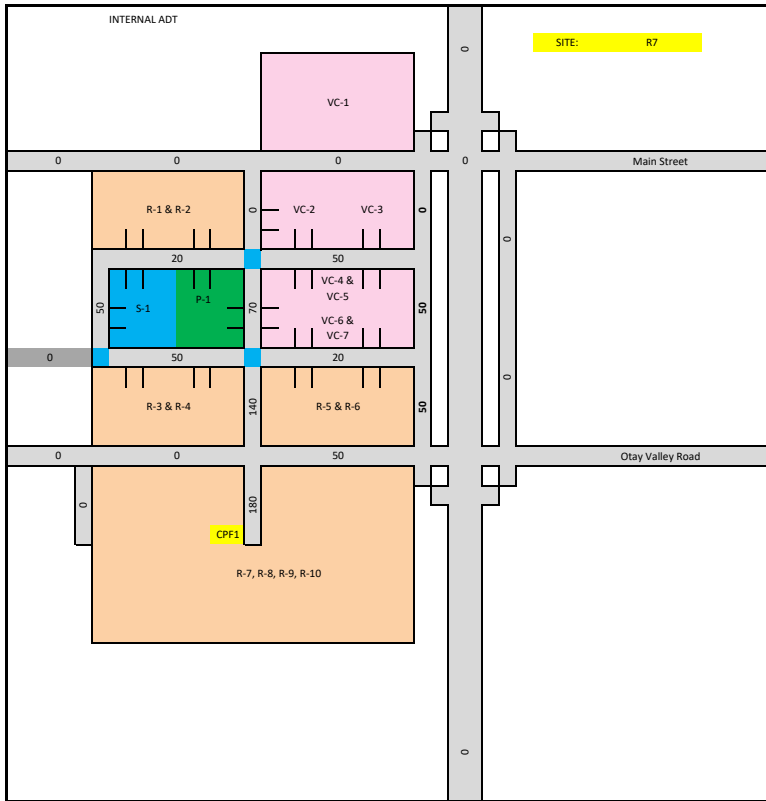




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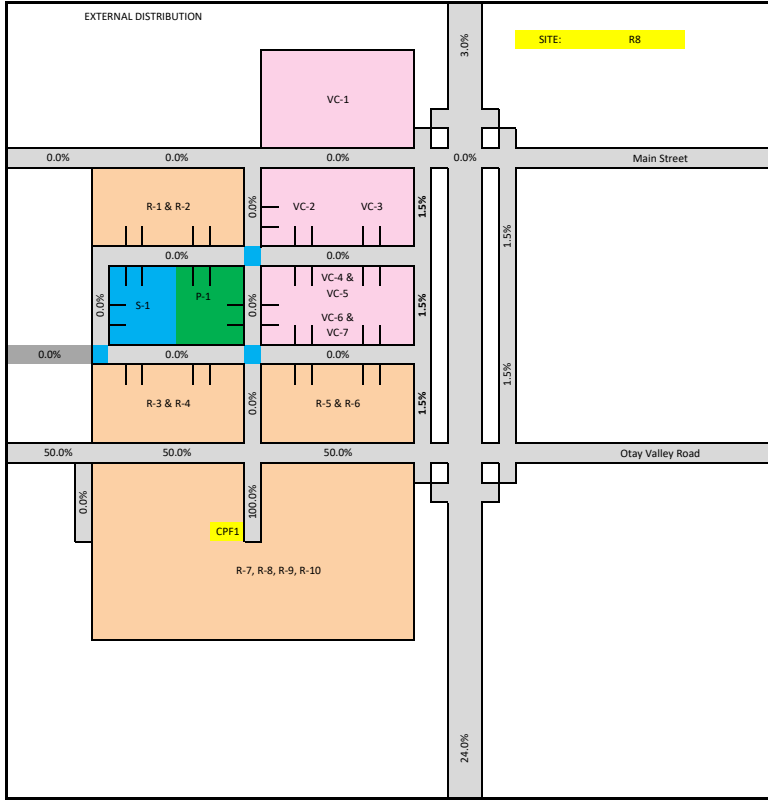
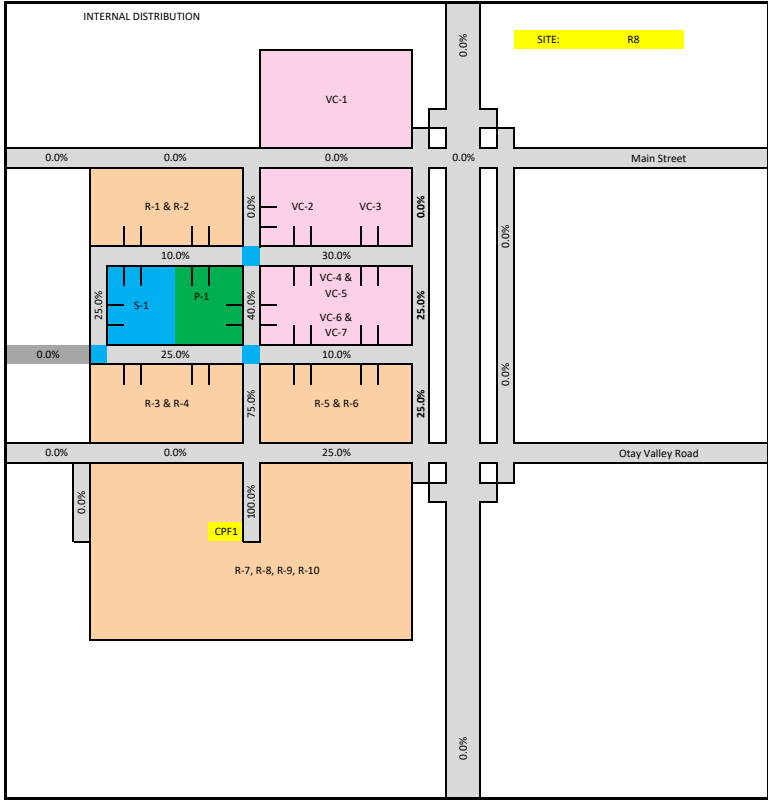
Site Selection	R7		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	75.0%	100.0%	10.0%	30.0%	25.0%	0.0%	25.0%	10.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	36.5%	1.5%	1.5%	1.5%	1.5%	1.5%	3.0%	24.0%	0.0%
Internal ADT	181	4	0	0	0	0	0	70	140	180	20	50	50	0	50	20	0	0	50	0	0	50	50	0	0	0	0	0
External ADT	1627	5	0	0	0	0	0	0	0	1630	0	0	0	0	0	0	810	810	810	590	20	20	20	20	20	50	390	0
TOTAL	1808		0	0	0	0	0	70	140	1810	20	50	50	0	50	20	810	810	860	590	20	70	70	20	20	50	390	0

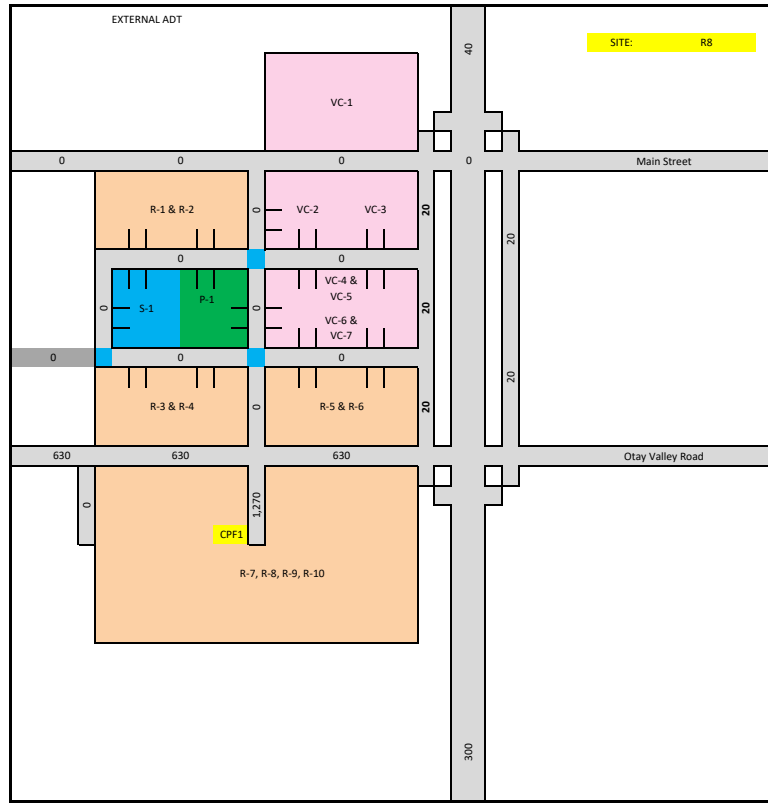
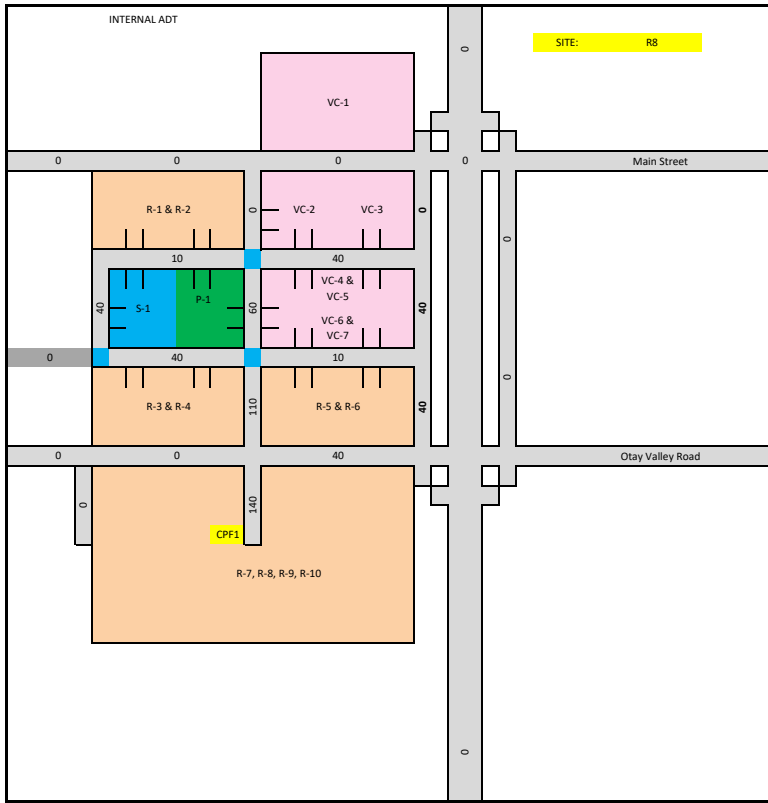




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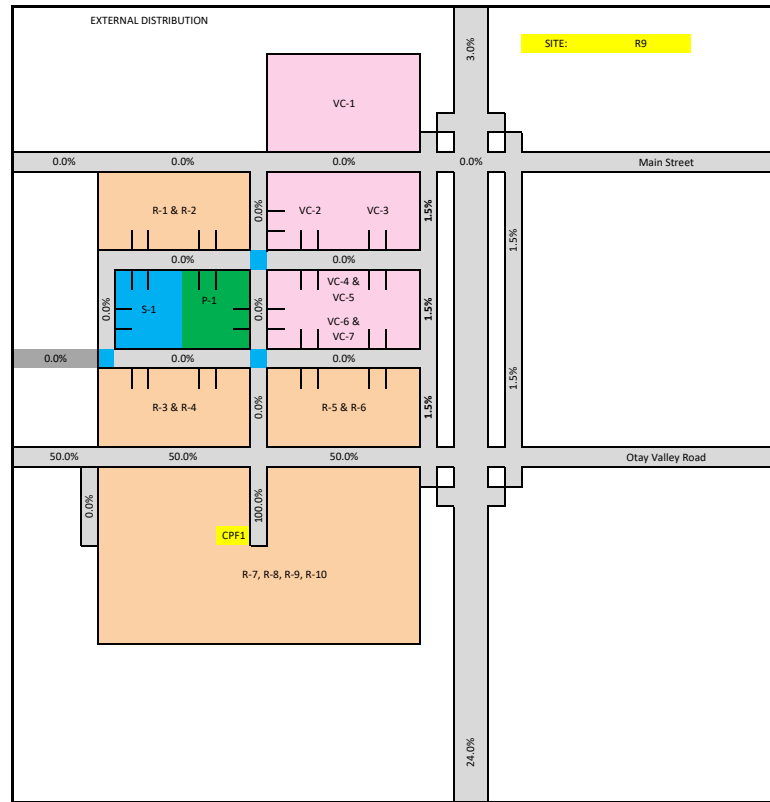
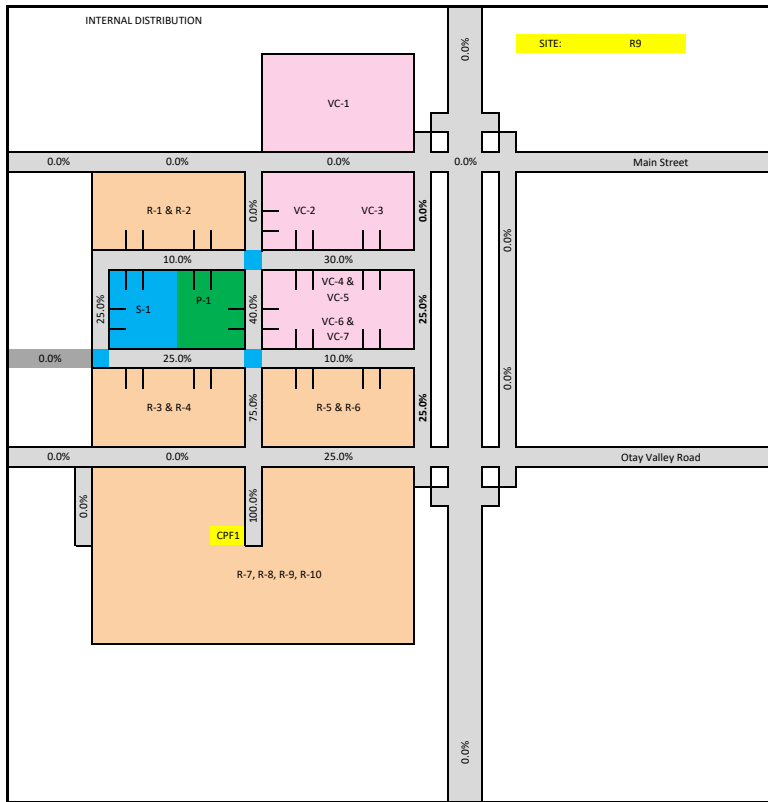
Site Selection	R8		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	75.0%	100.0%	10.0%	30.0%	25.0%	0.0%	25.0%	10.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	36.5%	1.5%	1.5%	1.5%	1.5%	1.5%	3.0%	24.0%	0.0%
Internal ADT	141	4	0	0	0	0	0	60	110	140	10	40	40	0	40	10	0	0	40	0	0	40	40	0	0	0	0	0
External ADT	1267	5	0	0	0	0	0	0	0	1270	0	0	0	0	0	0	630	630	630	460	20	20	20	20	20	40	300	0
TOTAL	1408		0	0	0	0	0	60	110	1410	10	40	40	0	40	10	630	630	670	460	20	60	60	20	20	40	300	0

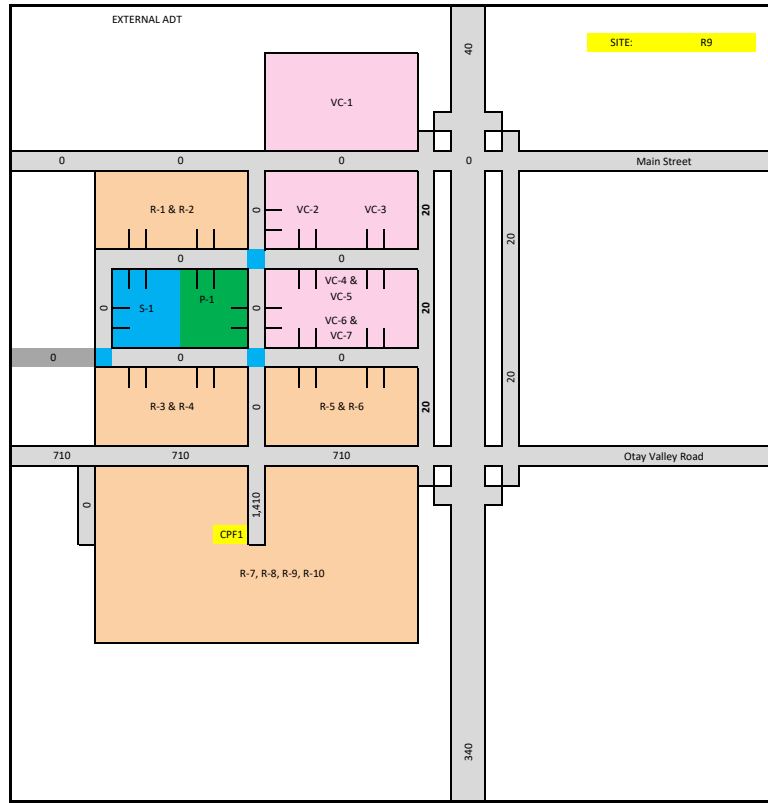
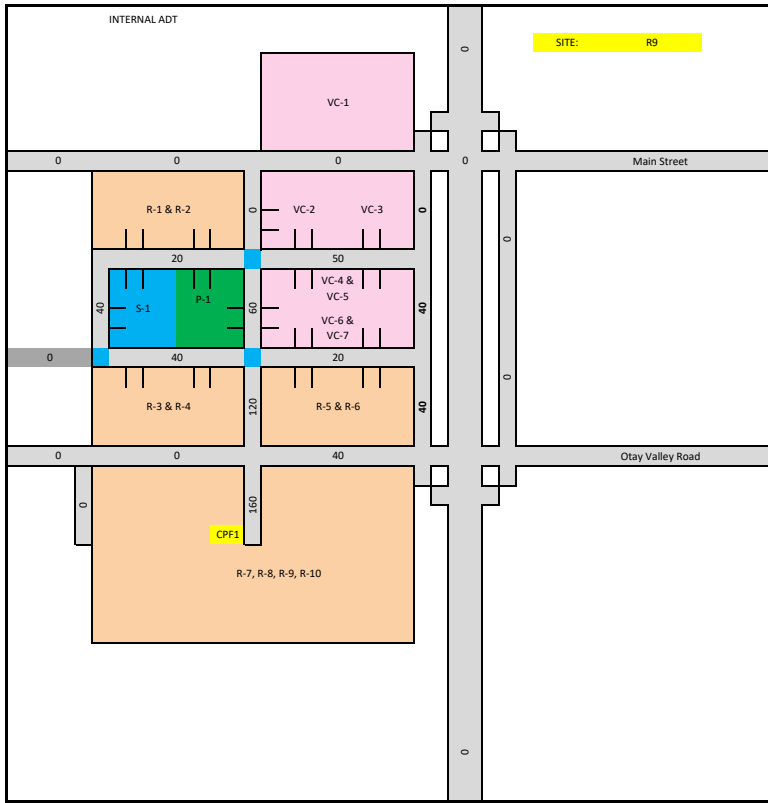




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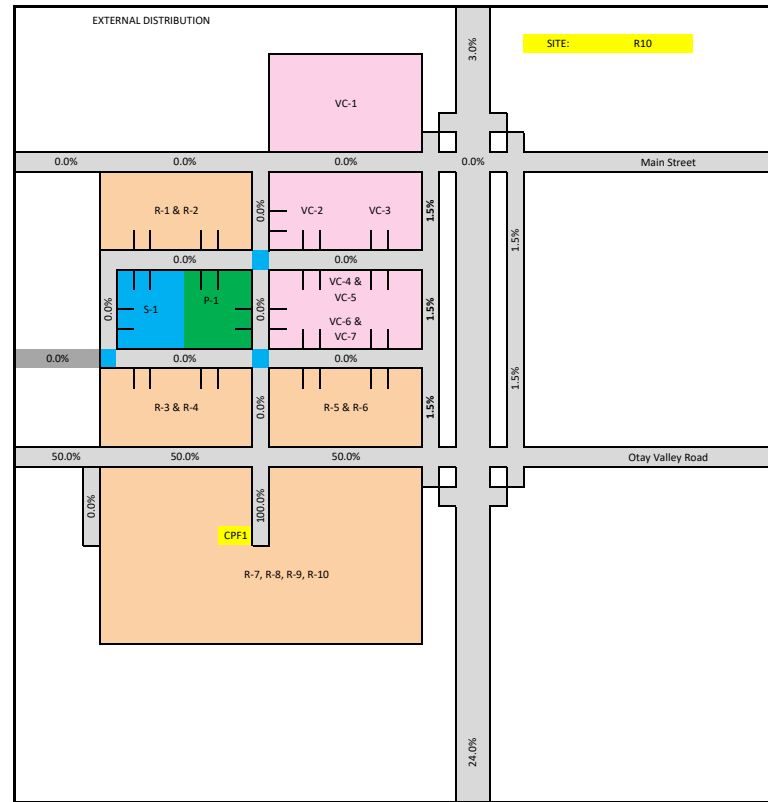
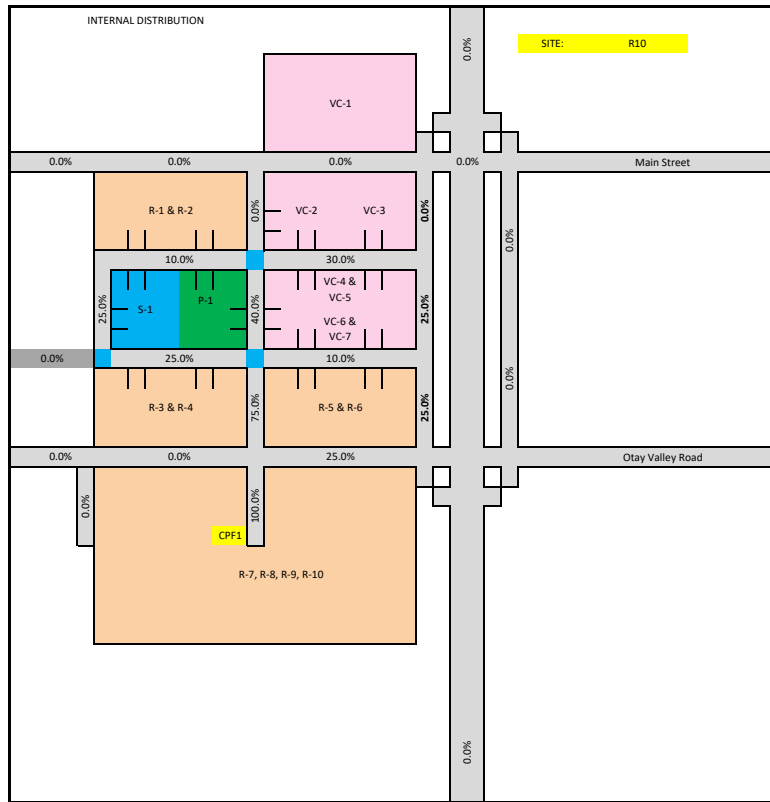
Site Selection	R9		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	75.0%	100.0%	10.0%	30.0%	25.0%	0.0%	25.0%	10.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	36.5%	1.5%	1.5%	1.5%	1.5%	1.5%	3.0%	24.0%	0.0%
Internal ADT	157	4	0	0	0	0	0	60	120	160	20	50	40	0	40	20	0	0	40	0	0	40	40	0	0	0	0	0
External ADT	1411	5	0	0	0	0	0	0	0	1410	0	0	0	0	0	0	710	710	710	520	20	20	20	20	20	40	340	0
TOTAL	1568		0	0	0	0	0	60	120	1570	20	50	40	0	40	20	710	710	750	520	20	60	60	20	20	40	340	0

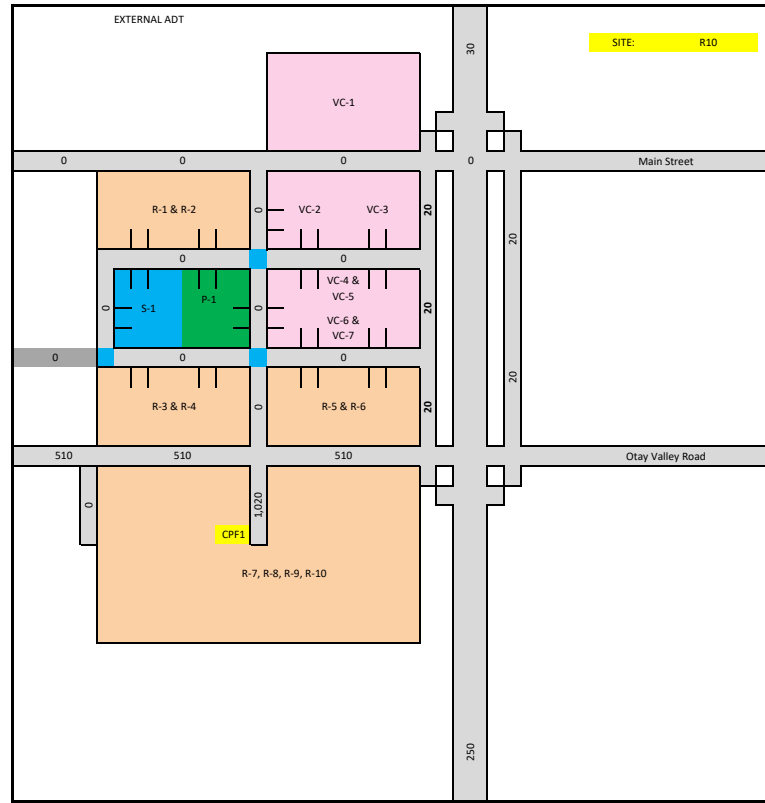
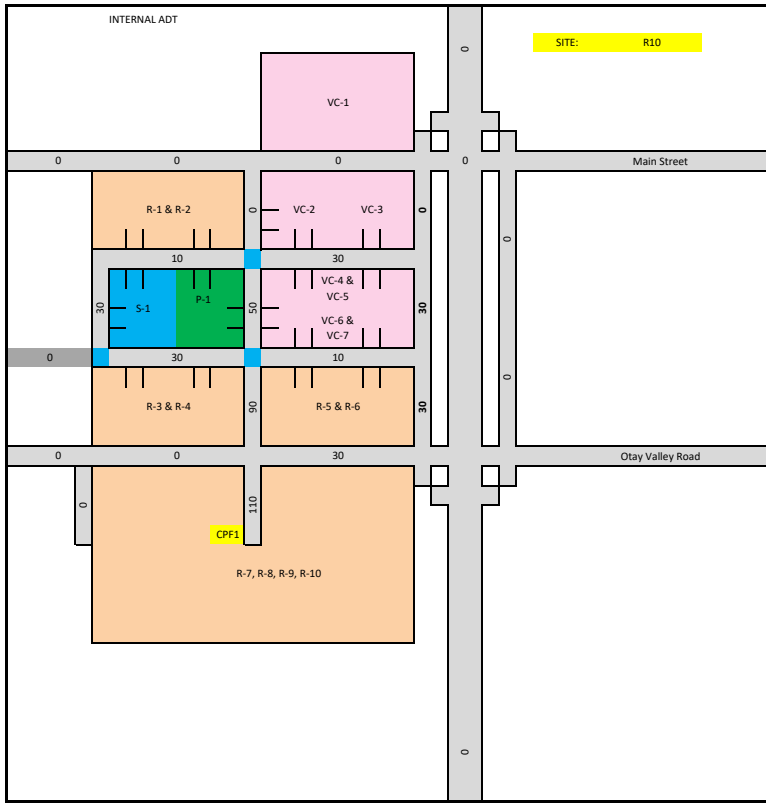


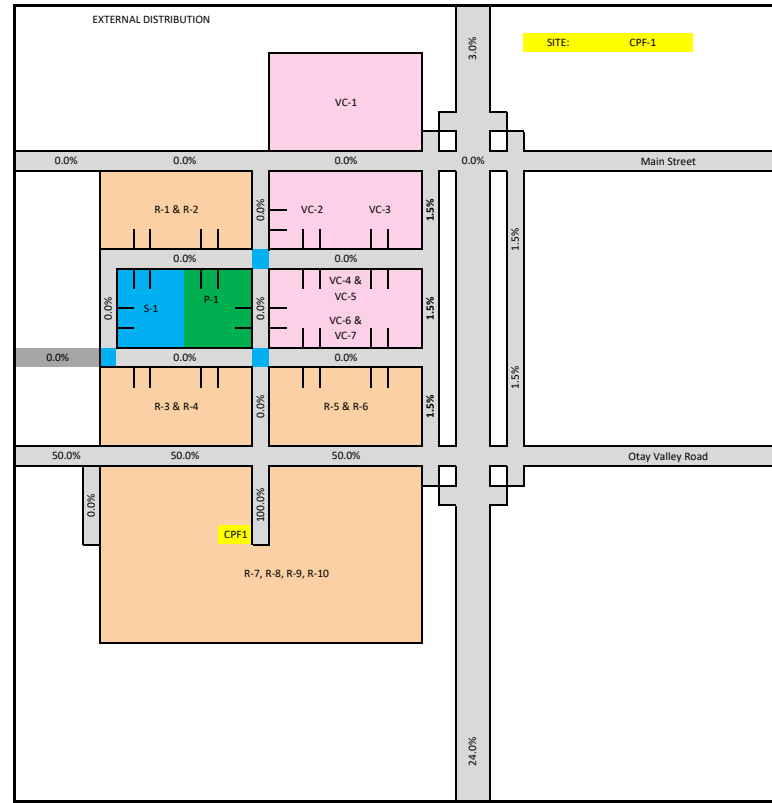
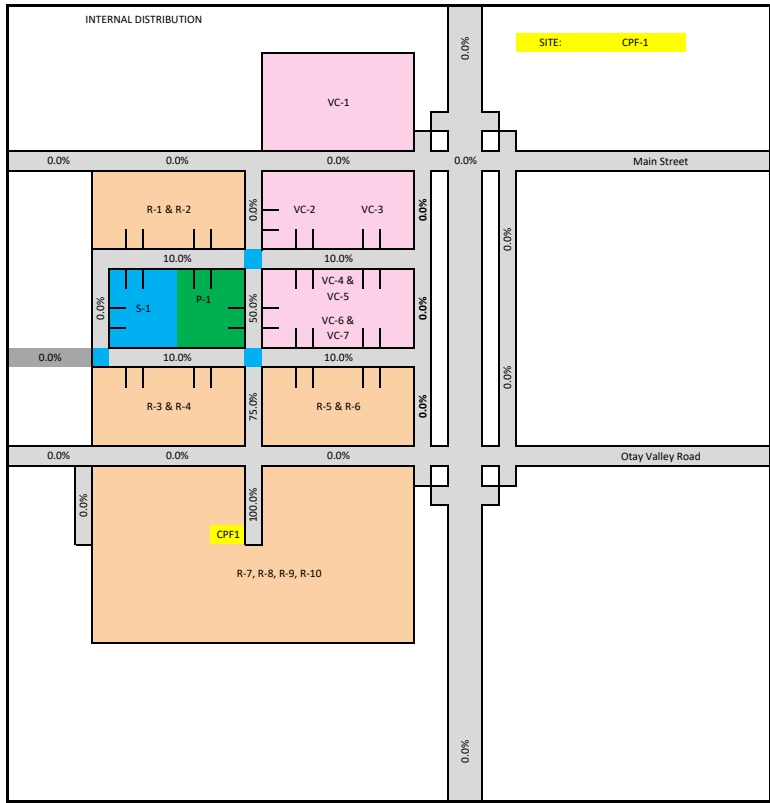


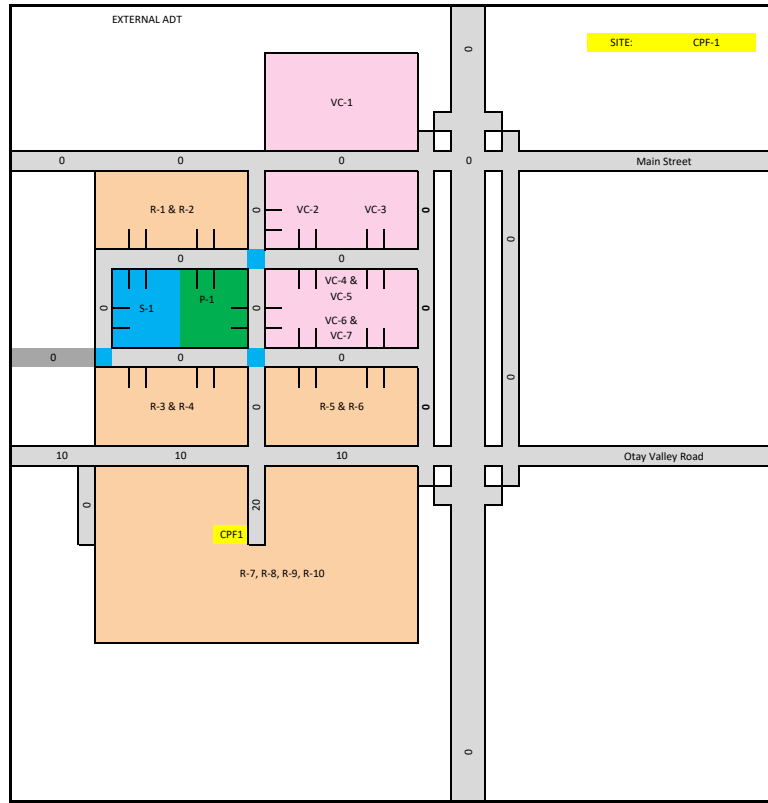
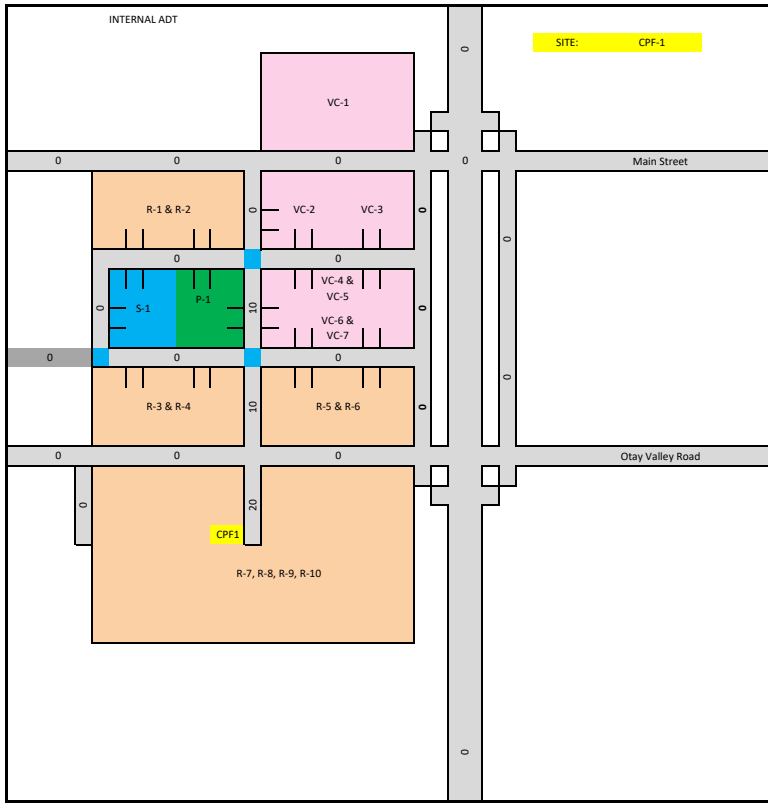
Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

Site Selection	R10		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	75.0%	100.0%	10.0%	30.0%	25.0%	0.0%	25.0%	10.0%	0.0%	0.0%	25.0%	0.0%	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
External Percentage		3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	36.5%	1.5%	1.5%	1.5%	1.5%	1.5%	3.0%	24.0%	0.0%
Internal ADT	114	4	0	0	0	0	0	50	90	110	10	30	30	0	30	10	0	0	30	0	0	30	30	0	0	0	0	0
External ADT	1022	5	0	0	0	0	0	0	0	1020	0	0	0	0	0	0	510	510	510	370	20	20	20	20	20	30	250	0
TOTAL	1136		0	0	0	0	0	50	90	1130	10	30	30	0	30	10	510	510	540	370	20	50	50	20	20	30	250	0









Individual Site Trips Distribution and Assignment, Sites that are in close proximity to one another are grouped together for the purpose of trip distribution.

Site Selection	P-2 (CP)		MS1	MS2	MS3	MS4	LPD1	LPD2	LPD3	LPD4	SP1	SP2	DSD	CE0	CE1	CE2	OVR1	OVR2	OVR3	OVR4	VP1	VP2	VP3	FR4	FR5	SR1	SR2	CPDRW	
Internal Percentage		2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
External Percentage		3	25.0%	25.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	50.0%	1.5%	1.5%	1.5%	1.5%	1.5%	3.0%	24.0%	100.0%	
Internal ADT	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
External ADT	2165	5	540	540	540	540	0	0	0	0	0	0	0	0	0	0	1080	1080	1080	1080	30	30	30	30	30	60	520	2170	
TOTAL	2165		540	540	540	540	0	0	0	0	0	0	0	0	0	0	1080	1080	1080	1080	30	30	30	30	30	60	520	2170	

