

October 2, 2017

Mr. Jeb Hall
Concordia Homes
380 Stevens Avenue, Suite 307
Solana Beach, CA 92075

LLG Reference: 3-14-2334

Subject: **Safari Highlands Ranch Vehicle Miles Traveled**
City of Escondido

Dear Jeb:

Linscott, Law & Greenspan, Engineers (LLG) has prepared this transportation information letter for the Safari Highlands Ranch project (hereby referred to as the "Project") located within the unincorporated area immediately east of the City of Escondido in northern San Diego County, California. The Project site is within the City's Sphere of Influence and the proposed discretionary actions would include annexation to the City as part of the proposed Project. It is located within the Valley View Specific Planning Area, east of the Rancho Vistamonte and Rancho San Pasqual residential neighborhoods, north of the San Diego Safari Park, and southwest of the area of estate residences. The Project site is approximately 3.5 miles from downtown Escondido. Primary circulation in this area is provided by San Pasqual Valley Road/State Route 78 (SR 78).

The proposed Project would construct 550 homes on the Project site, consistent with the City's General Plan and Valley View Specific Plan land use designation and density. The residential lots would range from 10,000 square feet to an acre. Additional facilities will consist of a fire station, 5-acre Community Park, 2,500 SF Specialty Retail center, trails, a water recovery plant to provide treated wastewater for irrigation, and water retention basins.

The purpose of this letter report is to document the Vehicle Miles Traveled (VMT) and Average Vehicle Trip Length (ATL) in the future forecast year with the Project. VMT and ATL were derived from Series 12 SANDAG model runs for the forecast year 2035. Given the Project is consistent with the City's General Plan, the VMT generated by the proposed General Plan are also included for reference.

The VMT shown for the Project and City of Escondido General Plan assumes the exclusion of the connection of Mountain View Drive between Cloverdale Road and Bear Valley Parkway, consistent with the City's Mobility Element. **Table 1** documents the assumed land use and roadway network conditions under both scenarios outlined above.

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TABLE 1
VEHICLE MILES TRAVELED MODEL SCENARIOS

Scenario	Model ID	Geographic Area	Assumed Land Uses for the Project Site	Network Assumption
Project Only	2035rc11	Project Area	Approved General Plan	General Plan Mobility Element
Year 2035 General Plan	2030cncmRE_ESC2	City of Escondido and SOI	Approved General Plan	General Plan Mobility Element

General Notes:

1. SOI = Sphere of Influence
2. Year 2035 General Plan assumes model adjustments from Year 2030. *Source:* City of Escondido General Plan.

Table 2 shows the results of the VMT model run for the Project, and per the City's General Plan. The VMT, total number of trips generated, and ATL are shown in the table for each condition.

TABLE 2
VEHICLE MILES TRAVELED & AVERAGE TRIP LENGTH

Scenario	Vehicle Miles Traveled (mi)	Average Daily Vehicle Trips	Average Trip Length (mi)
Project Only	67,332	4,756	14.19
Year 2035 General Plan (City of Escondido)	1,876,520	703,380	2.67

Source:

1. City of Escondido General Plan Mobility Element Traffic Study and Greenhouse Gas Analysis, adopted May 2012.
2. SANDAG Select Zone Assignment, conducted June 2016.

As shown in the table above, the Project VMT makes up 3.6% of the total City VMT. Although the ATL is greater than that of the City average, the Project does not result in an increase in the City-wide ATL and VMT since the Project is consistent with the General Plan.

Please call with any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal
cc: File



Cara Hilgesen
Senior Transportation Planner