

Greetings,

The proposed Safari Highlands Ranch development would combine the 2nd, 3rd, and 11th largest single family home developments in the history of Escondido. Rancho San Pasqual consisting of 580 units, Safari Highlands Ranch with 550 units proposed, and Rancho Vistamonte with 80 units. That is a total of 1,210 homes with primary access being a single lane road in front of San Pasqual Union..

The most recent independent statistics (2012) from the California Office of Traffic Safety show that of the 56 cities of our size (comparing apples to apples), Escondido is the most dangerous overall and is the second worst of all 56 cities in pedestrians killed and injured less than 15 years of age.

Our current parking and pick-up and drop-off situation is not ideal but it is workable. Concordia's plan calls for elimination of street parking fronting the school and a reduction of parking in the east and west lots. There are no bike lanes, no public transportation and a minimum increase of an additional 145 students. Concordia is seeking a school district boundary adjustment to make it a total of 257 additional students added to San Pasqual Union and Escondido Union high school districts. Keep in mind that specific planning area number four (SPA#4) can have as many as 800 homes (SPA#4 includes SHR - 550 and Rancho Vistamonte -80). That leaves another 170 potential homes on the table. If those 170 homes were to be built using the SPU generation rate of 0.467, that would add yet another 79 students for a potential total of 336 additional students. In calculating LOS or VMT please consider future development with the entire 800 units that SPA#4 is zoned for.

I have concerns that traffic generated by SHR will result in long delays with idling cars and thus additional pollution. Large trucks ascending and descending a 14% grade with a reduced radius will create an abundance of noise as well as safety concerns.

Thank you for considering the below issues during the Environmental Impact Report,

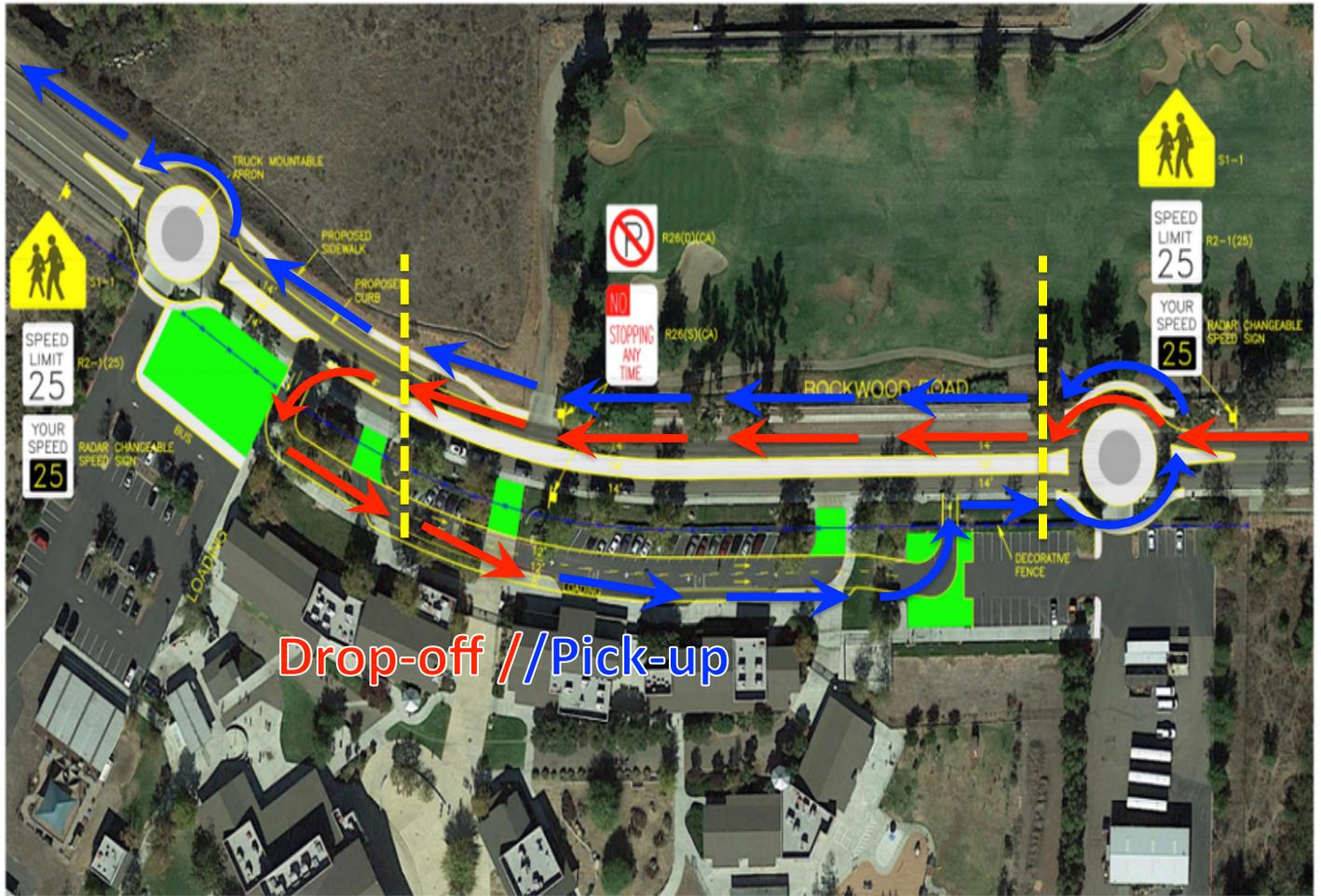
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Pictures of Rockwood road extending from the western border of the school all the way past RSP to the proposed entrance to SHR. This is representative of traffic during school events.



The new “traffic calming” improvements and “airport style” pick-up and drop-off will now require a majority of parents traveling west outbound on Rockwood road dropping their kids off at school on the way to work during AM peak hours to traverse the same segment of road **twice**.

San Diego’s trip generation manual defines ADT (Average Daily Traffic) as:

“Two-direction, 24-hour total count of vehicles crossing a line on an average weekday.”

<http://www.sandiego.gov/planning/documents/pdf/trans/tripmanual.pdf> Appendix A-1

I’ve added yellow dashed lines adjacent to the eastern most traffic circle, which according to the trip generation manual demonstrates that Concordia has drastically undercounted the ADT on Rockwood during peak hours.

The left turn pocket in the median westbound on Rockwood only requires 9-10 cars waiting to turn left to block **all** westbound traffic. Please account for these delays when evaluating pollution of idling cars.

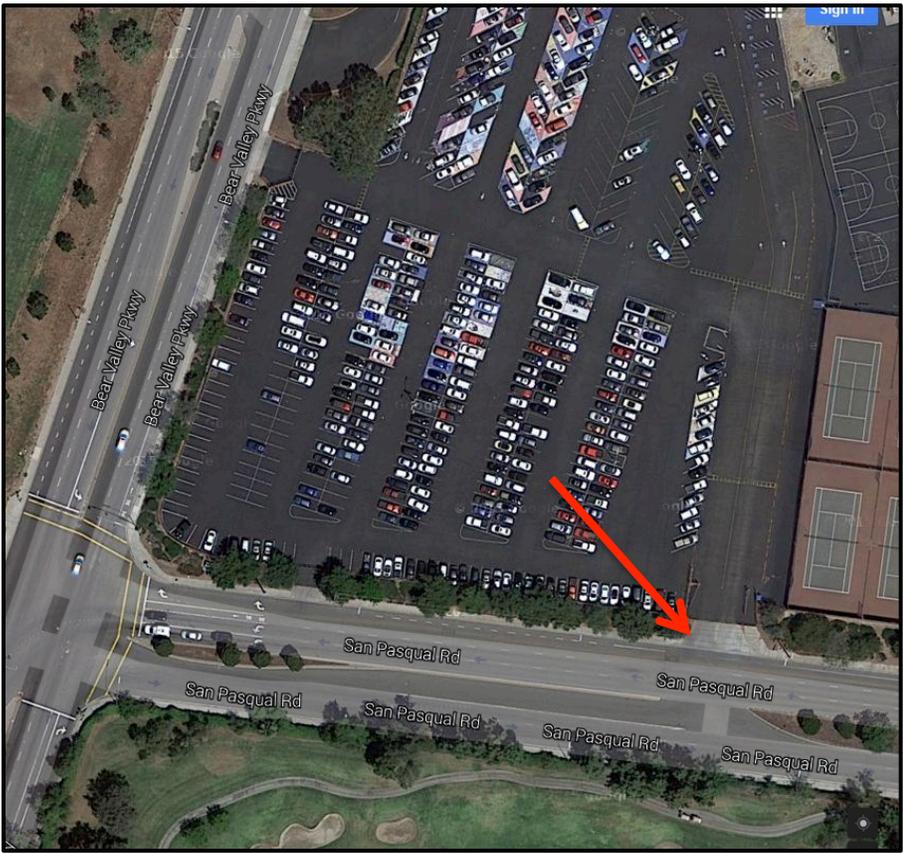
See the below images of the current state of San Pasqual Road:



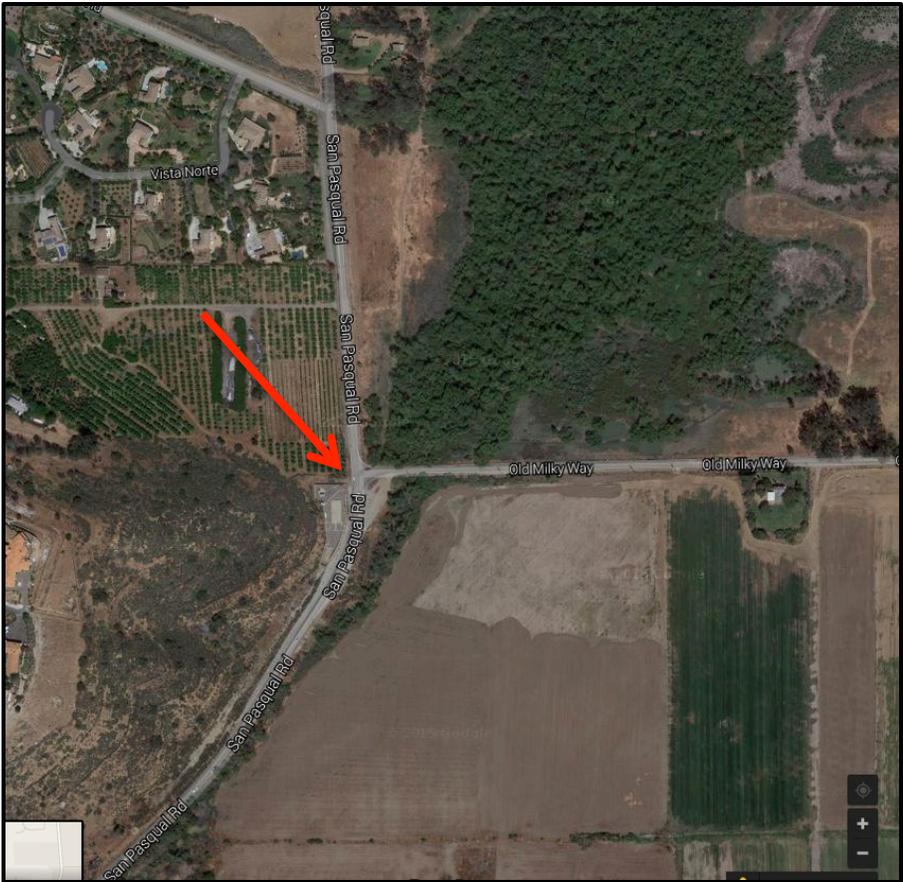
General Plan Classification: San Pasqual Road, 4 lane major road with intermittent turn lanes
Functional Classification: Local Collector 2 lanes (NP)



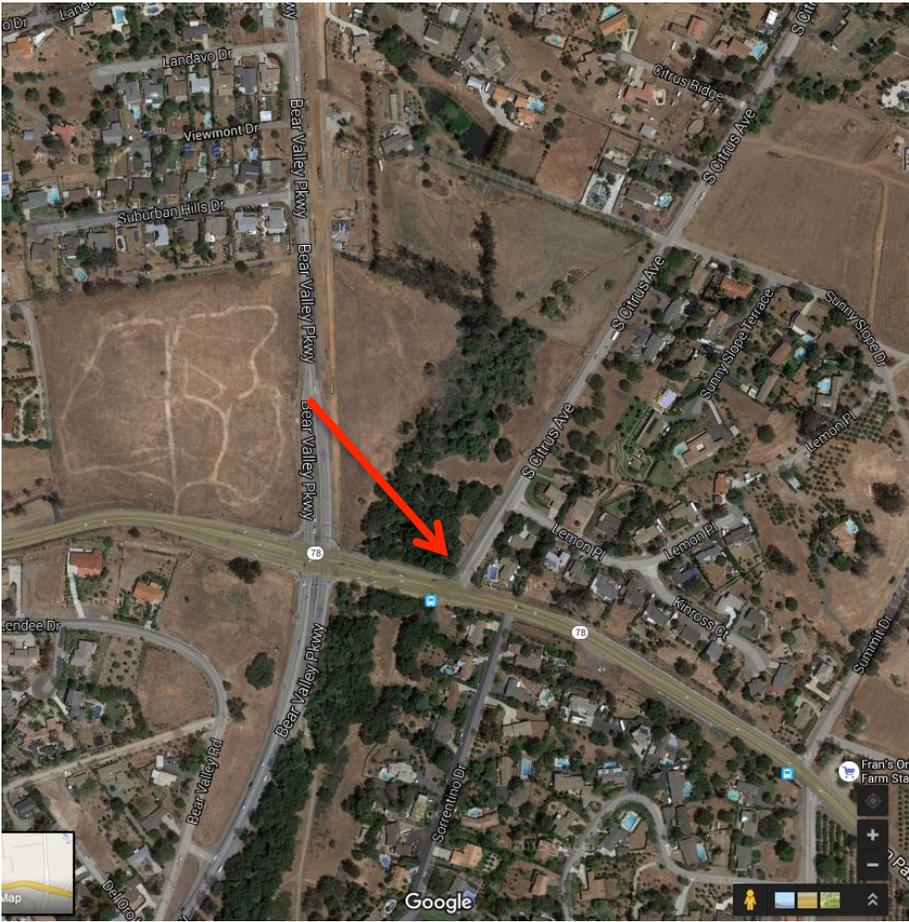
The City of San Diego maintains two segments of San Pasqual Road. “These two segments are currently on our unfunded street resurfacing backlog.” -City of San Diego. Pavement Condition Index (failing). Reliable Circulation/Infrastructure? Can Escondido compel San Diego to build a four lane major road when they can’t afford resurfacing? Currently no bike lane, no shoulder. ROW, minimum radius. 4/16/15 Communication with City of San Diego.



San Pasqual Road into San Pasqual High School will need a new traffic light. Parking effects?



The intersection of Old Milky Way Road and San Pasqual Road will also need a traffic light.



Citrus Avenue and San Pasqual Valley Road will need a traffic light and how will this work in such close proximity to the signalized intersection at Bear Valley Parkway.



2012 OTS RANKINGS

[Home](#) → [Media and Research](#) → [Rankings](#)

Agency	Year	County	Group	Population (Avg)	DVMT
Escondido	2012	SAN DIEGO COUNTY	B	145,638	1,370,244

TYPE OF COLLISION	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	959	6/56
Alcohol Involved	102	3/56
Had Been Drinking Driver < 21	15	6/56
Had Been Drinking Driver 21 - 34	48	6/56
Motorcycles	30	11/56
Pedestrians	70	7/56
Pedestrians < 15	20	2/56
Pedestrians 65+	8	12/56
Bicyclists	66	15/56
Bicyclists < 15	11	15/56
Composite		1/56



City of Escondido

Major Residential Subdivisions

1. Emerald Heights (Palos Vista) – 692 units

2. Rancho San Pasqual – 580 units

← Safari Highlands Ranch – 550 units

3. Eureka Springs – 340 units

4. Hidden Trails – 291 units

5. Lomas Del Lago West – 256 units

6. Brookside – 223 units

7. Lomas Del Lago East - 158 units

8. Kent Ranch – 148 units

9. Washington Hills – 124 units

10. Rancho Vista Monte – 80 units

1,210 homes with primary access passing in front of San Pasqual Union on a one-lane street.

Additional Concerns:

View shed from 2043 Cloverdale Rd in front of dairy.



Concerning light pollution Concordia should provide nighttime representations of their published view sheds. I am concerned automobile headlights pointing upward on a road with a 14% grade will cause significant glare. Conversely, I am also concerned that automobiles descending a 14% grade will project light into the yards and homes of Rancho San Pasqual. Please consult with Caltech and the Palomar Mountain Observatory to make sure that SHR is in compliance with the dark sky initiative.