CONSULTING
COLLECTIVE
Mobility & Technology
In Transportation

Vehicle Miles Traveled (VMT) Review

Parkview Townhomes

City of Escondido, California

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City of Escondido, California

July 16, 2025

C^2 Reference: 24.127

1. INTRODUCTION

The Consulting Collective (C^2) prepared the following Vehicle Miles Traveled (VMT) review for the Parkview Townhomes project in the City of Escondido. The VMT review was prepared in compliance with the *City's Transportation Impact Analysis Guidelines (April 21, 2021)* and *Vehicle Miles Traveled Exchange Program (December 7, 2022)*, and City staff direction.

The VMT analysis evaluates potential transportation impacts pursuant to the California Environmental Quality Act (CEQA) in the City of Escondido. The analysis also follows the state guidance provided in the Office of Planning and Research's (OPR) Technical Advisory with further detail that is specific to the City of Escondido.

1.1 PROJECT DESCRIPTION

The project is located at 550 W El Norte Parkway in the City of Escondido. The project proposes a 3-story 70-unit townhome community on a 4.96-acre site. The project will provide approximately 2.3 acres of open space including a swimming pool, children's play area, and green belts. The site is currently vacant and undeveloped apart from one (1) single-family dwelling unit that will remain occupied until the project is constructed.

The project site is currently zoned as *Professional Commercial (C-P)* and the land use is governed by the *Imperial Oakes Specific Plan Area (SPA) #13*. The project proposes a General Plan Amendment to remove the property from the specific plan area and designate the property as Urban IV (24 du/ac); process a zone map amendment to the zoning district R-4 in support of the proposed development program.

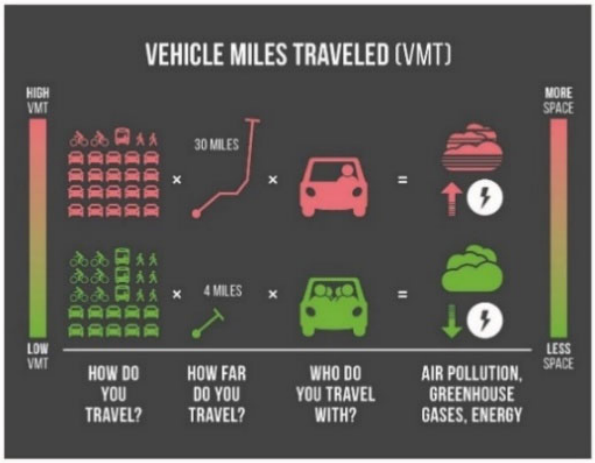
The project is forecast to generate approximately 560 trips per day, which includes approximately 45 AM and 56 PM peak hour trips, as documented in the Local Mobility Analysis (LMA) prepared under separate cover for the project.

Figure 1-1 shows the regional vicinity map. **Figure 1-2** shows in more detail the local project area map. The project site plan is illustrated in **Figure 1-3**.

1.2 LEGISLATIVE AND TECHNICAL GUIDANCE BACKGROUND

Senate Bill 743 (SB 743) was signed into law in 2013 and changes the way transportation impacts are measured under CEQA. The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gases, active transportation, and infill development.

The Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* in 2018 which represents the current statewide guidance for the implementation of SB 743. OPR recommended the use of Vehicle Miles Traveled (VMT) as the required metric to replace automobile delay-based level of service (LOS).



VMT represents an efficiency metric of how the transportation infrastructure and underlying land uses interact. VMT is a function of travel mode choice, trip length, trip generation, and vehicle occupancy. VMT is influenced by the "D's", as described in transportation planning, and includes Density, Diversity, Design, Destination accessibility, and Demand management.

The City of Escondido's VMT guidelines provide direction to City staff, consultants, and project applicants regarding the methodologies and thresholds for VMT analysis pursuant to CEQA. The guidelines generally follow the state guidance provided in OPR's Technical Advisory but add detail that is specific to the City of Escondido. The VMT guidelines, in compliance with SB 743, are directly related to city core values as stated in the General Plan: (1) Walking, Biking, Public Transportation, and Connectivity; (2) Sustainability; and (3) Neighborhood Revitalization, Community Design, and Livability.

1.3 REPORT ORGANIZATION

This report is structured to provide a comprehensive traffic impact analysis, consistent with City guidelines and industry best practices. The organization of the report is as follows:

1. Introduction
2. Analysis Approach & Methodology
3. California Environmental Quality Act (CEQA) Analysis
4. Findings, Conclusions, and Recommendations

Each section is designed to build on the previous one, providing a logical flow from the report introduction to the detailed analysis and finally to the conclusions and recommendations. Relevant figures can be found at the end of each report section.

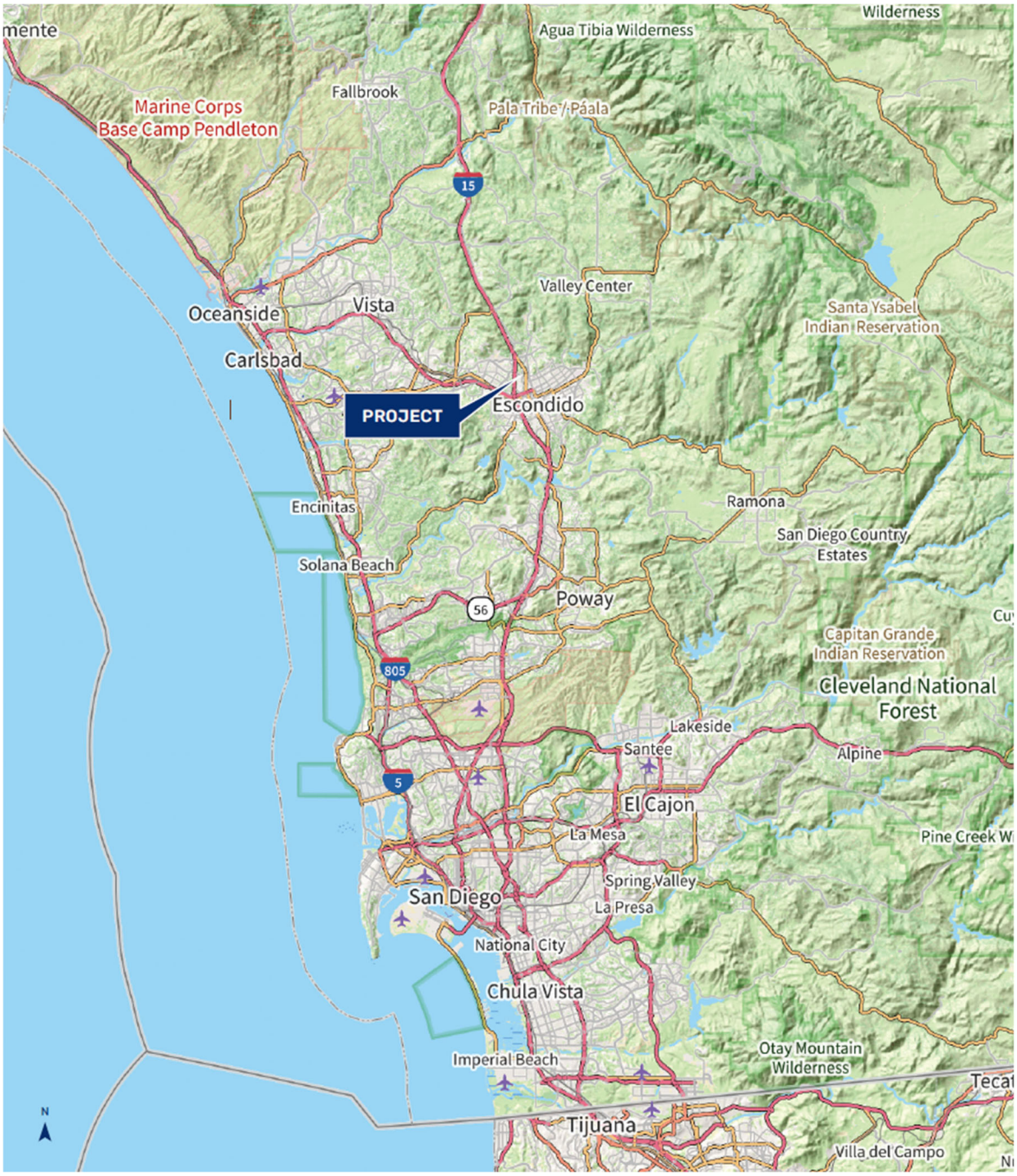


FIGURE 1-1 REGIONAL VICINITY MAP

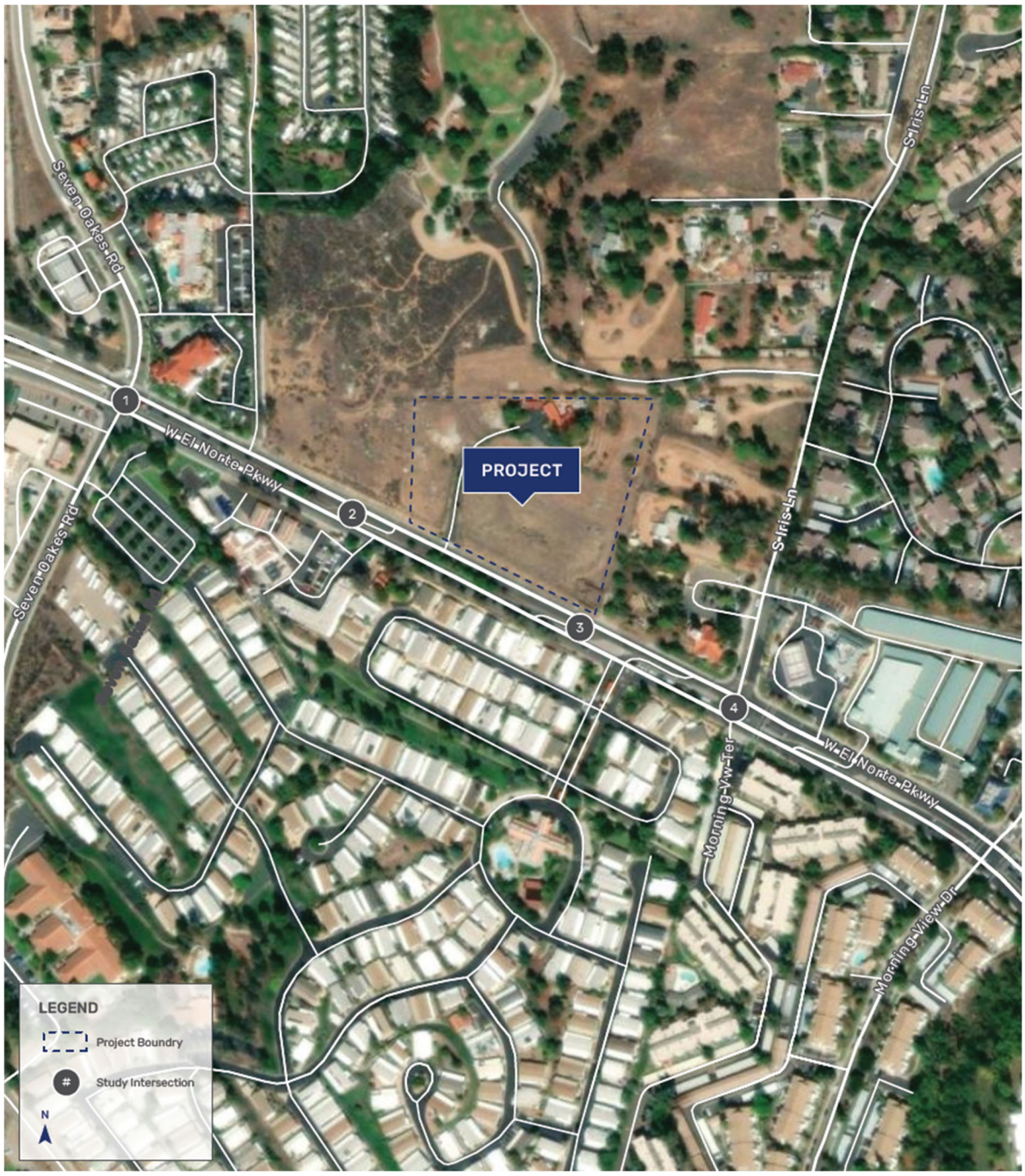


FIGURE 1-2 LOCAL PROJECT AREA MAP

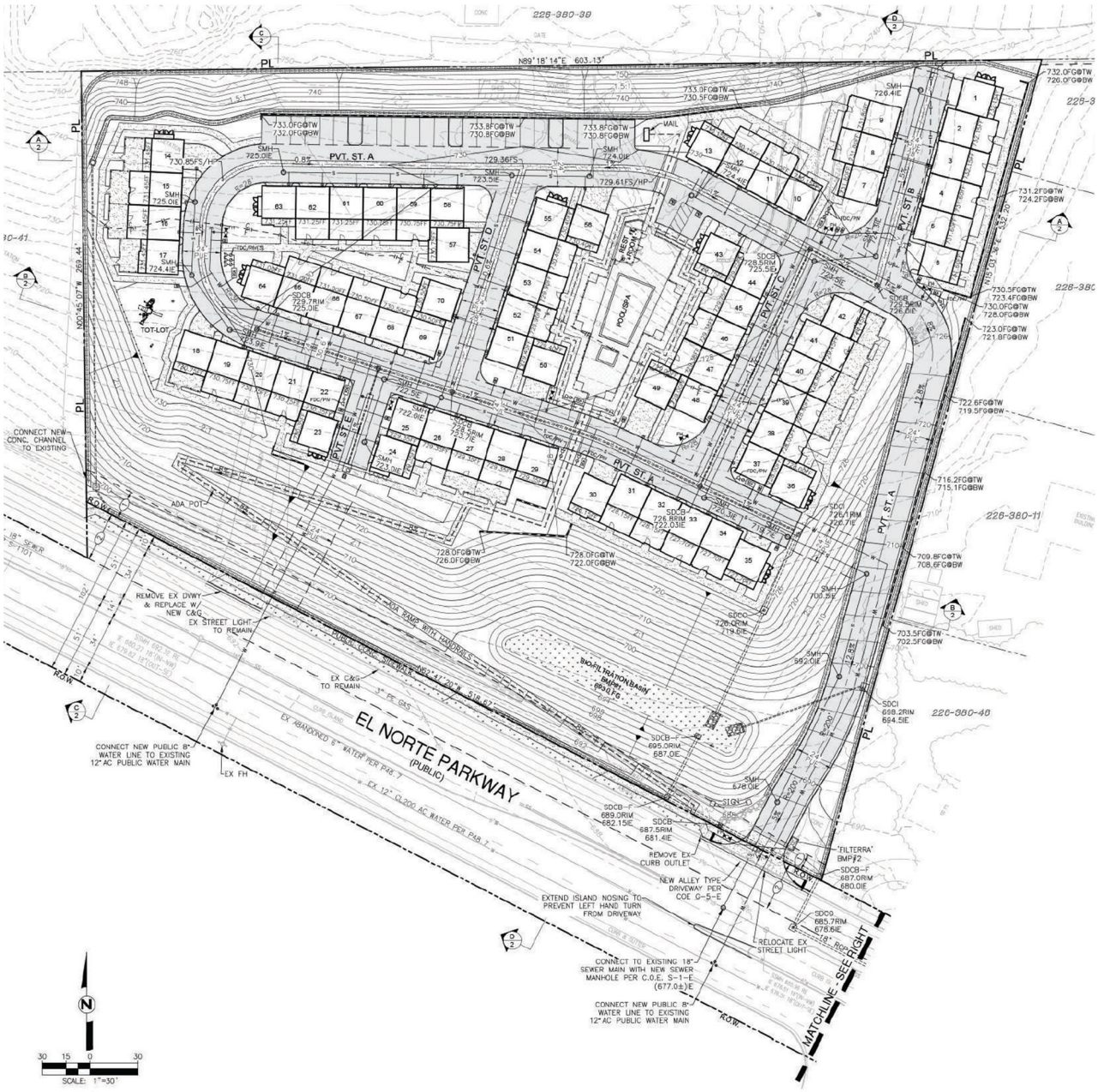


FIGURE 1-3 SITE PLAN

2. ANALYSIS APPROACH & METHODOLOGY

2.1 VMT REVIEW FRAMEWORK

The City of Escondido Transportation Impact Analysis Guidelines (April 2021) provide guidance in evaluating VMT and establishing efficiency metrics for the project.

Project VMT is evaluated under the following sequence:

- *Project VMT Screening* – based on the City's Screening Criteria, can the project be presumed to have a less than significant impact?
- *Project VMT Analysis* – should the project not meet the Screening Criteria, does the project trigger a significant impact(s) based on the land use efficiency metrics and significance thresholds?
- *VMT Mitigation* – if an impact is triggers, what project improvements can be implemented and quantified to reduce the impact(s) to less than significant?

Per the City's Guidelines, and consistent with OPR's Technical Advisory, VMT analysis for mixed-use projects is conducted by analyzing each individual land use independently and applying the significance threshold for each land use. A VMT reduction associated with internal capture may also be applied to each land use that accounts for the vehicle trip reduction due to interaction between land uses. Reducing vehicle trips results in reduced VMT; therefore, a reduction in VMT can be taken for mixed use projects that have internal capture.

2.2 VMT SCREENING

The City of Escondido's *Transportation Impact Analysis Guidelines* (Adopted 2021) provide guidance in evaluating VMT and establishing efficiency metrics for the project. The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location. The screening criteria are shown in **Table 2-1**.

TABLE 2-1 CEQA VMT SCREENING CRITERIA

Project Type	Screening Criteria
Small Residential and Employment Projects	Projects generating 200 or fewer new net daily trips.
Projects Located in a Transit-Accessible Area	Projects located within ½ mile (2,640 feet) of an existing major transit stop or an existing transit stop along a high-quality transit corridor. Distance to transit shall be determines along an ADA-accessible path of travel, not "as the crow flied" measurements.
Projects in a VMT-Efficient Area	A VMT-efficient area for residential projects is any area with an average VMT/capita is 15% below the baseline regional average. A VMT-efficient area for employment projects (excluding industrial employment projects) is any area with an average VMT/employee is 15% below the baseline regional average.

Project Type	Screening Criteria
	A VMT-efficient area for industrial employment projects is any area with an average VMT/employee is at or below the baseline regional average.
Local-Serving Retail Projects	Local-serving retail projects less than 50,000 square feet that are expected to draw at least 75% of customers from the local area (based on a market study and/or qualitative information).
Local-Serving Public Facilities	Local-serving public facilities that serve the surrounding community or public facilities that are passive use. This would include transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, parks and trailheads, government offices, and passive public uses.
Redevelopment Projects with Lower Total VMT	The proposed project VMT is less than the existing land use's total VMT.

Notes:

- Screening criteria based on City of Escondido *Transportation Impact Analysis Guidelines* (April 21, 2021).

2.3 VMT IMPACT SIGNIFICANCE THRESHOLDS

For projects that do not meet the screening criteria, a VMT analysis is required. The VMT analysis involves the review of efficiency metrics under the appropriate land use(s) and against the established significance thresholds. **Table 2-2** summarizes the VMT efficiency metrics and significance thresholds per the City's guidelines.

TABLE 2-2 CEQA VMT IMPACT SIGNIFICANCE THRESHOLDS

Land Use Type	Efficiency Metric & Significance Threshold
Residential	VMT/capita exceeds a level 15% below the Regional average VMT/capita
Employment	VMT/employee exceeds a level 15% below the Regional average VMT/employee
Industrial Employment	VMT/employee exceeds Regional average VMT/employee
Mixed-Use	Each project component evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
Regional Retail / Recreational / Public Facilities	Increase in total VMT using the boundary method

Notes:

- VMT/capita is the total daily VMT generated by residents of a geographic area and dividing by the population of that geographic area. Total daily VMT includes all trips made by residents: home-based and non-home-based trip tours (i.e. all VMT for a resident for the entire day regardless of trip purpose or origin/destination).
- VMT/employee is the total daily VMT generated by employees of a geographic area and dividing by the number of employees of that geographic area. Total daily work related VMT includes all work trips made by employees (this includes an employee's commute and any other work-related travel such as going to lunch or to a meeting).
- Unique circumstances may require alternate VMT metrics.

2.4 VMT REDUCTION STRATEGIES

To mitigate VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

- Modify the project's built environment characteristics to reduce VMT generated
- Implement TDM measures to reduce VMT generated

Transportation Demand Management (TDM) are strategies designed to maximize the efficiency of the existing transportation system by reducing dependence on single-occupant vehicles. TDM focuses on the demand-side of the transportation system.

In adherence to the City of Escondido's Transportation Impact Analysis Guidelines, which underscore the application of the most recent guidance and best practices for land development review and transportation analysis, our study will utilize the latest available version of the California Air Pollution Control Officers Association (CAPCOA) guidelines for VMT reduction and mitigation calculations. This approach is in keeping with the City's established use of CAPCOA resources for quantifying VMT reduction measures while aligning with the stated objective of applying best state-of-practice methodologies

CAPCOA Strategies

TDM strategies are quantified using methodologies described in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* published by the California Air Pollution Control Offices Association (CAPCOA) in October 2024.

The transportation measures identified in CAPCOA are grouped into the following subsectors: Land Use, Neighborhood Design, Trip Reduction Programs, Parking or Road/Pricing/Management, Transit. The VMT reduction strategies are tabulated in **Table 2-3**.

TABLE 2-3 VMT REDUCTION STRATEGIES (CAPCOA)

Measure Number	VMT Reduction Strategy	Applicable Land Use(s)	VMT Reduction
T-1	Increase Residential Density	Residential	30%
T-2	Increase Job Density	Retail, Office, Industrial	30%
T-3	Provide Transit-Oriented Development	Residential, Retail, Office, Industrial	31%
T-4	Integrate Affordable and Below Market Rate Housing	Residential	26.8%
T-17	Improve Street Connectivity	N/A	30%
T-31-A	Locate Project in Area with High Destination Activity	Residential, Retail, Office, Industrial	Not Quantified
T-31-B	Increase Destination Accessibility in Underserved Areas	Retail, Office, Industrial	Not Quantified
T-32	Orient Project Toward Non-Auto Corridor	Residential, Retail, Office, Industrial	Not Quantified
T-33	Locate Project near Bike Path/Bike Lane	Residential, Retail, Office, Industrial	Not Quantified
T-5	Implement Commute Trip Reduction Program - Voluntary	Retail, Office, Industrial	4%
T-6	Implement Commute Trip Reduction Program - Mandatory	Retail, Office, Industrial	26%
T-7	Implement Commute Trip Reduction Marketing	Residential, Retail, Office, Industrial	4%
T-8	Provide Ridesharing Program	Residential, Retail, Office, Industrial	8%
T-9	Implement Subsidized or Discounted Transit Program	Residential, Retail, Office, Industrial	5%
T-10	Provide End-of-Trip Bicycle Facilities	Retail, Office, Industrial	4.4%
T-11	Provide Employer Sponsored Vanpool	Retail, Office, Industrial	20.4%
T-12	Price Workplace Parking	Retail, Office, Industrial	20%
T-13	Implement Employee Parking Cash-Out	Retail, Office, Industrial	12%

Measure Number	VMT Reduction Strategy	Applicable Land Use(s)	VMT Reduction
T-23	Provide Community-Based Travel Planning	Residential	2.3%
T-38	Provide First and Last Mile TNC Incentives	N/A	Not Quantified
T-39	Implement Preferential Parking Permit Program - Carpoolers	Residential, Retail, Office, Industrial	Not Quantified
T-40	Implement School Bus Program	Residential	Not Quantified
T-41	Implement School Pool Program	Residential	Not Quantified
T-42	Telecommute and/or Alternative Work Schedule Program	Retail, Office, Industrial	Not Quantified
T-14	Provide Electric Vehicle Charging Infrastructure	Residential, Retail, Office, Industrial	Not Quantified
T-15	Limit Residential Parking Supply	Residential	Not Quantified
T-16	Unbundle Residential Parking Costs from Property Cost	Residential	Not Quantified
T-24	Implement Market Rate Public Parking - On-Street	N/A	Not Quantified
T-48	Implement Area or Cordon Pricing	N/A	Not Quantified
T-49	Replace Traffic Controls with Roundabout	N/A	Not Quantified
T-50	Project Contributions to Transportation Infrastructure	N/A	Not Quantified
T-51	Install Park-and-Ride Lots	N/A	Not Quantified
T-52	Designate Zero Emissions Delivery Zones	N/A	Not Quantified
T-18	Provide Pedestrian Network Improvement	Residential, Retail, Office, Industrial	6.4%
T-19-A	Construct or Improve a Bike Facility	Residential, Retail, Office, Industrial	0.8% of roadway VMT
T-19-B	Construct or Improve Bike Boulevard	Residential, Retail, Office, Industrial	0.2% of corridor VMT
T-20	Construct or Improve Bike Boulevard	N/A	0.5%
T-21-A	Implement Conventional Carshare Program	Residential, Retail, Office, Industrial	0.15%
T-21-B	Implement Electric Carshare Program	Residential, Retail, Office, Industrial	0.5%
T-22-A	Implement Pedal (non-Electric) Bikeshare Program	N/A	0.02%
T-22-B	Implement Electric Bikeshare Program	N/A	0.06%
T-22-C	Implement Scootershare Program	N/A	0.07%
T-34	Provide Bike Parking	Residential	Not Quantified
T-35	Provide Traffic Calming Measures	Residential, Retail, Office, Industrial	Not Quantified
T-36	Create Urban Non-Motorized Zones	Residential, Retail, Office, Industrial	Not Quantified
T-37	Dedicate Land for Bike Trails A	Residential, Retail, Office, Industrial	Not Quantified
T-25	Extend Transit Network Coverage or Hours	N/A	4.6%
T-26	Increase Transit Service Frequency/Speed	N/A	11.3%
T-27	Implement Transit-Supportive Roadway Treatments	N/A	0.6%
T-28	Provide Bus Rapid Transit	N/A	13.8%
T-29	Reduce Transit Fares	N/A	1.2%
T-43	Provide Real-Time Transit Information	N/A	Not Quantified
T-44	Provide Shuttles	Residential, Office, Industrial	Not Quantified
T-45	Provide On-Demand Microtransit	Office, Industrial	Not Quantified
T-46	Improve Transit Access, Safety, and Comfort	Residential, Retail, Office, Industrial	Not Quantified
T-47	Provide Bike Parking Near Transit	Residential, Retail, Office, Industrial	Not Quantified

Notes:

- Refer to California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (October 2024) for additional information and appropriate application.
- VMT reduction represents the maximum possible reduction. Measures that are "not quantified" do not have sufficient research to support determination of individual effectiveness.

3. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

3.1 PROJECT VMT SCREENING

If a project meets at least one of the screening criteria, it may be assumed to have a less than significant transportation impact and therefore a VMT analysis would not be required. The screening criteria are summarized in **Table 3-1**. For the case of the Parkview Townhomes project, the project does not meet any applicable VMT screening. Therefore, a VMT analysis is required to determine if the project triggers a VMT impact. The VMT analysis is presented in the subsequent section.

TABLE 3- 1 VMT SCREENING CRITERIA

Project Type	Screening Criteria	Project Screened
Small Residential and Employment Projects	Projects generating 200 or fewer new net daily trips.	No
Projects Located in a Transit-Accessible Area	Projects located within ½ mile (2,640 feet) of an existing major transit stop or an existing transit stop along a high-quality transit corridor. Distance to transit shall be determines along an ADA-accessible path of travel, not "as the crow flied" measurements.	No
Projects in a VMT-Efficient Area	A VMT-efficient area for residential projects is any area with an average VMT/capita is 15% below the baseline regional average. A VMT-efficient area for employment projects (excluding industrial employment projects) is any area with an average VMT/employee is 15% below the baseline regional average. A VMT-efficient area for industrial employment projects is any area with an average VMT/employee is at or below the baseline regional average.	No
Local-Serving Retail Projects	Local-serving retail projects less than 50,000 square feet that are expected to draw at least 75% of customers from the local area (based on a market study and/or qualitative information).	No
Local-Serving Public Facilities	Local-serving public facilities that serve the surrounding community or public facilities that are passive use. This would include transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, parks and trailheads, government offices, and passive public uses.	No
Redevelopment Projects with Lower Total VMT	The proposed project VMT is less than the existing land use's total VMT.	No

3.2 PROJECT VMT SIGNIFICANCE THRESHOLDS

For projects that do not meet the screening criteria, a VMT analysis is required. The VMT analysis involves the review of efficiency metrics under the appropriate land use(s) and against the established significance thresholds. **Table 3-2** summarizes the VMT efficiency metrics and significance thresholds per the City's guidelines.

The applicable land use is RESIDENTIAL for the Parkview Townhomes project. This land use was reviewed per the City's land use designations to establish the appropriate VMT efficiency metric and corresponding significance threshold.

TABLE 3- 2 CEQA VMT IMPACT SIGNIFICANCE THRESHOLDS

Land Use Type	Efficiency Metric & Significance Threshold	Applicable Project Land Use(s)
Residential	VMT/capita exceeds a level 15% below the Regional average VMT/capita	Yes
Employment	VMT/employee exceeds a level 15% below the Regional average VMT/employee	n/a
Industrial Employment	VMT/employee exceeds Regional average VMT/employee	n/a
Mixed-Use	Each project component evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)	n/a
Regional Retail / Recreational / Public Facilities	Increase in total VMT using the boundary method	n/a

Notes:

- VMT/capita is the total daily VMT generated by residents of a geographic area and divided by the population of that geographic area. Total daily VMT includes all trips made by residents: home-based and non-home-based trip tours (i.e. all VMT for a resident for the entire day regardless of trip purpose or origin/destination).
- VMT/employee is the total daily VMT generated by employees of a geographic area and divided by the number of employees of that geographic area. Total daily work related VMT includes all work trips made by employees (this includes an employee's commute and any other work-related travel such as going to lunch or to a meeting).
- Unique circumstances may require alternate VMT metrics.

3.3 PROJECT VMT ANALYSIS

Given the project generates less than 2,400 ADT, the VMT/capita was determined with the SANDAG VMT/Capita map. The information on this map is derived from SANDAG's Activity Based Model (ABM) database, specifically the Year 2025 ABM2+ with the Series 14 Growth Forecast. This represents the currently approved ABM version and also used in the 2021 SANDAG Regional Plan.

These maps and associated data provide an estimate of personal vehicle travel by residents for each Traffic Analysis Zone (TAZ) within the region. TAZ's are geographical areas of varying size set up in the SANDAG regional travel demand model. In general, TAZs are designed to be relatively homogeneous, and the size of TAZs varies, with smaller zones in central business district and larger zones in the outer skirt area due to household and employment densities. TAZ boundaries may change as CENSUS data is updated.

The project location relative to the TAZ is shown in **Figure 3-1**. The map displays VMT/capita for the TAZ and the regional average (or mean).

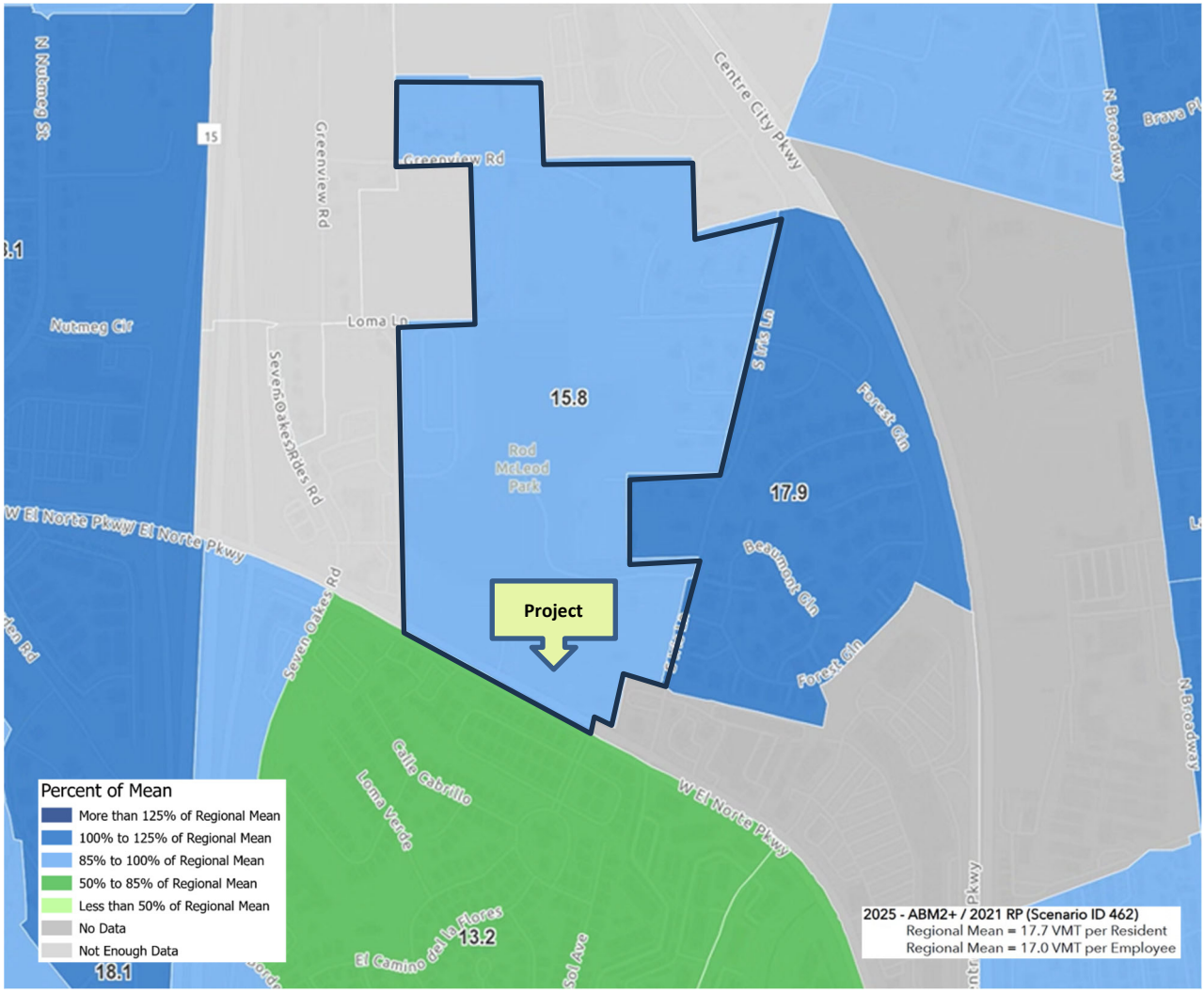


FIGURE 3-1 TRAFFIC ANALYSIS ZONE (TAZ) MAP

Table 3-3 summarizes the VMT map review and applicable VMT target. For the Parkview Townhomes project, the estimated VMT per capita is 15.8. The regional average is 17.7, with a 15 percent below-average threshold of 15.05 VMT per capita.

For the purpose of this VMT analysis, 3.21 persons per household is used as the standard figure, representing the average household size in Escondido as reported in the City's 2021-2029 Housing Element (March 2021). This figure is derived from the US Census Bureau American Community Survey 2014-2018. Based on this threshold, the project exceeds the target and would need to reduce total VMT by approximately 169 to achieve compliance.

VMT reductions inherent to the project's design, referred to as Project Design Features (PDFs), were not applied in the analysis per direction from the City, representing a conservative approach. For the Parkview Townhomes project, the following CAPCOA VMT reduction measure would have been eligible but were not quantified or considered:

- T-1: Increase Residentail Density (up to 30% VMT reduction)

TABLE 3- 3 PROJECT VMT/CAPITA

Statistic	Units (A)	Persons per Household (B)	Persons (C=A*B)	VMT/Capita (D)	VMT (E=C*D)
Project Without Mitigation	70	3.21	224.7	15.80	3,550
Less-Than-Significant Below Significance Target (15% Below Regional Mean)	70	3.21	224.7	15.05	3,382
				Required VMT Reduction	**169**

Notes:

- 3.21 persons per household represents the average household size in Escondido as reported in the City's 2021-2029 Housing Element (March 2021). This figure is derived from the US Census Bureau American Community Survey 2014-2018.
- VMT/capita based on SANDAG's VMT/Capita map. The information is derived from SANDAG's Activity Based Model (ABM) database, specifically the Year 2025 ABM2+ with the Series 14 Growth Forecast. This represents the currently approved ABM version and also used in the 2021 SANDAG Regional Plan.
- The regional average is 17.7, with a 15 percent below-average threshold of 15.05 VMT per capita.
- VMT reductions inherent to the project's design, referred to as Project Design Features (PDFs), were not applied in the analysis as directed by the City, representing a conservative approach.

3.4 PROJECT VMT REDUCTION ANALYSIS

Escondido VMT Exchange Program

The City of Escondido established the VMT Exchange Program, a voluntary mechanism that allows discretionary development projects to mitigate significant VMT impacts to a less-than-significant level or to the extent feasible. The VMT mitigation exchange allows projects to implement a predetermined VMT reducing project or propose a new one. The project may be located in the vicinity of the project or elsewhere in the community, and possibly outside the community.

The program enables projects to implement predefined or propose new VMT-reducing measures selected from a catalog of community-based transportation improvements. These typically include enhancements to pedestrian and bicycle infrastructure, traffic calming measures, as well as upgrades to transit stops and facilities.

As discussed, the Parkview Townhomes project is projected to generate a VMT impact. To address this, the project will utilize the City of Escondido's VMT Exchange Program, which provides a voluntary pathway for reducing VMT impacts through community-based transportation improvements.

Project VMT Mitigation Measures

This section outlines the proposed mitigation measures selected for this project. These measures were developed in accordance with the process for selecting Early Action Exchange Program projects outlined in

the VMT Exchange Program. These measures focused on bicycle, pedestrian, and transit-supportive infrastructure and involved coordination with City staff to review eligible VMT-reducing improvements. Selection was guided by established priorities, with an emphasis on proximity to the project site, constructibility, and potential to enhance multimodal activity within existing corridors and between key destinations.

The selected measures aim to offset the project's VMT impact, as calculated in this analysis. All cost estimates are planning-level and preliminary; preparation or processing of design plans or permitting is not assumed or required, per City guidance. The selected improvements are designed to compliment the surrounding network and support broader mobility goals and are detailed below:

1. **Install High Visibility Crosswalks (HVC) at El Norte Pkwy and Morning View Dr** – Install high visibility crosswalks at four (4) legs at the intersection of El Norte Pkwy and Morning View Dr. The improvements would encourages short trips on foot, particularly to the local commercial retail area at this intersection, reducing local car trips. The crosswalks would also improve first/last-mile connections to transit, further reducing VMT.

2. **Install a High Visibility Crosswalk (HVC) at N Broadway & Lincoln Ave** – Install a high visibility crosswalk on the west leg of the N Broadway and Lincoln Avenue intersection. This location is adjacent to Lincoln Elementary School and has been identified as a priority improvement through the Safe Routes to School (SRTS) program. The improvement will enhance the visibility of pedestrians, particularly school-aged children, and improve driver awareness at a critical crossing location. By providing a clearly marked and designated crossing, the improvement supports safer and more direct pedestrian access to Lincoln Elementary, encouraging more students to walk to school rather than be driven.

3. **Install High Visibility Crosswalks (HVC) at W Lincoln Ave & N Escondido Blvd** – Install high visibility crosswalks at the W Lincoln Ave and N Escondido Blvd intersection. This location is adjacent to Lincoln Elementary School and has been identified as a priority improvement through the Safe Routes to School (SRTS) program.

4. **Direct Pedestrian Access to Rod McLeod Park** – Provide a pedestrian connection from the project site to the Rod McLeod Park access road. This connection will eliminate the need for a circuitous route around the block, offering residents a more direct and convenient path to the park. Improving pedestrian connectivity to local recreational amenities encourages walking by reducing travel distance and perceived effort. This enhancement will promote active transportation among residents, particularly children and families, who may otherwise rely on short vehicle trips to access the park. As a result, the direct pedestrian connection is expected to reduce local VMT, support public health, and foster a more walkable community. Due to existing grade differences and site constraints, the proposed connection is anticipated to be non-ADA compliant; however, it will still serve as a valuable route for able-bodied pedestrians and enhance overall connectivity between the residential area and community amenities.

Together, these measures achieve the required VMT reduction for the Parkview Townhomes project. **Table 3-4** summarizes each mitigation strategy, including its estimated VMT reduction and associated planning-level cost.

TABLE 3- 4 VMT MITIGATION MEASURES

VMT Exchange Program - Early Action Projects	Quantity	Unit VMT Reduction	VMT Reduction	Planning Level Construction Cost
Pedestrian Network Improvements				
Intersection High Visibility Crosswalk (HVC)				
1) El Norte Pkwy & Morning View Dr	4 legs	15 / Leg[1]	60	$10,000
2) N Broadway & Lincoln Ave (Lincoln Elementary SRTS)	1 leg	15 / Leg	15	$4,000
3) W Lincoln Ave & N Escondido Blvd (Lincoln Elementary SRTS)	4 legs	15 / Leg	60	$10,000
Other Non-Identifed Pedestrian Improvements				
4) Project access to Rod McLeod Park	1 Access Point	50 / Access Point[2]	50	$70,000
		Total	**185**	**$94,000**[3]
		Target	*169*	
		Target Exceeded By	*16*	

Notes:

1. The VMT reduction for High Visibility Crosswalks (HVC) per City guidance.
2. The VMT reduction estimated at a 50 VMT reduction per access point. Reduction takes into account the expansion of the pedestrian infrastructure and reduction in circuitous trips around the block. For reference, this reduction aligns with the VMT reduction associated with bus stop upgrades, per City guidance (i.e. 50 VMT reduction).
3. Construction costs are preliminary and planning-level. The preparation and processing of design plans and permits are not required or assumed in the cost based on direction from the City.

4. FINDINGS, CONCLUSIONS & RECOMMENDATIONS

The Consulting Collective (C^2) prepared the following Vehicle Miles Traveled (VMT) review for the Parkview Townhomes project in the City of Escondido. The VMT review was prepared in compliance with the *City's Transportation Impact Analysis Guidelines (April 21, 2021)* and *Vehicle Miles Traveled Exchange Program (December 7, 2022)*, and City staff direction.

The project is located at 550 W El Norte Parkway in the City of Escondido. The project proposes a 3-story 70-unit townhome community on a 4.96-acre site. The project will provide approximately 2.3 acres of open space including a swimming pool, children's play area, and green belts. The site is currently vacant and undeveloped apart from one (1) single-family dwelling unit that will remain occupied until the project is constructed.

Given the project generates less than 2,400 ADT, the VMT/capita was determined with maps prepared by the SANDAG using output from the base year SANDAG regional model. The information on this map is derived from SANDAG's Activity Based Model (ABM) database, specifically the ABM2+ with the Series 14 Growth Forecast. This represents the currently approved ABM version.

For the Parkview Townhomes project, the estimated VMT per capita is 15.8. The regional average is 17.7, with a 15 percent below-average threshold of 15.05 VMT per capita. The project VMT/capita is between 85% and 100% of the city-wide average, indicating a potential significant transportation impact.

By implementing the VMT reduction measures identified, based on guidance from the City of Escondido's VMT Exchange Program, the estimated VMT per capita for the Parkview Townhomes project is reduced below the significance threshold of 15.05 VMT per capita (15 percent below the regional average). The VMT mitigation measures include pedestrian, bicycle, traffic calming, and transit-supportive improvements. The program would require that VMT-reducing projects be completed as a condition of project approval by the applicant. With these mitigation measures in place, the project VMT impact is not significant.

End of Report