

# **APPENDIX G**

## **VEHICLE MILES TRAVELED ASSESSMENT**

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**Technical Memorandum**

August 20, 2025

**To:** Engineering Department, City of Escondido

**From:** Jacob Swim TE, Michael Baker International

**Cc:** Nicole Marotz, Michael Baker International

**Subject: El Caballo Park Master Plan – Vehicle Miles Traveled Assessment**

*Introduction*

The purpose of this memorandum is to document the Vehicle Miles Traveled (VMT) assessment for the proposed El Caballo Park Master Plan (Project) located in the City of Escondido, California in support of the Transportation component of the California Environmental Quality Act (CEQA) process. **Table 1** provides key Project information. **Attachment A** contains all associated exhibits. **Exhibit 1** shows the regional location of the Project, **Exhibit 2** shows the local vicinity, and **Exhibit 3** shows the proposed Project Master Plan.

**Table 1 - Project Information**

Item	Description
<b>Project Name</b>	El Caballo Park Master Plan
<b>Project Location</b>	Northeastern City of Escondido, just west of East Valley Parkway and north of Beven Drive.
<b>Site Area</b>	El Caballo Park covers approximately 20 acres.
<b>Existing Use</b>	Public Park
<b>Surrounding Land Use</b>	Daley Ranch to the north; San Diego Humane Society to the northeast; Mayflower Dog Park to the east/north; Hidden Valley Obedience Club to the east/north; Eureka Springs 340-unit residential development to the south; City of Escondido Water Treatment Plant to the west/southwest.
<b>Proposed Project</b>	El Caballo Park is intended to serve as a public facility that accommodates equestrian-oriented activities with amenities designed for a range of visitors. The Project, while focused on equestrian activities, is intended to provide recreational facilities that would attract a mix of users such as the Charros of Escondido (Asociación de Charros de Escondido), equestrians, dog lovers, and various groups such as the Wounded Warriors, therapeutic equestrian groups, local residents and visitors, businesses, educational institutions, charitable organizations, and others. The park would provide a central, open, passive recreational lawn area surrounded by a variety of natural play opportunities, picnic groves, equestrian facilities, and a strong pedestrian access path linking Mayflower Dog Park with El Caballo Park to facilitate improved access and create one cohesive park. Additionally, the Project would naturalize Escondido Creek within the park boundaries.

**Project Trip Generation**

Trip estimates for the Project site were developed using specialized trip generation rates to calculate both daily and peak hour vehicle trips. Standard sources such as San Diego Association of Governments’ (SANDAG) *Not So Brief Guide for Trip Generation Rates in the San Diego Region* (2002) and the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) do not provide specific trip rates for recurring special events like the Charreadas, which are held weekly at El Caballo Park. Therefore, estimated attendance figures—covering both weekday and weekend events, including spectators and participants—were provided by City staff. To estimate daily and peak hour trips, an average vehicle occupancy of 2.5 passengers per vehicle was assumed.

**Table 2** presents the vehicle trip generation summary forecast to be generated by the Project. As shown, the Project is forecast to generate approximately 20 weekday vehicle trips with 3 AM peak hour trips and 1 PM peak hour trip. On a weekend (Saturday or Sunday), the Project is forecast to generate 102 daily trips with 26 mid-day peak hour trips.

**Table 2 - Trip Generation Rates**

Land Use	Intensity (Attendees)	Weekday Daily Trips <sup>3</sup>	AM Peak Hour Trips		PM Peak Hour Trips		Weekend Daily & Mid-Day Peak Hour		
			Total	In / Out	Total	In / Out	Daily Trips	Total	In / Out
<b>Existing Use</b>									
Public Park <sup>1</sup>	General Park Use (75-100)	40	5	3 / 2	4	2 / 2	40	10	5 / 5
	Charreadas (50-300)	0	0	0 / 0	0	0 / 0	120	30	15 / 15
	Charreada Practice (20-25)	0	0	0 / 0	0	0 / 0	10	2	1 / 1
Existing Subtotal Trips		40	5	3 / 2	4	2 / 2	170	42	21 / 21
<b>Proposed Project</b>									
Public Park <sup>2</sup>	General Park Use (125-150)	60	8	4 / 4	5	3 / 2	60	15	8 / 7
	Charreadas (up to 500)	0	0	0 / 0	0	0 / 0	200	50	25 / 25
	Charreada Practice (25-30)	0	0	0 / 0	0	0 / 0	12	3	2 / 1
Proposed Project Subtotal Trips		60	8	4 / 4	5	3 / 2	272	68	35 / 33
<b>Total Net New Trips (Proposed – Existing)</b>		<b>20</b>	<b>3</b>	<b>1 / 2</b>	<b>1</b>	<b>1 / 0</b>	<b>102</b>	<b>26</b>	<b>14 / 12</b>

**Footnotes:**

<sup>1</sup>During the weekday, estimated attendance at the park ranges from 75 to 100 per day. On Sundays, an estimated 50 to 300 spectators, with 25 to 30 active participants involved in the weekly equestrian events and shows. On Saturdays, an estimated 20 to 25 Charros members attend the weekly practice sessions.

<sup>2</sup>During the weekday, estimated attendance at the park is expected to increase to 125 to 150 per day. On Sundays, up to 500 spectators, with 25 to 30 active participants involved in the weekly equestrian events and shows. On Saturdays, an estimated 25 to 30 Charros members are expected to attend the weekly practice sessions.

<sup>3</sup>SANDAG’s (Not So) *Brief Guide for Trip Generation Rates in the San Diego Region* and the Institute of Transportation Engineers (ITE) *Trip Generation Rates* are not provided for special events such as Charreadas that are scheduled on a weekly basis at parks. As such, special trip generation rates were applied to estimate daily and peak hour trips for this site. To estimate daily and peak hour trips, each vehicle is assumed to have 2.5 passengers. SANDAG rates were used to estimate peak hour trips for General Park Use on weekdays (13% AM & 9% PM). Weekend mid-day peak hour trips assumed 25% with a 50/50 split for in/out trips.

### Analysis Guidelines

For purposes of evaluating VMT and determining if the Project meets the screening criteria, the City of Escondido *Transportation Impact Analysis Guidelines*, adopted by City Council on April 21, 2021, were used.

### Screening Criteria

Land use projects that meet one or more of the screening thresholds documented in the City’s Guidelines can be presumed to result in a less-than-significant transportation impact under CEQA, without conducting a detailed VMT study. For land development projects, these criteria include proximity to transit, location, or project type. Each of the screening criteria and the individual Project assessment are discussed below in **Table 3**.

**Table 3 – VMT Screening Criteria Summary**

Screening Criteria <sup>1</sup>		Project Evaluation	Result
<b>Small Residential and Employment Projects</b>	Projects generating 200 or fewer net new daily vehicle trips may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Trips are based on the number of vehicle trips calculated using SANDAG’s <i>(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region</i> or ITE trip generation rates with any alternative modes/location-based adjustments applied.	The Project is anticipated to generate 20 weekday daily trips and 102 weekend daily trips. These estimates are less than 200 daily trips. Therefore, the Project meets this criterion.	<b>The criterion is not applicable.</b>
<b>Projects Located in a Transit-Accessible Area</b>	<p>Projects located within a half-mile walking distance of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Distance to transit should be determined along an ADA-accessible path of travel, not “as the crow flies” measurements. Note that SPRINTER Light Rail stations are considered major transit stops.</p> <p>The presumption of a less-than-significant impact near these transit stops may <b>not</b> be appropriate if the project:</p> <ul style="list-style-type: none"> <li>• Has a Floor Area Ratio of less than 0.75;</li> <li>• Includes more parking for use by residents, customers, or employees of the project than required by the City;</li> <li>• Is inconsistent with SANDAG’s most recent Sustainable Communities Strategy or the land use growth assumption accommodated by the Land Use Element portion of the General Plan;</li> <li>• Replaces affordable residential units with a smaller number of moderate- or high-income residential units;</li> <li>• Does not have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)</li> </ul>	The Project is not located within a half-mile of an existing major transit stop or an existing stop along a high-quality transit corridor according to Appendix B (Existing Major Transit Stops and Existing High-Quality Transit Corridors) provided in the City Guidelines.	<b>The criterion is not met.</b>

Screening Criteria <sup>1</sup>		Project Evaluation	Result
<p><b>Projects in a VMT-Efficient Area</b></p>	<p>A VMT-efficient area is any area within the City with an average VMT/capita or VMT/employee below the thresholds as compared to the baseline regional average for the census tract it is located within, as provided on the SANDAG website.</p> <p><b>Residential projects</b> located within a VMT-efficient area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for residential projects is any area with an average VMT/capita 15% below the baseline regional average for the census tract it is located within.</p> <p><b>Employment projects</b> located within a VMT-efficient area may be presumed to have a less-than significant impact absent substantial evidence to the contrary. A VMT-efficient area for employment projects (excluding industrial employment projects) is any area with an average VMT/employee 15% below the baseline regional average for the census tract it is located within.</p> <p><b>Industrial Employment projects</b> located within a VMT-efficient area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for industrial employment projects is any area with an average VMT/employee at or below the baseline regional average for the census tract it is located within.</p> <p><b>Mixed-Use projects</b> located within a VMT-efficient area for each of its land uses may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Refer to the appropriate section for each land use included as a part of the mixed-use project to determine the definition of a VMT-efficient area for each land use.</p>	<p>The Project is not a residential, retail, industrial, or office project. Therefore, the criterion is not applicable.</p>	<p><b>The criterion is not applicable.</b></p>
<p><b>Locally-Serving Retail Projects</b></p>	<p>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 provided by the applicant) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.</p>	<p>The Project is not a retail land use. Therefore, the criterion is not applicable.</p>	<p><b>The criterion is not applicable.</b></p>

Screening Criteria <sup>1</sup>		Project Evaluation	Result
<b>Locally-Serving Public Facilities</b>	<p>Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less-than-significant impact absent substantial evidence to the contrary.</p> <p>The following are considered locally serving facilities:</p> <ul style="list-style-type: none"> <li>• Transit centers</li> <li>• Public schools</li> <li>• Libraries</li> <li>• Post offices</li> <li>• Park-and-ride lots</li> <li>• Police and fire facilities</li> <li>• Parks and trailheads</li> <li>• Government offices</li> <li>• Passive public uses, including communication and utility buildings, water sanitation, and waste management</li> <li>• Other public uses as shown in Appendix C or determined by City staff</li> </ul>	<p>The Project is a public park with trailheads and therefore, the Project is considered a locally-serving public facility.</p>	<p><b>Criterion is met</b></p>
<b>Redevelopment Projects with Lower Total VMT</b>	<p>A redevelopment project may be presumed to have a less-than-significant impact absent substantial evidence to the contrary if the proposed project's total project VMT is less than the existing land use's total VMT and the CEQA action includes closing the existing land use.</p>	<p>The Project is not a redevelopment project. Therefore, the criterion is not applicable.</p>	<p><b>The criterion is not applicable.</b></p>

<sup>1</sup>Source: City of Escondido Transportation Impact Analysis Guidelines, April 2021.

### *VMT Screening Conclusions*

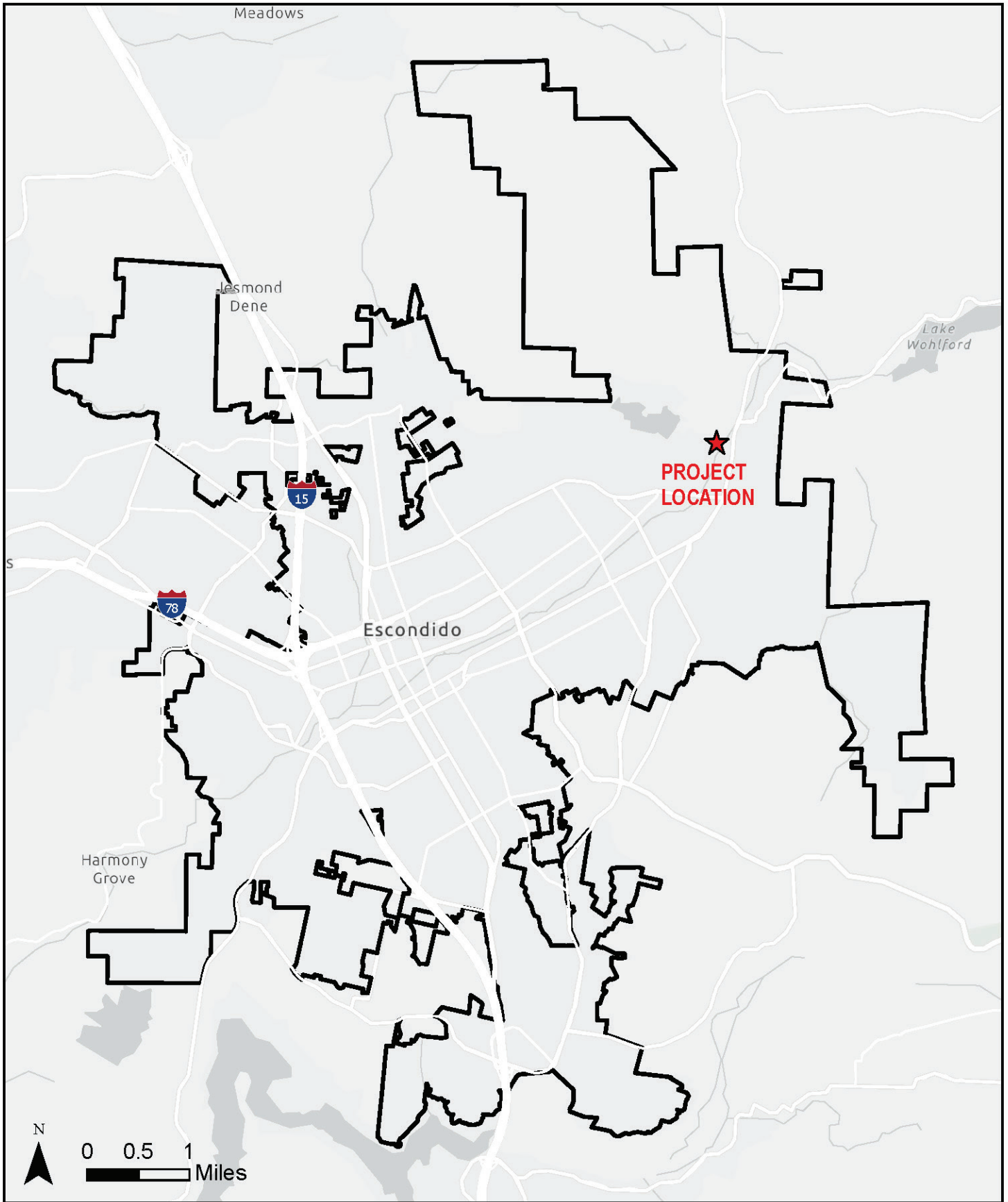
Based on the City's Guidelines, projects that meet certain screening thresholds should be expected to result in a less-than-significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. The Project does meet the screening threshold for Small Residential and Employment Projects and Locally-Serving Public Facilities. Therefore, a detailed VMT analysis for the Project is not required and the Project is presumed to have a less-than-significant impact on transportation. No mitigation is required.

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*Attachment A*  
*Exhibits*

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**Master Plan Features Legend**

- ① Improved Existing Arena
- ② Lower Equestrian Area Development
- ③ Connection to Caballo Trail and Daley Ranch
- ④ Therapeutic Riding Arena
- ⑤ Common Gathering and Picnic Areas
- ⑥ Tributary Creek
- ⑦ Horse Trailer Parking
- ⑧ Overflow Parking
- ⑨ Improved Escondido Creek
- ⑩ Connection to Escondido Creek Trail
- ⑪ Mayflower Dog Park
- ⑫ Hidden Valley Obedience Club
- ⑬ Therapeutic Riding Trail
- ⑭ Monument Sign 1
- ⑮ Monument Sign 2
- ⑯ Monument Sign 3
- ⑰ Monument Sign 4