



TECHNICAL MEMORANDUM

TO: For Applicant Submittal to CITY OF ESCONDIDO

FROM: Giancarlo Ganddini | GANDDINI GROUP, INC.

DATE: February 12, 2024

SUBJECT: 503 West Mission Commercial Project Transportation Impact Comparison
Project No. 19703

Ganddini Group, Inc. is pleased to provide this Transportation Impact Comparison for the proposed 503 West Mission Commercial Project. The purpose of this trip generation comparison analysis is to evaluate the change in trip generation that can be expected between the original project and the proposed project.

PROJECT LOCATION

The 1.5-acre (net) project site is located at 503 West Mission Avenue, situated at the southwest corner of the intersection of Mission Avenue and Centre City Parkway, in the City of Escondido, California. The project site is currently occupied with a sit-down restaurant, unpaved parking, and a pool for the adjacent hotel (Quality Inn).

ORIGINAL PROJECT DESCRIPTION

The proposed project originally involved demolition of the existing restaurant and redevelopment of the site with a new 3,885 square foot In-N-Out Burger restaurant with drive through window and an approximately 1,800 square foot coffee shop with drive through window. Project site access is proposed via one existing driveway at Mission Avenue and one new driveway at Centre City Parkway. The original project site plan is shown on Figure 1.

REVISED PROJECT DESCRIPTION

The revised proposed project involves demolition of the existing restaurant and redevelopment of the site with three new commercial/food service uses totaling 6,110 square feet, including one 1,460 square foot coffee shop with drive through window, one 2,300 square foot fast food restaurant with drive through window (pick up only – no drive through ordering), and one 2,350 square foot fast food restaurant with drive through window. Project site access is proposed via one existing driveway at Mission Avenue and one new driveway at Centre City Parkway. The revised project site plan is shown on Figure 2.

ORIGINAL TRANSPORTATION IMPACT ANALYSIS

Transportation impacts associated with the original project description were evaluated in the draft *In-N-Out & Coffee Bean (Mission/Centre City) Transportation Impact Analysis* (Ganddini Group, Inc., February 21, 2021) ["2023 Project TIA"]. The 2023 Project TIA included evaluation of both vehicle miles traveled (VMT) impacts for compliance with California Environmental Quality Act (CEQA) requirements and a Local Mobility Analysis for non-CEQA review under the City's discretionary authority.

Original Project Trip Generation

The draft 2023 Project TIA evaluated a net increase of 1,841 daily trips on weekdays, including 137 trips during the AM peak hour, 187 trips during the mid-day (MD) peak hour, and 152 trips during the PM peak hour, and 1,807 daily trips on Saturdays, including 214 trips during the MD peak hour.

Original Transportation Impacts

For CEQA purposes, the draft 2023 Project TIA determined that the proposed project would have a less than significant impact on VMT since it satisfies local-serving retail screening criteria established by the City of Escondido. No additional VMT modeling or mitigation measures were required.

The Local Mobility Analysis of the draft 2023 Project TIA identified the following potential operational (i.e., Level of Service) impacts:

- Centre City Parkway (NS) at Washington Avenue (EW) – #7 (Saturday MD Peak Hour)
- Escondido Boulevard (NS) at Mission Avenue (EW) – #8 (MD, PM, and Saturday MD)

The following intersection improvements were recommended to address the project-related LOS impacts for both Existing Plus Project and Opening Year With Project conditions:

- Centre City Parkway (NS) at Washington Avenue (EW) – #7
 - Optimize signal timing/synchronization.
- Escondido Boulevard (NS) at Mission Avenue (EW) – #8
 - Optimize the signal timing splits for weekday MD, weekday PM, and Saturday MD conditions.

REVISED PROJECT TRIP GENERATION

Table 1 shows the revised project trip generation and comparison to the original project per the draft 2023 Project TIA.

As shown in Table 1, the revised project is forecast to result in a net increase 1,740 daily trips on weekdays, including 135 trips during the AM peak hour, 121 trips during the MD peak hour, and 122 trips during the PM peak hour, and 2,051 daily trips on Saturdays, including 186 trips during the MD peak hour. Therefore, the revised project is forecast to generate approximately 101 fewer daily trips on weekdays compared to the original project description evaluated in the draft 2023 Project TIA, including 2 fewer trips during the AM peak hour, 66 fewer trips during the MD peak hour, and 30 fewer trips during the PM peak hour; the revised project is forecast to generate approximately 244 additional daily trips on Saturdays compared to the original project description evaluated in the draft 2023 Project TIA, including 28 fewer trips during the MD peak hour.

REVISED PROJECT TRANSPORTATION IMPACTS

For CEQA purposes, the revised project description would continue to satisfy the local-serving retail screening criteria established by the City of Escondido and would result in a less than significant VMT impact; no additional VMT modeling or mitigation measures are required.

For Local Mobility Analysis, operational/Level of Service impacts associated with the revised project description would be the same or less as those identified in the draft 2023 Project TIA since the revised

project is forecast to result in fewer net trips generated compared to the draft 2023 Project TIA, except for a negligible increase in the Saturday daily trip generation.

To ensure the marginal increase for Saturday daily trip generation does not result in new impacts, Attachment A contains the revised Saturday roadway segment capacity analysis. As shown in Attachment A, the marginal increase for Saturday daily trip generation does not result in new impacts compared to the draft 2023 Project TIA.

Accordingly, the revised project would not result in new impacts with implementation of all applicable off-site improvements identified in the draft 2023 Project TIA.

REVISED PEDESTRIAN CONNECTIVITY

Since the project site plan has been revised, a revised on-site pedestrian circulation figure is shown on Figure 3. As shown on Figure 3, pedestrian connectivity is provided to each of the project site buildings via new/improved sidewalks along Mission Avenue and Centre City Parkway as well as internal circulation paths of travel. ADA-compliant pedestrian paths within the parking lot shall be indicated by blue hatched crosswalk markings as necessary.

CONCLUSION

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please contact me at (714) 795-3100.

Sincerely,

GANDDINI GROUP, INC.
Giancarlo Ganddini, PE, PTP | Principal



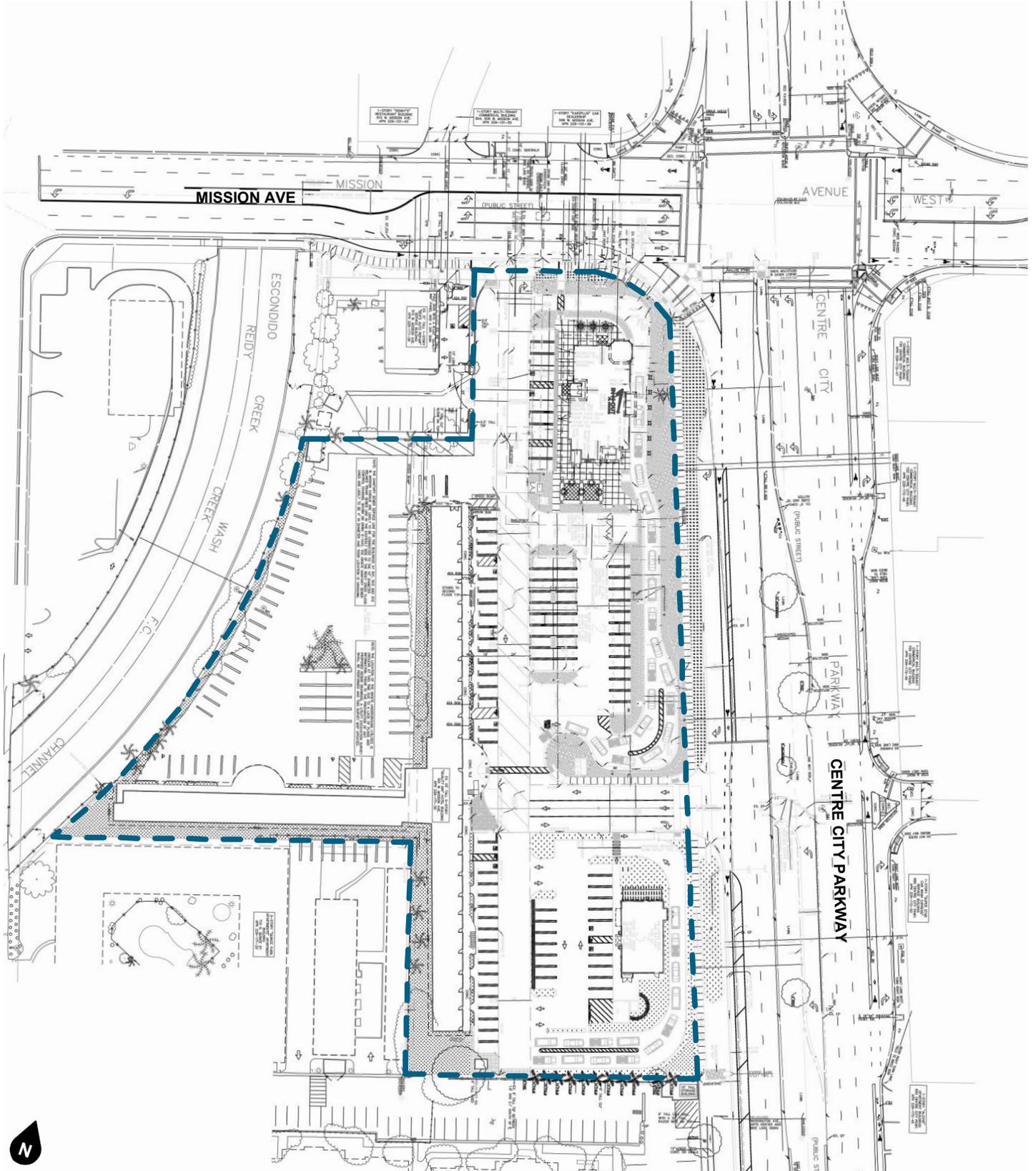
Table 1
Revised Project Trip Generation

Trip Generation Rates																
Land Use	Source ¹	Land Use Variable ²	Weekday										Saturday ³			
			AM Peak Hour			MD Peak Hour ³			PM Peak Hour			Daily Rate	MD Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Rate		% In	% Out	Rate	
High-Turnover (Sit-Down) Restaurant	SANDAG	TSF	50%	50%	12.80	50%	50%	12.80	60%	40%	12.80	160.00	50%	50%	12.80	160.00
Coffee Donut Shop with Drive-Through Window	ITE 937	TSF	51%	49%	85.88	48%	52%	36.82	50%	50%	38.99	533.57	50%	50%	87.91	533.57
Fast-Food Restaurant with Drive-Through Window	SANDAG	TSF	50%	50%	45.50	50%	50%	45.50	50%	50%	45.50	650.00	50%	50%	45.50	650.00

Trips Generated																
Land Use	Source	Quantity	Weekday										Saturday			
			AM Peak Hour			MD Peak Hour			PM Peak Hour			Daily	MD Peak Hour			Daily
			In	Out	Total	In	Out	Total	In	Out	Total		In	Out	Total	
EXISTING USES TO BE DISPLACED																
High-Turnover (Sit-Down) Restaurant	SANDAG	2,391 TSF	15	15	30	15	15	30	18	12	30	383	15	15	30	383
<i>Pass-by Trips (40%)</i>	[4]		-6	-6	-12	-6	-6	-12	-7	-5	-12	-153	-6	-6	-12	-153
Subtotal			9	9	18	9	9	18	11	7	18	230	9	9	18	230
PROPOSED USES (REVISED)																
Coffee Donut Shop with Drive-Through Window	ITE 937	1,460 TSF	64	61	125	26	28	54	28	28	56	779	64	64	128	779
<i>Pass-by Trips (80%)</i>	[4]		-51	-49	-100	-21	-22	-43	-22	-22	-44	-623	-26	-26	-52	-312
Subtotal			13	12	25	5	6	11	6	6	12	156	38	38	76	467
Fast-Food Restaurant with Drive-Through Window	SANDAG	4,650 TSF	106	106	212	106	106	212	106	106	212	3,023	106	106	212	3,023
<i>Pass-by Trips (40%)</i>	[4]		-42	-42	-84	-42	-42	-84	-42	-42	-84	-1,209	-42	-42	-84	-1,209
Subtotal			64	64	128	64	64	128	64	64	128	1,814	64	64	128	1,814
REVISED PROJECT TOTAL NET TRIP GENERATION			+68	+67	+135	+60	+61	+121	+59	+63	+122	+1,740	+93	+93	+186	+2,051
Original Trip Generation from 2023 Project TIA ⁵			69	68	137	93	94	187	71	68	152	1,841	111	103	214	1,807
Net Difference (Revised Trip Generation - 2023 Project TIA)			-1	-1	-2	-33	-33	-66	-12	-5	-30	-101	-18	-10	-28	+244

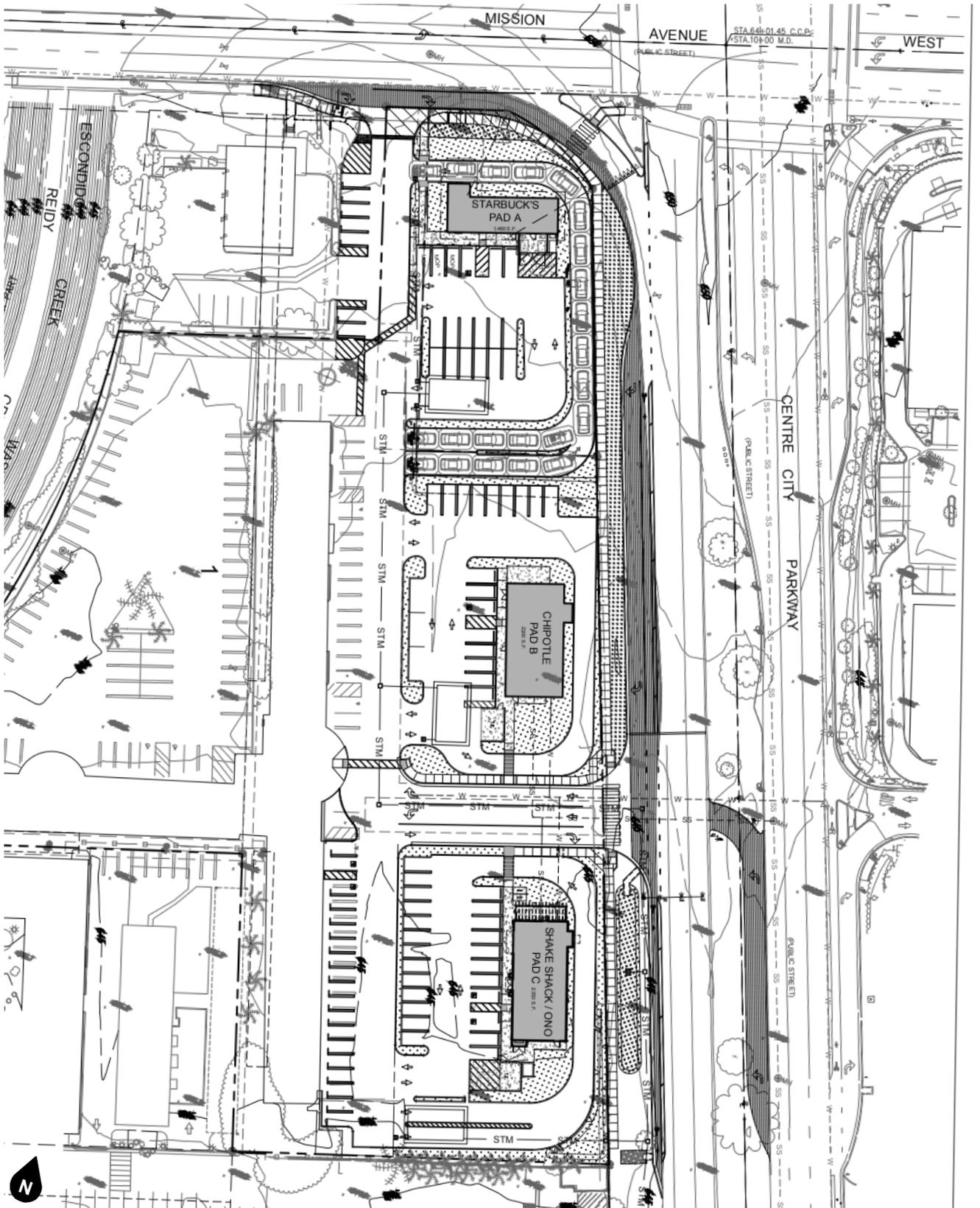
Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
SANDAG = San Diego Association of Governments (Not So) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002).
2. TSF = Thousand Square Feet
3. In the absence of MD peak hour or Saturday rates from SANDAG, the AM peak hour and weekday daily rates are used.
4. Based on ITE *Trip Generation Manual* (11th Edition, 2021) average pass-by rates rounded down to provide a more conservative analysis.
Pass-by rate for fast-food restaurant per SANDAG.
5. Source: *In-N-Out & Coffee Bean (Mission/Centre City) Transportation Impact Analysis* (Ganddini Group, Inc., February 21, 2021).



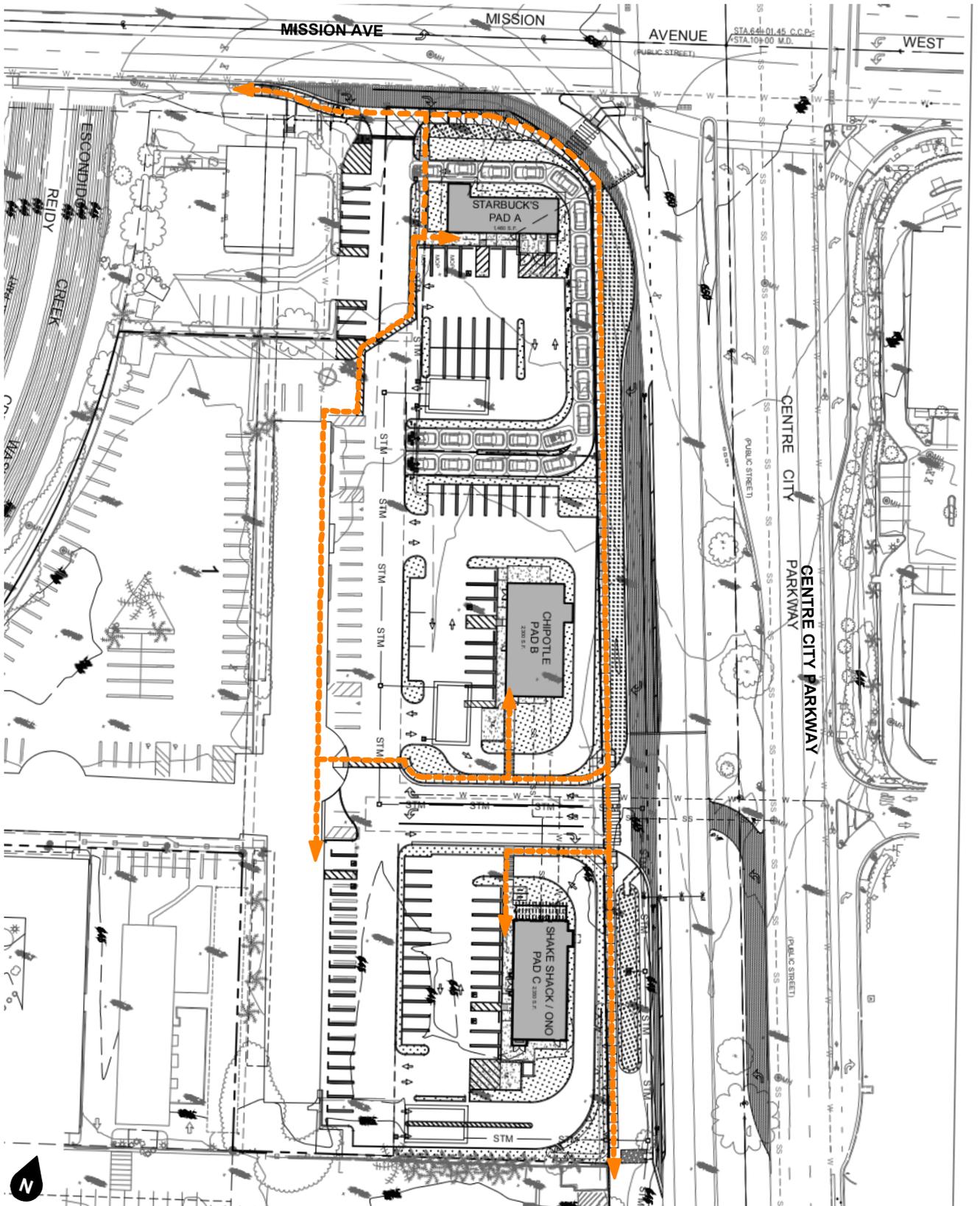
Source: MSL Engineering, Inc.

Figure 1
Original Site Plan (per 2023 Project TIA)



Source: Mour Group

Figure 2
Revised Site Plan



Legend

--- Pedestrian Circulation

Note: ADA-compliant pedestrian paths within the parking lot shall be indicated by blue hatched crosswalk markings as necessary.

Figure 3
On-Site Pedestrian Circulation

ATTACHMENT A
Revised Saturday Roadway Segment LOS

Table 7 (REVISED)
Existing Plus Project Saturday Roadway Segment LOS

	Roadway Link		Roadway Classification	Number of Lanes	Roadway Capacity	ADT	V/C Ratio	LOS
A	Rock Springs Rd	North of Mission Ave	Collector	2	20,000	8,790	0.440	B
B	Rock Springs Rd	Mission Ave to Washington Ave	Collector	2	20,000	7,830	0.392	B
C	Quince St	North of Mission Ave	Local Street	2	10,000	4,640	0.464	B
D	Quince St	Mission Ave to Washington Ave	Collector	4	34,200	6,030	0.176	A
E	Quince St	South of Washington Ave	Collector	4	34,200	5,170	0.151	A
F	Centre City Pkwy	North of Mission Ave	Major	5	43,500	24,840	0.571	C
G	Centre City Pkwy	Mission Ave to Project Dwy B	Super Major	4	37,000	18,180	0.491	B
H	Centre City Pkwy	Project Dwy B to Washington Ave	Super Major	4	37,000	19,390	0.524	B
I	Centre City Pkwy	South of Washington Ave	Super Major	4	37,000	15,370	0.415	B
J	Escondido Blvd	North of Mission Ave	Collector	4	34,200	8,480	0.248	A
K	Escondido Blvd	Mission Ave to Washington Ave	Collector	4	34,200	10,870	0.318	A
L	Broadway	North of Lincoln Pkwy	Major	4	37,000	13,960	0.377	B
M	Broadway	Lincoln Pkwy to Mission Ave	Major	4	37,000	17,210	0.465	B
N	Broadway	Mission Ave to Washington Ave	Major	4	37,000	15,350	0.415	B
O	SR-78	West of Broadway	Prime Arterial	6	50,000	36,920	0.738	C
P	Lincoln Pkwy	East of Broadway	Prime Arterial	6	50,000	21,910	0.438	B
Q	Mission Ave	West of Rock Springs Rd	Super Major	4	37,000	10,840	0.293	A
R	Mission Ave	Rock Springs Rd to Quince St	Super Major	5	43,500	14,680	0.337	A
S	Mission Ave	Quince St to Project Dwy A	Super Major	4	37,000	18,400	0.497	B
T	Mission Ave	Project Dwy A to Centre City Pkwy	Super Major	4	37,000	18,720	0.506	B
U	Mission Ave	Centre City Pkwy to Escondido Blvd	Major	4	37,000	17,600	0.476	B
V	Mission Ave	Escondido Blvd to Broadway	Major	4	37,000	12,980	0.351	B
W	Mission Ave	East of Broadway	Major	4	37,000	11,830	0.320	A
X	Washington Ave	West of Rock Springs Rd	Collector	4	34,200	9,670	0.283	A
Y	Washington Ave	Rock Springs Rd to Quince St	Collector	4	34,200	11,490	0.336	A
Z	Washington Ave	Quince St to Centre City Pkwy	Collector	4	34,200	12,480	0.365	B
AA	Washington Ave	Centre City Pkwy to Escondido Blvd	Collector	4	34,200	14,890	0.435	B

Notes:

ADT = Average Daily Traffic; V/C = Volume / Capacity; LOS = Level of Service

Table 15 (REVISED)
Opening Year (2024) With Project Saturday Roadway Segment LOS

	Roadway Link		Roadway Classification	Number of Lanes	Roadway Capacity	ADT	V/C Ratio	LOS
A	Rock Springs Rd	North of Mission Ave	Collector	2	20,000	10,780	0.539	B
B	Rock Springs Rd	Mission Ave to Washington Ave	Collector	2	20,000	8,520	0.426	B
C	Quince St	North of Mission Ave	Local Street	2	10,000	4,730	0.473	B
D	Quince St	Mission Ave to Washington Ave	Collector	4	34,200	6,250	0.183	A
E	Quince St	South of Washington Ave	Collector	4	34,200	5,370	0.157	A
F	Centre City Pkwy	North of Mission Ave	Major	5	43,500	26,150	0.601	C
G	Centre City Pkwy	Mission Ave to Project Dwy B	Super Major	4	37,000	19,570	0.529	B
H	Centre City Pkwy	Project Dwy B to Washington Ave	Super Major	4	37,000	20,790	0.562	C
I	Centre City Pkwy	South of Washington Ave	Super Major	4	37,000	16,580	0.448	B
J	Escondido Blvd	North of Mission Ave	Collector	4	34,200	9,090	0.266	A
K	Escondido Blvd	Mission Ave to Washington Ave	Collector	4	34,200	11,640	0.340	A
L	Broadway	North of Lincoln Pkwy	Major	4	37,000	14,590	0.394	B
M	Broadway	Lincoln Pkwy to Mission Ave	Major	4	37,000	18,020	0.487	B
N	Broadway	Mission Ave to Washington Ave	Major	4	37,000	16,020	0.433	B
O	SR-78	West of Broadway	Prime Arterial	6	50,000	37,760	0.755	D
P	Lincoln Pkwy	East of Broadway	Prime Arterial	6	50,000	22,540	0.451	B
Q	Mission Ave	West of Rock Springs Rd	Super Major	4	37,000	11,670	0.315	A
R	Mission Ave	Rock Springs Rd to Quince St	Super Major	5	43,500	16,190	0.372	B
S	Mission Ave	Quince St to Project Dwy A	Super Major	4	37,000	19,980	0.540	B
T	Mission Ave	Project Dwy A to Centre City Pkwy	Super Major	4	37,000	20,300	0.549	B
U	Mission Ave	Centre City Pkwy to Escondido Blvd	Major	4	37,000	18,890	0.511	B
V	Mission Ave	Escondido Blvd to Broadway	Major	4	37,000	13,960	0.377	B
W	Mission Ave	East of Broadway	Major	4	37,000	12,440	0.336	A
X	Washington Ave	West of Rock Springs Rd	Collector	4	34,200	10,360	0.303	A
Y	Washington Ave	Rock Springs Rd to Quince St	Collector	4	34,200	12,310	0.360	B
Z	Washington Ave	Quince St to Centre City Pkwy	Collector	4	34,200	14,170	0.414	B
AA	Washington Ave	Centre City Pkwy to Escondido Blvd	Collector	4	34,200	15,950	0.466	B

Table 16 (REVISED)
Opening Year (2024) With Project Roadway Segment Impact Evaluation

Roadway Link			Saturday					
			Without Project		With Project		Project Increase (LOS D or worse)	Project Impact?
			V/C	LOS	V/C	LOS		
A	Rock Springs Rd	North of Mission Ave	0.534	B	0.539	B	-	No
B	Rock Springs Rd	Mission Ave to Washington Ave	0.421	B	0.426	B	-	No
C	Quince St	North of Mission Ave	0.473	B	0.473	B	-	No
D	Quince St	Mission Ave to Washington Ave	0.178	A	0.183	A	-	No
E	Quince St	South of Washington Ave	0.157	A	0.157	A	-	No
F	Centre City Pkwy	North of Mission Ave	0.586	C	0.601	C	-	No
G	Centre City Pkwy	Mission Ave to Project Dwy B	0.492	B	0.529	B	-	No
H	Centre City Pkwy	Project Dwy B to Washington Ave	0.505	B	0.562	C	-	No
I	Centre City Pkwy	South of Washington Ave	0.442	B	0.448	B	-	No
J	Escondido Blvd	North of Mission Ave	0.263	A	0.266	A	-	No
K	Escondido Blvd	Mission Ave to Washington Ave	0.339	A	0.340	A	-	No
L	Broadway	North of Lincoln Pkwy	0.392	B	0.394	B	-	No
M	Broadway	Lincoln Pkwy to Mission Ave	0.479	B	0.487	B	-	No
N	Broadway	Mission Ave to Washington Ave	0.430	B	0.433	B	-	No
O	SR-78	West of Broadway	0.755	D	0.755	D	0.000	No
P	Lincoln Pkwy	East of Broadway	0.447	B	0.451	B	-	No
Q	Mission Ave	West of Rock Springs Rd	0.310	A	0.315	A	-	No
R	Mission Ave	Rock Springs Rd to Quince St	0.367	B	0.372	B	-	No
S	Mission Ave	Quince St to Project Dwy A	0.529	B	0.540	B	-	No
T	Mission Ave	Project Dwy A to Centre City Pkwy	0.534	B	0.549	B	-	No
U	Mission Ave	Centre City Pkwy to Escondido Blvd	0.490	B	0.511	B	-	No
V	Mission Ave	Escondido Blvd to Broadway	0.361	B	0.377	B	-	No
W	Mission Ave	East of Broadway	0.331	A	0.336	A	-	No
X	Washington Ave	West of Rock Springs Rd	0.297	A	0.303	A	-	No
Y	Washington Ave	Rock Springs Rd to Quince St	0.351	B	0.360	B	-	No
Z	Washington Ave	Quince St to Centre City Pkwy	0.407	B	0.414	B	-	No
AA	Washington Ave	Centre City Pkwy to Escondido Blvd	0.449	B	0.466	B	-	No

Notes:

- (1) V/C = Volume/Capacity Ratio; LOS = Level of Service
- (2) Level of Service Threshold: Allowable change due to the project at roadway segments is 0.02 V/C for LOS D, E or F.