



## MEMORANDUM

**TO:** CITY OF ESCONDIDO

**FROM:** Giancarlo Ganddini, Roma Stromberg, Katie Wilson | GANDDINI GROUP, INC.

**DATE:** September 6, 2024

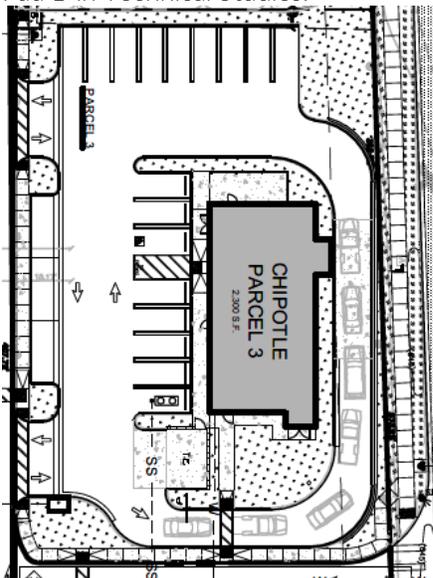
**SUBJECT:** 503 West Mission Commercial Project – Pad B Modifications and Transportation, Noise, and Air Quality/Greenhouse Gas/Energy Impact Studies  
GGI Project No. 19703

The purpose of this document is to address the effect of minor changes to Pad B of the site plan layout since preparation of the transportation, noise, and air quality/greenhouse gas/energy impact studies prepared by Ganddini Group. Ganddini Group prepared the following technical studies (collectively the “Technical Studies”):

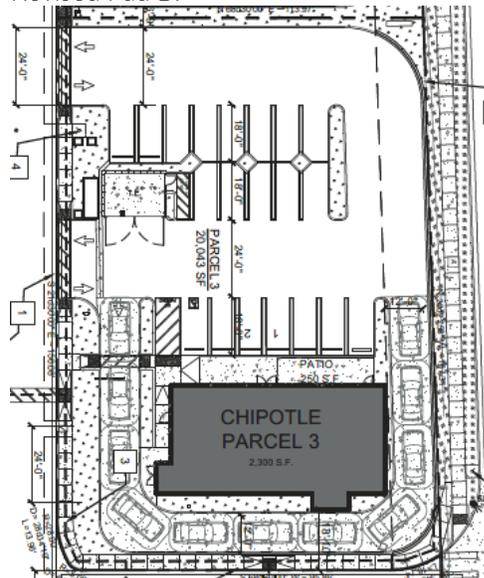
- 503 West Mission Commercial Project Transportation Impact Comparison, May 7, 2024
- 503 West Mission Commercial Project Noise Impact Analysis, Revised June 17, 2024 [“June 2024 NIA”]
- 503 West Mission Commercial Project Air Quality, Global Climate Change, and Energy Impact Analysis, February 22, 2024 [“February 2024 AQR”]

Since preparation of the Technical Studies, minor modifications were made to the site plan layout for Pad B (a 2,300 square foot fast food restaurant with drive through pick-up only window). The changes primarily involve rotating the building by 90 degrees as illustrated below; no changes to the building size and/or operations are proposed. The revised Pad B layout will maintain the 20 parking spaces previously proposed.

Pad B in Technical Studies:



Revised Pad B:



## EFFECT OF REVISIONS TO THE FINDINGS OF SIGNIFANCE

### Transportation

The revised Pad B layout does not change the previous findings of significance, as documented in the Transportation Impact Comparison, that the project 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.

Additionally, the project trip generation estimates documented in the Transportation Impact Comparison memorandum would remain the same since the building size for the revised Pad B layout is the same.

### Noise

The revised Pad B layout will not result in any changes to the proposed construction equipment. Therefore, construction of the revised Pad B layout would not result in new or more substantial increases in noise or groundborne vibration than what was previously analyzed and disclosed in the June 2024 NIA.

The June 2024 NIA analyzed project generated off-site traffic noise impacts based on project trip generation estimates from the Transportation Impact Comparison memorandum dated May 7, 2024. Since the revised Pad B layout does not change the project trip generation estimates, as noted above, off-site project generated traffic noise impacts associated with the revised Pad B layout would be the same as those analyzed and disclosed in the June 2024 NIA.

The revised Pad B layout does not propose new or additional on-site noise sources. Additionally, the noise model evaluated in the June 2024 NIA assumed HVAC noise sources at three locations on the building's roof and one ordering speaker, which resulted in noise level increases that did not exceed 1 dBA at off-site sensitive receptors. Although the revised Pad B layout could potentially result in an HVAC unit being located closer to the adjacent motel, the actual project would utilize fewer HVAC units and would not require an ordering speaker since the drive through window is for pick-up only (no drive through ordering). Therefore, any changes in project-related increases in noise levels at nearby sensitive receptors are expected to be marginal and the findings of significance relating to operational noise impacts are expected to be the same as those analyzed and disclosed in the June 2024 NIA.

### Air Quality

#### Construction Emissions

The revised Pad B layout will not result in any changes to the proposed construction equipment and reflects the same square footage. Therefore, impacts associated with construction of the revised Pad B layout would not result in greater impacts than those that are evaluated in the February 2024 AQR. The construction of the revised Pad B layout would not result in new or more substantial increases in AQ or GHG emissions, or construction-related diesel particulate (DPM) emissions than what was previously analyzed and disclosed in the February 2024 AQR.

#### Operational Emissions

As noted above, the revised Pad B layout would not increase the building size nor result in changes to the project trip generation result; therefore, operational emissions due to project-generated vehicle traffic would be the same as previously analyzed in the February 2024 AQR corresponding to a daily trip generation of approximately 1,740 daily trips.

As there will be no change in the total building square footage, the operational area source emissions are anticipated to be the same as reported in the February 2024 AQR. There are also no changes related to trip distribution; therefore, there would be no changes to CO hot spot emissions.

Therefore, operational AQ-GHG emissions impacts for the revised Pad B layout would be the same as previously analyzed and disclosed in the February 2024 AQR.

#### Energy Use

As there will be no change in total square footage, number of parking spaces, amount of construction equipment, nor project trip generation, the energy use of the current project would also be the same as previously analyzed in the February 2024 AQR.

#### **CONCLUSION**

The revised Pad B layout would rotate the building by approximately 90 degrees but would result in no changes to the project trip generation, overall project construction, number of parking spaces, and no increases in on-site operational noise sources. results in minor reductions to the project's square footage, trip generation, and on-site parking. Based on our review of the effect these changes, the revised Pad B layout would not result in new or more substantial impacts to transportation, noise, air quality, greenhouse gas, or energy compared to those previously analyzed and disclosed in the Transportation, Noise, and Air Quality/Greenhouse Gas/Energy Impact Studies.

Sincerely,  
GANDDINI GROUP, INC.



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