

ADDENDUM

to the

**WAL-MART/ESCONDIDO UNION
SCHOOL DISTRICT PLANNED DEVELOPMENT PROJECT
Environmental Impact Report
SCH #20033091029
Case No. ER 2003-01**

for the proposed

ESCONDIDO VILLAGE MALL SITE PLAN AMENDMENT

**La Caze Development
2601 Airport Drive, Suite #300
Torrance, California**

June 26, 2009

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
I.	INTRODUCTION	1
II.	BACKGROUND DISCUSSION	3
III.	PROJECT DESCRIPTION	3
IV.	ENVIRONMENTAL ISSUES	12
A.	Land Use and Community Character.....	12
B.	Landform Alteration/Visual Quality	14
C.	Transportation/Circulation	18
D.	Noise	24
E.	Hazards/Hazardous Materials.....	26
F.	Public Services and Utilities	28
G.	Hydrology/Water Quality	32
H.	Air Quality.....	34
I.	Cultural Resources.....	37
V.	DOCUMENT AVAILABILITY	39

Figures

Figure 1	Regional Location Map	4
Figure 2	Vicinity Map.....	5
Figure 3	Aerial Photograph of Project Site	6
Figure 4	Previously Approved Site Plan.....	7
Figure 5	Proposed Site Plan	9

Tables

Table 1	Project Trip Generation – Scenario A	20
Table 2	Project Trip Generation – Scenario B	21

Attachments

- Attachment 1: Mitigation Monitoring and Reporting Program
- Attachment 2: Traffic Impact Analysis (LLG 2009)
- Attachment 3: Noise Technical Report (RECON 2009)

Addendum to FEIR No. ER 2003-01

I. INTRODUCTION

This Addendum to the Final Environmental Impact Report (FEIR) for the Wal-Mart/Escondido Union School District Planned Development Project, SCH No. 20033091029, has been prepared for the proposed Escondido Village Mall Project (Project) in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15164. An Addendum is the appropriate document to address minor technical changes or additions to the previous EIR, certified in February 2005. The FEIR is available for review at the City of Escondido Planning Department, which is located at 201 North Broadway, Escondido, CA 92025.

The primary purpose of the Addendum is to evaluate the potential environmental effects of a re-configured site plan for the project located in the 1300 block of East Grand Avenue, which reduces the building square footage to 98,000 square feet (SF). The previously approved project would have developed the 11.11-acre site with a 143,183-SF building with an outdoor seasonal garden center, outdoor display, and sales areas, a loading dock, retaining wall, parking, and landscaping. The project proposes retail and grocery uses. The outdoor garden center display and sales, and the retaining wall have been eliminated. Parking is reduced proportionately to the reduction in square footage.

In addition, unlike the previously approved project described in the approved FEIR; the currently proposed project is not associated with the separate 4.57-acre school administration building site formerly proposed to be located at the intersection of East Washington Avenue and Ash Street. No changes or uses are proposed for the 4.57-acre site. As the proposed project is no longer associated with this 4.57-acre site and as it would not impact the site in any way; this Addendum does not address the school administration site in its analysis (Section IV). An additional environmental review would occur at the time if or when detailed development plans are proposed for the 4.57 acre site.

This Addendum is also intended to provide information to determine if there are changes beyond those analyzed in the approved FEIR that would require the preparation of a Subsequent or Supplemental Environmental Impact Report (EIR) per Sections 15162-15163 of the State CEQA Guidelines. This section of the CEQA Guidelines would require a Subsequent or Supplemental EIR if any of the following conditions apply:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant

environmental effects or a substantial increase in severity of previously identified significant effects;

- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR may be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." If none of the aforementioned conditions are met, a subsequent or supplemental EIR is not required. Rather an agency can:

- Decide that no further environmental documentation is necessary; or
- Require that an addendum be prepared.

Since some changes are proposed, including the re-configured site plan, but the overall effect is a reduction in the intensity of uses/impacts within the project site, an Addendum has been prepared.

II. BACKGROUND DISCUSSION

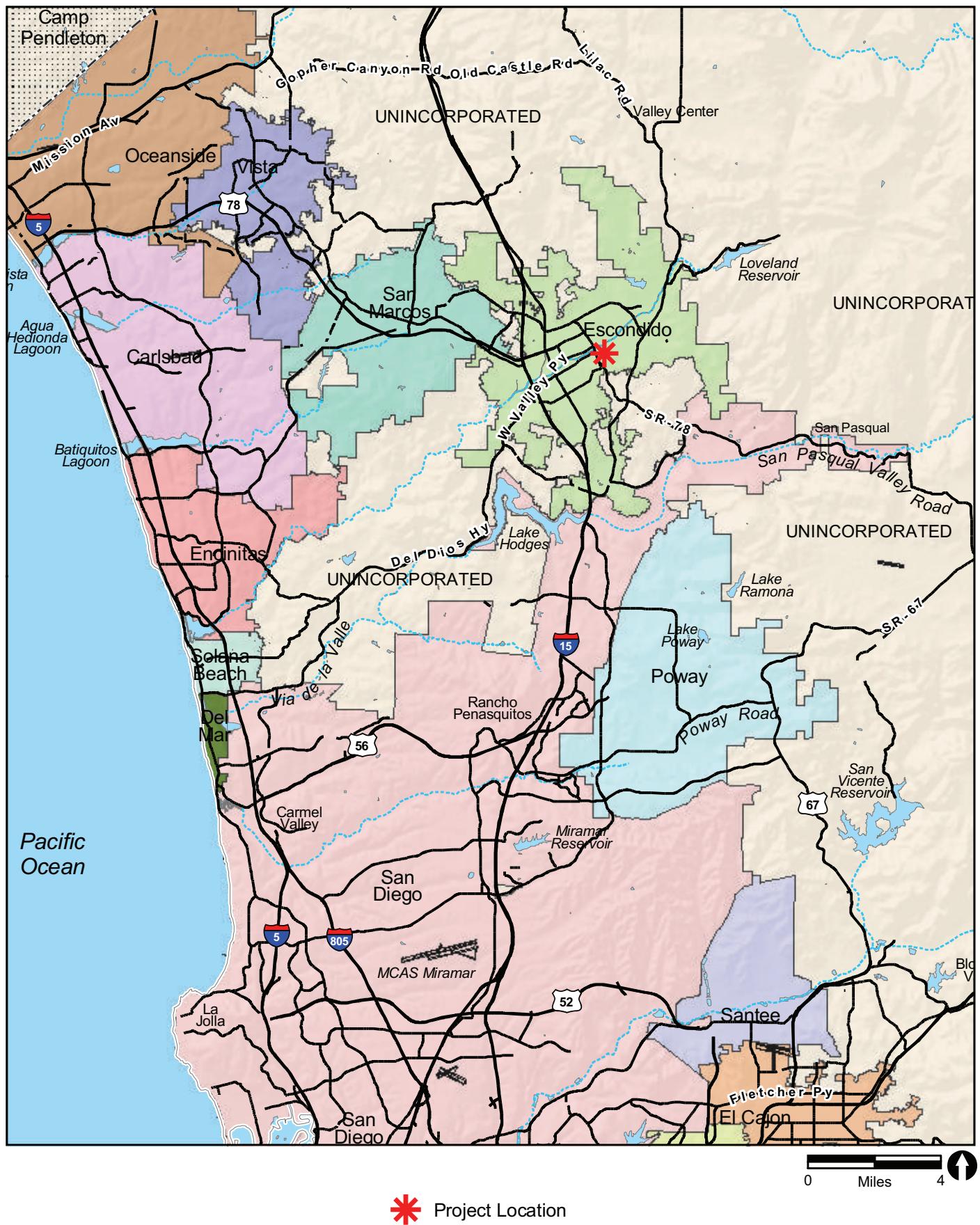
In 2005, the FEIR analyzed the impacts of two related projects; relocation of the Escondido Union School District administrative offices and redevelopment of the site with a proposed Wal-Mart. The FEIR set forth mitigation measures, and was certified. The project discussed in the certified FEIR provided for redevelopment of two separate but related locations within the City of Escondido: retail facility on East Grand Avenue and a school administrative office building on Washington Avenue. At the time of FEIR certification, the retail site was planned for development with a 143,183 SF retail building, ancillary structures and parking. The school administration building site was planned for the development of a 60,000-SF administration building. Demolition of structures at both locations was required prior to redevelopment of either site with new facilities. The approved retail use on East Grand Avenue was never constructed and the site remains undeveloped. In addition, although demolition of the Washington Avenue site was completed several years ago, school administrators are no longer proposing a new facility at that site. These two project components analyzed in the 2005 FEIR are discussed further below as they relate to the currently proposed project.

III. PROJECT DESCRIPTION

LOCATION

The proposed 11.11-acre retail site is located the southernmost portion of the Escondido Village Mall in the 1300 block of East Grand Avenue in the City of Escondido, County of San Diego, California. The site is located approximately 25 miles northeast of downtown San Diego and one mile east of Escondido's downtown central business district. Interstate 15 (I-15) is less than 2 miles east, and Ash Street (SR-78) is one block east. Figures 1 and 2 show the regional and local setting for the project; Figure 3 shows the project site on a USGS map. The site plan approved in the certified 2005 FEIR is shown on Figure 4. The Escondido General Plan designation and zoning for the project site is Commercial General (CG), and the property is located within the East Valley Parkway Overlay Zone. The areas to the north and east of the project site are built out with commercial and retail uses along East Valley Parkway (the Escondido Village Mall, Valley Rose Plaza, and the Town and Country Mall). Use to the south and west is multi-family residential.

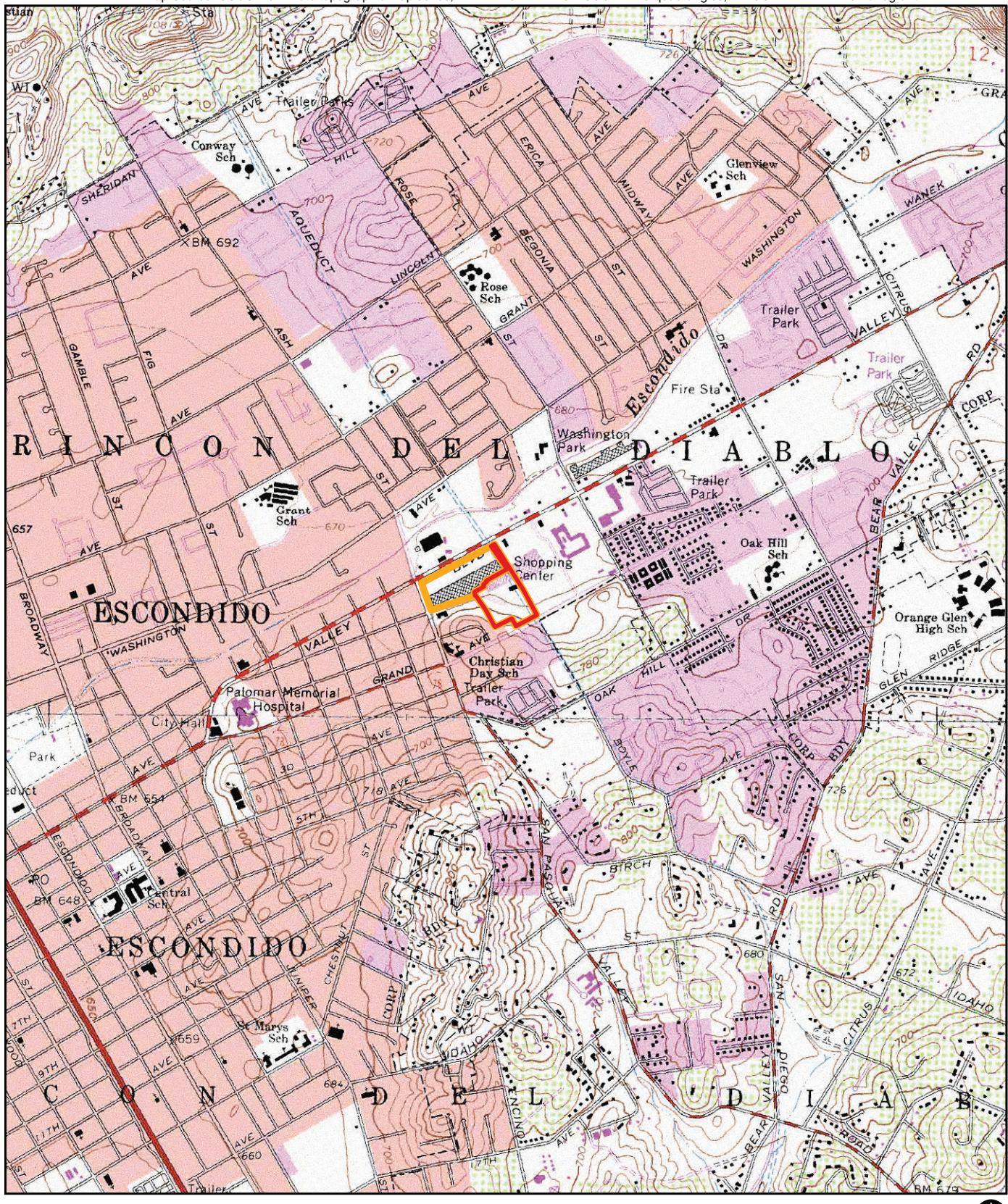
The project site is disturbed and has no notable biological resources. The property is relatively flat and slopes northerly at an elevation of around 670 to 680 feet above mean sea level (AMSL). The site is outside of the 100-year flood zone but approximately 85 percent of the site is within the 500-year flood zone.



RECON

M:\jobs3\5032\common_gis\fig1.mxd 05/28/09

FIGURE 1
Regional Location



■ Project Site
■ Affected Area

0 Feet 2,000

FIGURE 2
Project Location on USGS Map



0 Feet 300

Project Site
 Affected Area

FIGURE 3
Aerial Photograph of Project Site

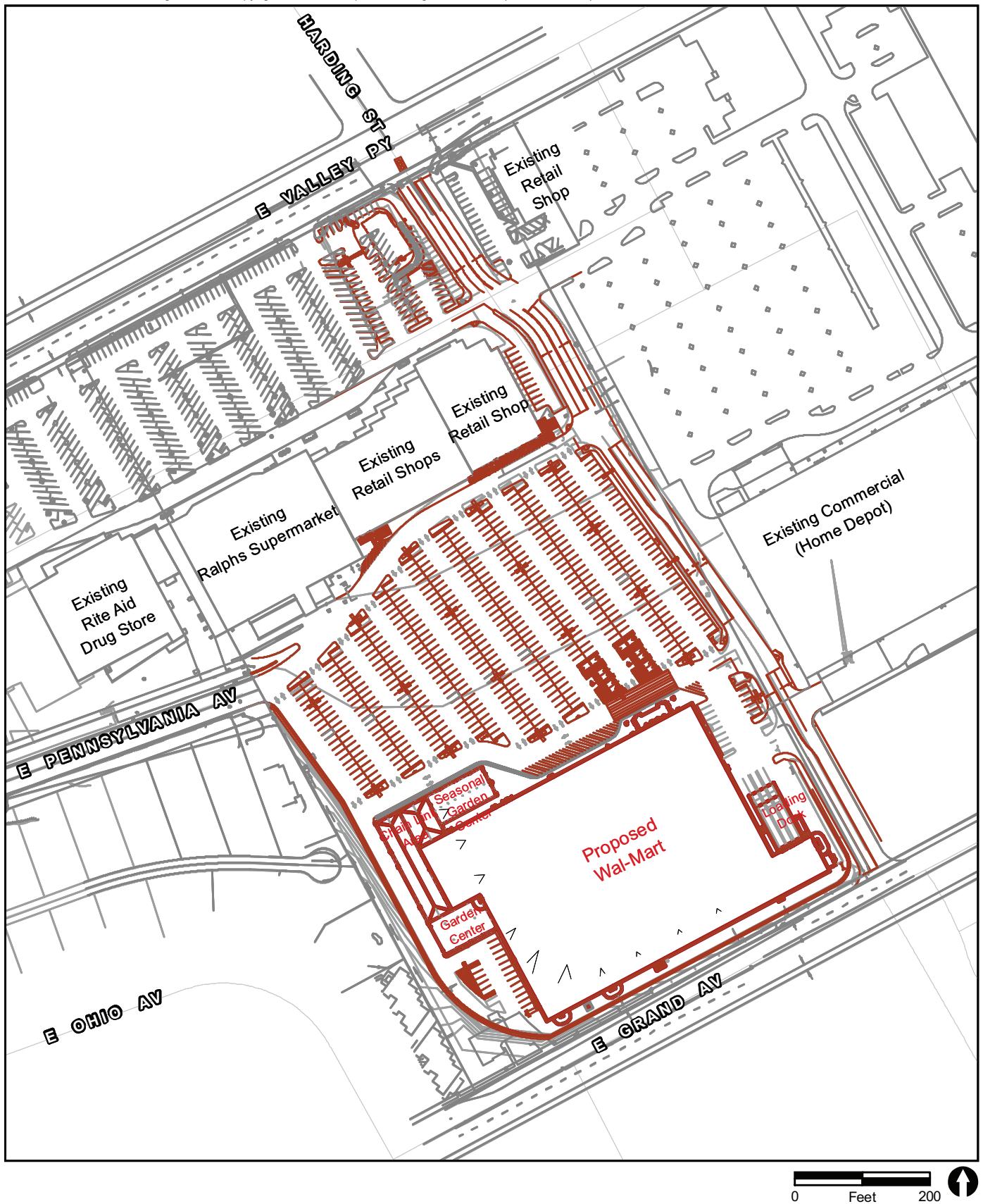


FIGURE 4

Previously Approved Site Plan

The proposed project would be constructed in the back portion (back lot) of the existing Escondido Village Mall Shopping Center which still contains the now vacant school administration buildings, a vacant smaller retail building, and associated parking. The existing Vallarta Supermarket, Rite-Aid, Anchor Blue, Dollar Tree, and other retail buildings comprise the main portion of the shopping center and are referred to as the “front lot”. The “front lot” is not part of the proposed project.

PROPOSED SITE PLAN

The “proposed project” (Figure 5) reduces the proposed total square footage of the approved building site plan and re-configures the approved layout of the site by moving the retail structure from the southern portion of the site to the north (adjacent to the existing retail uses within the front lot of the Escondido Village Mall). Conversely, the parking lot—which was originally proposed for the northern portion of the site (see Figure 4)—has been reduced in size and moved to the south (adjacent to East Grand Avenue). The project applicant has accepted conditions imposed by the City to ensure that project impacts would be reduced or the same as those of the approved project. Other components of the Proposed Project that have changed from the version that was approved in 2005 include:

- A reduction in size of the retail building from 143,183 SF to approximately 98,000 SF.
- The proposed retail building would be allowed to accommodate nearly 50 percent of its square footage for grocery uses with grocery limited to a maximum of 46,000 SF. The requirement to limit of the grocery component to 46,000 square feet would ensure that the traffic generation from the proposed project would not exceed the traffic generated by the previously approved project.
- The proposed site plan no longer includes ancillary structures and uses such as a garden center, seasonal garden center, and outdoor display and sales area.
- The single-family residence at the southwest corner of the site would no longer be affected.
- The overall area of the site plan has been reduced in size, because the parcel in the southwest corner (with the single-family residence) is no longer part of the project site.
- Because the site plan avoids the southwest corner of the site, the parking lot has been designed to avoid the steep slopes located in this corner. Thus, the substantial grading would not be required, and the previously approved retaining wall along East Grand Avenue would no longer be needed; as such, the grading exemption for the slope height in the southwest corner would no longer be required.



FIGURE 5
Proposed Site Plan



- The total parking requirement has been reduced proportionately to the reduced square footage of the proposed building.
- Phasing of development is no longer required, because the school administrative uses have ceased and the existing on-site buildings are now vacant.

PARKING AND CIRCULATION

Circulation would remain as previously approved, with the primary access to the new retail center provided from East Grand Avenue. A secondary access from the north would be provided via Harding Street, which will be extended (as part of the proposed project) along the eastern portion of the project site all the way from East Valley Parkway, through the Village Mall, to connect with East Grand Avenue.

As previously discussed, the parking within the proposed project site (the back lot) is being reconfigured. The re-configured site plan proposes 447 spaces; and would comply with the City of Escondido Zoning Ordinance (Art. 39, Sec. 33-765), which requires one parking space per 250 SF of retail space (for a total of 392 spaces).

GRADING, DEMOLITION, AND CONSTRUCTION ACTIVITIES

The previously approved project was required to phase development in order to accommodate the existing school administrative uses while occupied prior to vacation. This is no longer necessary, as both the school administration building and nearby retail building on the back lot are now vacant. However, although demolition activities were approved previously, they were never carried out. Thus, demolition of the two existing on-site buildings would still be part of the currently proposed project.

Along with demolition activities, earthwork would be required in order to accomplish the proposed project. Earthwork for the previously approved project totaled 80,000 cubic yards of cut and 17,000 cubic yards of fill with 63,000 cubic yards remaining for export. The total amount of earthwork required for the current proposal includes over excavation of 5,700 cubic yards. The result is a significant decrease in required earthwork since the proposed site plan no longer includes removal of the steeply sloped parcel in the southwest corner. The steep slopes within the southwestern corner are not confined solely to the off-site single-family parcel, but the proposed site plan shows that the parking lot would curve around the base of these slopes to avoid the need for earthwork and retaining walls.

OFF-SITE IMPROVEMENTS

As with the previously approved project (and discussed in greater detail within Section C—Traffic/Circulation below), the proposed project would be required to construct Harding Street adjacent to the project site and install a traffic signal at the East Grand

Avenue/Harding Avenue intersection. The proposed project would also contribute fair share toward the improvements of the following roadway segments and intersections within the surrounding area:

- Intersections:
 - N. Ash Street / E. Valley Parkway
 - N. Rose Street / E. Valley parkway
- Roadway Segments:
 - Valley Parkway
 - N. Ash Street to Harding Street
 - Harding Street to N. Rose Street
 - N. Rose Street to Midway Drive
 - Bear Valley Parkway to Washington Avenue
 - Washington Avenue to Lake Wohlford Road
 - Lake Wohlford Road to City Limits

Existing sewer, water, and drainage capacity in the area is adequate to serve the project, and no additional off-site improvements would be required to serve the project.

REQUIRED DISCRETIONARY APPROVALS

Project development of the 11.11-acre Escondido Village Mall site would require the following discretionary approvals:

- Plot Plan
 - Encroachment permit issued by the San Diego County Water Authority (SDCWA) for improvements to Harding Street between East Grand Avenue and East Valley Parkway within the SDCWA water line easement;
 - Regional Water Quality Control Board Section 401 Certification and Waste Discharge Permit; and
 - Letter confirming Case No. H11085 closed and “no further action” required issued by the San Diego County Department of Environmental Health.

IV. ENVIRONMENTAL ISSUES

The environmental issues addressed in this Addendum are described below. Each section contains an analysis of project modifications and potential impacts resulting from the changes, if any. This analysis has been undertaken, pursuant to the provisions of CEQA and its Guidelines, to provide decision makers with a factual basis for determining whether any modifications to the project, changes in circumstances, or receipt of new information not available during preparation of the FEIR that would require additional review or preparation of a subsequent or supplemental EIR. The findings for each environmental topic area are summarized in the analyses that follow.

A. LAND USE AND COMMUNITY CHARACTER

EXISTING ENVIRONMENTAL SETTING

Please see Section 4A of the FEIR for a summary of the existing environmental setting for Land Use and Community Character.

FEIR

The FEIR analyzes the project's consistency with adopted General Plan land use policies. The FEIR states that the retail project would be consistent with the City of Escondido General Plan/Midway Neighborhood as well as the East Valley Parkway Interim Overlay Ordinance. No impacts would result, and no mitigation is proposed.

The FEIR also states that impacts would occur with regard to public safety, because of the height of the retaining wall along East Grand Avenue. The FEIR requires mitigation in the form of fencing or some other suitable barrier in order to prevent public access along the steep slopes. In addition, barriers or screening for the loading dock/trash storage areas would be required for both safety and visual quality reasons. The deterrent, in the form of vegetative screening or fencing would be required to separate the incompatible uses from the public area in order to protect public health and safety and to improve aesthetics. The FEIR lists mitigation measures which must be implemented in order to mitigate this land use impact to public safety to a level which is less than significant.

PROPOSED PROJECT MODIFICATIONS

The FEIR analyzes the project's consistency with adopted General Plan land use policies. The FEIR states that the approved retail use would be consistent with the City of Escondido General Plan/Midway Neighborhood as well as the East Valley Parkway Interim Overlay Ordinance, although an amendment to the Overlay Zone would be

required in order to allow a reduction in parking requirements and to allow greater flexibility. No impacts would result, and no mitigation was proposed.

With the building footprint moved to the northern half of the project site, the extensive earthmoving and disturbance of the steep slopes along Grand Avenue are no longer required. Thus the retaining wall along Grand Avenue and the potential public safety impact (because of the extreme height of the wall) would be eliminated, and no mitigation would be required.

The 2005 FEIR called out an impact related to the fact that the EUSD building may still have been occupied during construction of the Wal-Mart; thus creating a public safety issue. As the EUSD building is no longer occupied, this impact has been eliminated, and no mitigation would be required.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new community character or visual quality impacts. Therefore, the comparison of anticipated land use/community character impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines has been met that would require preparation of a subsequent or supplemental EIR.

Major Revisions Not Required. The proposed project will not result in any new significant community character or visual quality impacts, nor is there substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the community character or visual quality analysis was undertaken for the 2005 approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant community character or visual quality impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in significant community character or visual

quality impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant community character or visual quality effects identified in and considered by the FEIR.

B. LANDFORM ALTERATION/VISUAL QUALITY

EXISTING ENVIRONMENTAL SETTING

Please see Section 4B of the FEIR for a summary of the existing environmental setting for Landform Alteration/Visual Quality.

FEIR

Community Character

The FEIR states that development of the site as currently approved would result in visual changes to the existing landscape, but the new retail use would be compatible with surrounding uses. These changes to the visual character are listed in the FEIR as follows:

- The approved project would remove a single-family residence in the southwestern corner of the site and two office/retail buildings accessed from East Grand Avenue;
- Administrative offices for the EUSD would be relocated and the two small commercial operators, a laundromat and a dry cleaner, would be displaced;
- The project would re-contour the existing slope along East Grand Avenue;
- A portion of the residential parcel and most of the existing paved parking lot would be used for the construction of the proposed retail structures; and
- The removal of the current EUSD building would expose the rear areas of the existing retail shopping center that are currently screened.

The FEIR states that impacts to steep slopes would be reduced by implementation of project design measures such as landscaping the slopes between the property boundary and installing proposed retaining walls along East Grand Avenue. The landscape design plan provided for construction of a decorative rock retaining wall behind the retail facility of a type and material acceptable to the City. In addition, plantings were required along the City roadways adjacent to the site that would conform to the City of Escondido street tree planting program guidelines. The FEIR concluded that implementation of design features and landscaping would contribute to overall improved conditions, and that

implementation of project design features as proposed would ensure that impacts would be **less than significant**.

Landform Alteration/Grading

The FEIR states that manufactured cut slopes (1:1 ratio) supported by a retaining wall up to approximately 50 feet in height would be required along the southern and southwestern project boundary. Approval of a grading exemption would be required in order to reduce grading impacts to below a level of significance.

Aesthetics

The FEIR states that the approved project would result in a change to the prevailing character of the site in that several existing structures would be demolished, additional parking would be provided, and slope excavation and removal of an existing single-family residence would be required. However, the FEIR concludes that replacement of the existing administration/office use and commercial/retail uses with the new retail use and parking would not be a significant change given the existing use; also views of the site would be similar to those that existed previously.

Conformance to City of Escondido General Plan Policies and Ordinances

The FEIR states that the approved project would include a structure which is a single story in height and which would comply with the design criteria necessary to achieve approval from the design review board. No departures would be required other than for the overall amount of parking and installation of the additional pole sign along East Valley Parkway. The approved project also complies with the City's landscaping requirements and street tree planting program. Impacts would not conflict with the existing General Plan policies and ordinances and would therefore be less than significant.

PROPOSED PROJECT MODIFICATIONS

Community Character

While the 2005 project was found to have a less than significant impact on community character/visual quality upon implementation of the project design features, the proposed project would further reduce these impacts. Changes to the project design resulting from relocation of the buildings footprint to the north, reductions in building size and grading, and elimination of the retaining wall significantly reduce potential community character/visual quality impacts associated with site grading. Thus, all of the visual character impacts discussed in the FEIR have been avoided or significantly reduced. These changes to the visual character are discussed as follows:

- The approved project would remove a single-family residence in the southwestern corner of the site and two office/retail buildings accessed from East Grand Avenue. —*The proposed modified project would no longer need to remove the residence along East Grand Avenue.*
- Administrative offices for the EUSD would be relocated, and the two small commercial operators, a laundromat and a dry cleaner, would be displaced. —*These buildings have never been demolished, but are currently vacant. No businesses would be displaced. The proposed project would improve the condition of the existing site by removing these vacant buildings.*
- The approved project would re-contour the existing slope along East Grand Avenue. —*The proposed project design would leave the slope along East Grand Avenue undisturbed, significantly reducing cut slopes and grading quantities.*
- A portion of the residential parcel and most of the existing paved parking lot would be used for the construction of the approved project structures. —*The residential parcel would remain, but the parking lot would be modified in order to meet storm water requirements. The proposed building footprint would be located where the EUSD building exists.*
- The removal of the existing EUSD and adjacent buildings would expose the rear areas of the existing retail shopping center that are currently screened. —*The modified site design calls for the building footprint to be re-located to the northern half of the site, such that the building would screen the existing retail shopping center.*

Implementation of design features and landscaping would contribute to overall improved conditions and would ensure that impacts from the proposed project would not only be **less than significant**; but decreased as compared to the 2005 project.

Landform Alteration/Grading

The proposed project includes a modified site design which moves the retail building to the north and avoids the southwest corner. Thus, the extensive earthwork and retaining wall along Grand Avenue would no longer be required, nor would there be a need for a grading exemption. Impacts would be less than significant and would be significantly reduced as compared to the approved project.

Aesthetics

As with the approved project, redevelopment of the site would require demolition of the existing structures, grading and construction of parking, and construction of a new retail facility. The proposed project would, however, be significantly smaller in scale and would not require slope excavation or removal of the single-family dwelling in the southwest

corner. Replacement of the existing vacant buildings as part of the proposed project would not be a significant change given the existing views of the site. Rather, the proposed redevelopment is anticipated to upgrade the aesthetics of the site both in comparison to the approved project and to the existing condition. Impacts would be less than significant, and no mitigation would be required.

Conformance to City of Escondido General Plan Policies and Ordinances

As with the approved project, the proposed project would be a single story in height and comply with the design criteria necessary to achieve approval from the design review board. No departures from the PD Zoning/Overlay are proposed other than for the overall amount of parking and installation of the additional pole sign along East Valley Parkway. Although building heights would exceed the otherwise applicable maximum 35 feet, the minor increase in height is permitted through the Planned Development Permit process. Signage would be consistent with zoning. Proposed upgrades and design of the facility would be expected to contribute to rehabilitation of the existing Escondido Village Mall and would reinvigorate the East Valley Parkway commercial area through development by stimulating continued business growth in the area. No impacts are anticipated and no mitigation would be required.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant landform alteration/visual quality impacts. Therefore, the comparison of anticipated landform alteration/visual quality impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines has been met that would require preparation of a subsequent or supplemental EIR.

Major Revisions not Required. The proposed project will not result in any new significant landform alteration/visual quality impacts, nor is there substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the landform alteration/visual quality analysis was undertaken for the 2005 approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified

indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant landform alteration/visual quality impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in significant landform alteration/visual quality impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant traffic effects identified in and considered by the FEIR.

C. TRANSPORTATION/CIRCULATION

EXISTING ENVIRONMENTAL SETTING

Please see Section 4C of the FEIR for a summary of the existing environmental setting for Transportation/Circulation.

FEIR

The FEIR for the approved project analyzed existing and future operations at 16 intersections and seven street segments within the study area. The FEIR also provided a freeway analysis and a discussion of project site access.

The FEIR stated that the approved project was expected to generate a total of 9,000 daily trips, with 270 trips (162 inbound/108 outbound) during the AM peak hour and 720 trips (360 inbound/360 outbound) during the PM peak hour. Potentially significant direct impacts were identified for one intersection in the study area, and potential impacts were also identified for project access. In addition, in the existing + cumulative projects + proposed project condition, potentially significant cumulative impacts were identified for four intersections and five roadway segments. The FEIR proposed mitigation measures for the direct impacts to the intersection of Harding Street and East Grand Avenue and for the project access impacts. The FEIR also proposed mitigation in the form of fair share contributions toward the improvement of the intersections and street segments which would be cumulatively impacted. The proposed mitigation measures are listed in the MMRP which was adopted for the FEIR. Implementation of the transportation/circulation mitigation measures would reduce all direct, cumulative, and project access related impacts to below a level of significance.

PROPOSED PROJECT MODIFICATIONS

A new traffic letter report, which addresses potential impacts with respect to the proposed project modifications, was prepared by LLG in May 2009. This letter report

assesses the potential impacts of two different scenarios for the project, the first assuming a reduced 98,000-SF development consisting of 70 percent General Commercial and 30 percent Grocery (Scenario A), and the second assuming slightly more than 50 percent General Commercial and just under 50 percent Grocery (Scenario B). In addition, project access, internal circulation, and the mitigation measures previously identified in the FEIR traffic report were reassessed.

Tables 1 and 2 show a trip generation comparison between the new project and the previously approved project for Scenario 1 and Scenario 2, respectively. As shown in Tables 1 and 2, Scenario A would generate fewer trips than the previously approved project, while Scenario B would generate more. Scenarios A and B are discussed in greater detail below.

Scenario A (70% General Commercial and 30% Grocery)

Trip Generation (Scenario A)

As shown in Table 1, the proposed project is expected to generate 7,154 average daily trips (ADTs), which are 1,846 fewer ADTs than for the previously approved project. Therefore, due to the decreased traffic at all the study locations, no additional offsite traffic impacts are anticipated. However, mitigation measures required for the approved project would still be applicable to the proposed project. The MMRP mitigation measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Project Access (Scenario A)

The proposed plan reduces the square footage and re-configures the layout of the site by moving the location for the approved retail structure from the southern portion of the site to the north. Conversely, the parking lot which was originally proposed for the northern portion of the site has been reduced in size and moved to the south (adjacent to East Grand Avenue). Access will be provided via Harding Street and Pennsylvania Avenue.

Harding Street currently terminates at East Valley Parkway. The south leg of the Valley Parkway / Harding Street intersection is a driveway to the existing shopping center. With the construction of the project, Harding Street will be extended southward to East Grand Avenue. To reassess the traffic circulation at the project site, the East Grand Avenue/Harding Street intersection was reanalyzed for the following conditions:

- Existing Conditions
- Existing + Project Conditions
- Build-out Conditions

TABLE 1
SCENARIO A PROJECT TRIP GENERATION (70% GENERAL RETAIL / 30% GROCERY)

Land Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour					PM Peak Hour						
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume				
In	Out	Total	In	Out	Total	In	Out	Total			In	Out	Total		
Site A - Grand Avenue															
Proposed															
General Retail	68.6 KSF	40 /KSF	2,744	3%	60 : 40	49	33	82	9%	50 : 50	123	124	247		
Grocery	29.4 KSF	150 /KSF	4,410	4%	70 : 30	123	53	176	10%	50 : 50	221	220	441		
Total	98 KSF	-	7,154	-	-	172	87	259	-	-	344	344	688		
Prior Approved															
Discount Store	150 KSF	60 /KSF	9,000	3%	60 : 40	162	108	270	8%	50 : 50	360	360	720		

Footnotes:

a. ADT = Average Daily Traffic

b. Source is SANDAG Brief Guide (Vehicular Traffic Generation Rates for the San Diego Area, April 2002)

TABLE 2
SCENARIO B PROJECT TRIP GENERATION (50% GENERAL RETAIL / 50% GROCERY)

Land Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour						PM Peak Hour					
		% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume						
		Rate ^b	Volume	In	Out	Total			In	Out	Total				
Site A - Grand Avenue															
Proposed															
General Retail	49.0 KSF	40 /KSF	1,960	3%	60 : 40	35	24	59	9%	50 : 50	88	88	176		
Grocery	49.0 KSF	150 /KSF	7,350	4%	70 : 30	206	88	294	10%	50 : 50	368	367	735		
Total	98 KSF	-	9,310	-	-	241	112	353	-	-	456	455	911		
Prior Approved															
Discount Store	150 KSF	60 /KSF	9,000	3%	60 : 40	162	108	270	8%	50 : 50	360	360	720		

Footnotes:

- a. ADT = Average Daily Traffic
- b. Source: SANDAG Brief Guide (Vehicular Traffic Generation Rates for the San Diego Area, April 2002)

The full text, tables, and figures accompanying these three conditions may be found in the traffic letter report prepared for the proposed project (Attachment 2). Based on the analysis (Attachment 2) of the three conditions listed above and the analysis indicated in the previous traffic study, mitigation measures required for the approved project would still be applicable to the proposed project. The MMRP mitigation measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum.

Scenario B (50% General Commercial and 50% Grocery)

Trip Generation (Scenario B)

As shown in Table 2, the trip generation for Scenario B slightly exceeds the trip generation for the previously approved project. The minor increase (310 ADT; or 5% increase) is not considered significant as compared to the approved project. However, the traffic report recommends modifying the 50/50 scenario such that the grocery portion of the project would be limited to a maximum of 46,000 SF. Based on this square footage, the project would generate 8980 ADT, less than the 9,000 ADT that would be generated by the approved project and analyzed in the 2005 FEIR. Based on this analysis, no additional off site traffic impacts are anticipated and the mitigation measures identified for Scenario A and in the previous traffic study would also mitigate the Scenario B project off-site traffic impacts.

Project Access (Scenario B)

Access to the site for Scenario B is the same as for Scenario A. Since Scenario B generates more trips than Scenario A, the East Grand Avenue/Harding Street intersection was reanalyzed for the following scenarios:

- Existing Conditions
- Existing + Project Conditions
- Build-out Conditions

The full text, tables, and figures accompanying these three conditions may be found in the traffic letter report prepared for the proposed project (Attachment 2). Under the Existing + Project condition, the intersection of East Grand Avenue and Harding Street is calculated to operate at LOS D during the AM and LOS F during the PM peak hours. Based on the analysis of the three conditions listed above for Scenario B, and the analysis indicated in the previous traffic study; the site access mitigation measures previously identified for Scenario A and in the previous traffic study would also mitigate the traffic impacts.

In conclusion, based on the analysis in the traffic letter report (Attachment 2) for Scenario A, no traffic impacts are anticipated to occur that were not previously identified in the approved FEIR. However, as discussed for Scenario B above, the square footage would need to be reduced slightly such that the grocery component has a maximum square footage of 46,000 to ensure that ADT generation remains less than what was analyzed in the approved 2005 FEIR. This project modification, as well as the mitigation measures identified in the previous FEIR, (and listed in the attached MMRP) would mitigate the proposed project's traffic impacts to a level that is less than significant.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant traffic impacts. Therefore, the comparison of anticipated traffic impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines has been met that would require preparation of a subsequent or supplemental EIR.

Major Revisions not Required. The proposed project will not result in any new significant traffic impacts, nor is there a substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the traffic analysis was undertaken for the approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant traffic impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in new significant traffic impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant traffic effects identified in and considered by the FEIR.

D. NOISE

EXISTING ENVIRONMENTAL SETTING

Please see Section 4D of the FEIR for a summary of the existing environmental setting for noise.

FEIR

The FEIR analyzed noise within the project vicinity. The noise analysis was based on a noise study prepared by RECON in 2004. The noise discussion states that the primary source of noise in the project area is vehicular traffic on East Grand Avenue along the southern project boundary.

The FEIR states that future projected traffic noise levels affecting on-site receivers would be below the threshold standard of 65 Community Noise Equivalent Level (CNEL) and would not be considered significant. Short-term construction noise impacts were expected to be less than significant as long as construction activities were in compliance with the noise ordinance. However, because specifications for heating ventilation, and air conditioning (HVAC) equipment was not available at the time the noise study was prepared, significant impacts related to on-site noise generation were identified; consequently the FEIR included noise mitigation for HVAC equipment design to reduce project impacts to below a level of significance.

PROPOSED PROJECT MODIFICATIONS

An updated noise report is under preparation by RECON (June 2009) and will be included as Attachment 3 to this document.

On-Site Generated Noise

Parking Lot Activity

Since the proposed project would generate fewer (Scenario A) or roughly the same number of trips (Scenario B), impacts would be slightly less or similar to those identified for the approved retail operations. Consequently, parking lot noise is not anticipated to violate noise ordinance standards. Impacts are less than significant, and no mitigation is required.

Deliveries

Since delivery operations are projected to be nearly the same or less than for the approved project, deliveries are not anticipated to exceed the noise ordinance standards.

HVAC Noise

HVAC noise was previously found to be a significant impact. The proposed modified site plan relocates the building and associated HVAC equipment further from sensitive receptors (nearby residences adjacent to East Grand Avenue). Consequently, HVAC noise would be correspondingly reduced. However, because the exact specifications of the HVAC units were not known, it was determined that mitigation would be required in order to ensure that noise levels at the property line would not exceed the applicable limits specified in the Noise Ordinance. Therefore, the mitigation measure listed in the 2005 FEIR which was designed to ensure HVAC compliance with the Noise Ordinance may still be applicable to the proposed project in order to ensure impacts do not exceed those described in the 2005 FEIR. However, the mitigation measure appearing in the FEIR has been updated and modified slightly and would be implemented for the proposed project as shown below.

Mitigation

Because the exact specifications of the HVAC units are not known, mitigation may be required in order to ensure that noise levels at the property line would not exceed the applicable limits specified in the Noise Ordinance. Therefore, the following shall be implemented:

Prior to issuance of grading permits, the project applicant shall demonstrate compliance with the City's Noise Ordinance.

Construction Noise

Construction shall be limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday and from 9:00 A.M. to 5:00 P.M. on Saturdays as stated in the City of Escondido's Noise Ordinance and the FEIR. In accordance with the City's noise ordinance, no construction shall take place on Sundays or on days appointed by the President, Governor, or City Council as a public holiday.

As for the approved project, compliance with the City's noise ordinance will ensure that construction noise impacts of the proposed project are not significant. Construction noise would not exceed what was described in the 2005 FEIR.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant noise impacts. Therefore, the comparison of anticipated noise impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines has been met that would require preparation of a subsequent or supplemental EIR.

Major Revisions not Required. The proposed project will not result in any new significant noise impacts, nor is there a substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the noise analysis was undertaken for the 2005 approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant noise impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in significant noise impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant noise effects identified in and considered by the FEIR.

E. HAZARDS/HAZARDOUS MATERIALS

EXISTING ENVIRONMENTAL SETTING

Please see Section 4E of the FEIR for a summary of the existing environmental setting for Hazards/Hazardous Materials.

FEIR

The FEIR states that a Phase I Records Search was prepared for the retail site in 2004 which revealed the presence of a contaminant, perchloroethylene (PCE), in on-site soils, groundwater, and soil vapor. The FEIR also states that a Site Assessment Summary Report prepared in April 2001 determined that the level of risk from vapor exposure associated with PCE-impacted soil and groundwater beneath the property is considered insignificant (PIC Environmental Services 2001).

The FEIR also discusses the possibility that existing buildings within the project site (to be demolished) were constructed with asbestos-containing building materials and lead-based paint due to their age. Other contaminants, including pesticides, fungicides, and fertilizers, may have been released during past activities associated with nursery

operations at the residential site. Consequently, future demolition of the on-site structures was deemed likely to release hazardous materials into the environment that would be considered a significant direct project impact.

The FEIR set forth mitigation measures to be implemented during site grading and demolition activities which would reduce impacts to below a level of significance.

PROPOSED PROJECT MODIFICATIONS

Although the site plan has been re-configured, the project would impact essentially the same grading footprint as previously (with the exception of the southeast corner). Thus, mitigation measures set forth in the FEIR would still be applicable. The MMRP mitigation measures adopted in the FEIR and applicable to the proposed project are included in Attachment 1 to this Addendum. These mitigation measures address the dry cleaning chemicals, asbestos containing materials, and lead-based paint which are of concern during demolition and site grading activities.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant hazards/hazardous materials impacts. Therefore, the comparison of anticipated hazards/hazardous materials impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines has been met that would require preparation of a subsequent or supplemental EIR.

Major Revisions not Required. The proposed project will not result in any new significant hazards/hazardous materials impacts, nor is there substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the hazards/hazardous materials analysis was undertaken for the 2005 approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant hazards/hazardous materials impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would result in similar hazards/hazardous materials impacts as those discussed in the previous FEIR and would implement the same mitigation measures required by the previous FEIR; no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant hazards/hazardous materials effects identified in and considered by the FEIR.

F. PUBLIC SERVICES AND UTILITIES

EXISTING ENVIRONMENTAL SETTING

Please see Section 4F of the FEIR for a summary of the existing environmental setting for Public Services and Utilities.

FEIR

a) Water

The FEIR estimated that the approved retail project would require 4,000 gallons per day (gpd) for the store and related uses and an additional 4,300 gpd water demand for landscape irrigation. The project would be required to construct on-site water system improvements to provide adequate water for domestic and fire protection needs for the project. The 2005 FEIR states that demand generated by the proposed retail use was estimated to be equivalent to or less than the demand generated by the combined existing EUSD administration facilities and retail uses that would be replaced. Consequently, it was determined that more than enough capacity would be available to serve the needs of the proposed retail use. Impacts were found to be less than significant and no mitigation was required.

b) Sewer

The FEIR states that the calculated load for the approved retail use was estimated at 3,600 gpd. The existing sewer system was determined to have adequate capacity to accommodate project sewer needs, but the project was required to construct an on-site sewer improvements. Design plans for the project anticipated use of the lateral that serves the existing administration and retail facilities for the new retail operation since future demand was estimated to be less than or equal to demand. Because construction of the approved project was not anticipated to exceed the current or future capacity of facilities serving the site and there was adequate capacity to serve the future needs of the proposed facilities; impacts were found to be less than significant and no mitigation was required.

c) Police Services

The FEIR states that implementation of the proposed site design would not result in a substantial change to existing response times. Because police protection services are currently provided to the site, the project was not anticipated to result in a substantial change in services required. No significant impacts were found, and no mitigation was required.

d) Fire Services

The FEIR determined that emergency vehicle access was too narrow to allow for fire fighting equipment along the south side of the retail site, adjacent to Grand Avenue. This resulted in a direct project impact requiring mitigation to include but not be limited to installation of fire sprinkler systems, standpipe systems, fire alarm systems, equipment caches, and interior roof access. Access for emergency personnel as well as exits was required on all four sides of the building. In addition, the fire department requested that paved access be provided and hydrants be installed prior to the placement of any combustible materials on the site. The paved access was to be a minimum width of 24 feet.

e) Solid Waste

The FEIR states that solid waste would be generated during demolition, construction and ongoing operations at the site. As the proposed retail operation was not anticipated to significantly increase the generation rate for solid waste compared to the existing facility to be replaced; impacts were found to be less than significant.

f) Gas/Electricity

The FEIR estimated the “connected gas load” for the retail operation at 5,365 million BTU per hour (MBH) and the diversified electric load was estimated at 1,266 Kilovolt-Amperes (kVA). The FEIR stated that this estimated demand is typical for a retail operation of this size. Costs associated with new development, (e.g., construction of new or upgraded facilities to serve the site) would be financed by the developer and constructed to meet City standards. No substantial increase in the demand for service was anticipated for the proposed facility as compared to the existing site facilities. Impacts were found to be less than significant and no mitigation was required.

PROPOSED PROJECT MODIFICATIONS

a) Water

The proposed project would revise the site plan to relocate the proposed new facilities to the location of the existing buildings. This modification would not significantly alter the

infrastructure serving the project site. The project would still be required to construct on-site water system improvements to provide adequate water for domestic and fire protection needs for the project. Because the proposed project modification would reduce the scale of the project by approximately 45,000 square feet, it is anticipated that the proposed project would have an equivalent or decreased impact compared to the approved project. Thus, impacts would be less than significant and no mitigation would be required.

b) Sewer

On-site sewer infrastructure would be required in order to connect the site to the sewer lateral that serves the existing EUSD building and retail facilities. The proposed project is approximately 45,000 square feet smaller in size than the approved project which was found to be less than significant. Therefore, because of the reduced scale of the proposed project, impacts would be decreased compared to the project and no mitigation would be required.

c) Police Services

The proposed project site currently receives police service and the modified site design would not result in a substantial change to existing response times. Furthermore, the proposed project would conform to General Plan policies for street access and safety. Building entrances would be clearly identified and parking lots would be open, visually unobstructed, and lighted to promote safety. Therefore, like the project analyzed in the FEIR, the proposed project would have a less than significant impact on police services and no mitigation would be required.

d) Fire Services

The project site is and would continue to be served by the Escondido Fire Department, which provides fire protection to the project area. The project discussed in the FEIR would result in a direct project impact because of the narrowness of the emergency vehicle access along the south side of the retail site, adjacent to Grand Avenue. The proposed project design moves the retail building to the northern portion of the site away from Grand Avenue, thus removing the significant impact relating to the narrow fire/emergency access. The proposed project would, therefore, have a decreased impact compared to the approved project and no mitigation would be required.

In addition, the proposed extension of Harding Street between East Valley Parkway and Grand Avenue would improve emergency access to the site as a whole. Furthermore, removal of the older on-site structures and constructing the new buildings, which incorporate upgrades for fire safety and comply with the most recent building codes, would incrementally benefit fire services as compared to the current condition of structures at the location. Proposed Project implementation is not expected to increase

the overall need for fire services and improvements would reduce all other impacts below a level of significance.

e) Solid Waste

Solid waste generation for the proposed project would remain approximately the same or would decrease slightly as compared to the approved project. No increase in the generation rate for solid waste is anticipated. Impacts would be less than significant.

f) Gas/Electricity

The current proposal calls for construction of a substantially smaller building (98,000 SF); thus, gas and electrical demand are expected to incrementally decrease or stay the same as compared to the approved project and no mitigation would be required.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant public services and utilities impacts. Therefore, the comparison of anticipated public services and utilities impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions not Required. The proposed project will not result in any new significant public services and utilities impacts, nor is there substantial increased in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the public services and utilities analysis was undertaken for the 2005 Approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant public services and utilities impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in significant public services and utilities impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant public services and utilities effects identified in and considered by the FEIR.

G. HYDROLOGY/WATER QUALITY

EXISTING ENVIRONMENTAL SETTING

Please see Section 4G of the FEIR for a summary of the existing environmental setting for Hydrology/Water Quality.

FEIR

The FEIR discussed the ability of the project and its proposed drainage features (i.e., drainage pipes, detention basins, and inlet/outlet structures) to avoid drainage and water quality impacts. The discussion also addressed National Pollution Discharge Elimination System permitting requirements and best management practices necessary to avoid downstream water quality impacts.

The FEIR states that runoff patterns would be essentially unchanged from existing conditions. Because the existing site (with the vacant EUSD and commercial buildings) was fully developed and the approved retail use would be developed in essentially the same footprint in accordance with design regulations and codes, structural treatment Best Management Practices (BMPs) would be used as the primary method for treatment of storm water prior to leaving the site. Source control BMPs would also be employed as appropriate to prevent stormwater from coming into contact with trash storage receptacles. Structural BMPs would allow potential pollutants of concern to be filtered and settled out before storm water runoff is discharged into the local storm water conveyance system.

Thus, a combination of reliance upon storm water control regulations and site specific mitigation measures listed in the FEIR would reduce all hydrology/water quality impacts to a less than significant level.

PROPOSED PROJECT MODIFICATIONS

While the project modifications include moving the building site to the northern portion of the project site, the scenario described in the approved FEIR remains essentially unchanged with regards to hydrology and water quality. Because the approved project never moved forward, the site is in the same condition as described in the FEIR (i.e., paved and developed with the EUSD and commercial buildings which have not yet been

demolished). Thus, the runoff patterns would be similar to what was described previously. However, the proposed project would have a slightly reduced impact as compared to the approved project because the proposed project is resulting in slightly less impervious parking area; and the steeply sloped southeastern corner with its residence would be left undisturbed and vegetated and a retaining wall would not be required.

Thus, like the approved project, the proposed project would rely upon compliance with current storm water control regulations and site-specific mitigation measures in order to ensure that impacts would be less than significant. Mitigation measures required for the approved project would still be applicable to the proposed project. The MMRP mitigation measures adopted in the FEIR and applicable to the proposed project are in Attachment 1 to this Addendum.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant hydrology/water quality impacts. Therefore, the comparison of anticipated hydrology/water quality impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions not Required. The proposed project will not result in any new significant hydrology/water quality impacts, nor is there substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the hydrology/water quality analysis was undertaken for the 2005 Approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant hydrology/water quality impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would result in similar hydrology/water quality impacts as

those discussed in the previous FEIR and would implement the same mitigation measures required by the previous FEIR; no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant hydrology/water quality effects identified in and considered by the FEIR.

H. AIR QUALITY

EXISTING ENVIRONMENTAL SETTING

Please see Section 4H of the FEIR for a summary of the existing environmental setting for Air Quality.

FEIR

The FEIR states that emissions resulting from implementation of the proposed project would be due primarily to an increase in traffic associated with the construction and the daily operations of the project. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries; while operational impacts result mainly from mobile sources associated with the vehicular travel along the roadways within the project area. The FEIR goes on to state that operational impacts can occur on two levels: regional impacts resulting from growth-inducing development or local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways.

Construction Impacts. Maximum daily emissions during construction were anticipated to occur during site grading activities. However, because construction is a one time, temporary activity, and because both maximum and average daily construction emissions were projected to be below the APCD AQIA thresholds, operation of equipment during project construction was not anticipated to result in significant air quality impacts; nor was fugitive dust as a result of construction activities considered to be significant.

Operation-related Impacts. Small-scale, localized concentrations of carbon monoxide above the state and national standards have the potential to occur near stagnation points of heavily traveled intersections. Localized, high concentrations of CO are referred to as "CO hot spots." CO hot spots can occur when projects contribute traffic to area intersections. However, CO hot spots almost exclusively occur near intersections with LOS E or worse. Traffic studies prepared for the approved project show that all of the signalized intersections in the vicinity of the project are calculated to operate at LOS E or better with the combination of existing traffic, near-term cumulative projects traffic, and project traffic. Consequently, the FEIR states that no significant carbon-monoxide hot-spot impacts are anticipated.

The FEIR concludes that no significant air quality impacts would result for either the construction phase or operation of the proposed project. Dust and emission control measures were identified for compliance with APCD rules and regulations.

PROPOSED PROJECT MODIFICATIONS

Construction Impacts

Maximum daily emissions during construction of the proposed project would be anticipated to occur during site grading activities. Because construction is a one time, temporary activity, and because both maximum and average daily construction emissions are projected to be below the APCD AQIA thresholds, operation of equipment during construction of the previously approved project is not anticipated to result in significant air quality impacts; nor was fugitive dust as a result of construction activities considered to be significant.

The proposed project is anticipated to decrease construction emissions generated as compared to the previously approved project. The reason for this is the fact that the proposed project would no longer be removing the steeply sloped area with the single family residence on the southeastern corner of the site. This area would be essentially undisturbed as shown on the new site plan; thus, as for the approved project, construction emissions would not exceed the amounts projected for the previously approved project and no mitigation would be required.

Dust and emission control during grading operations would be implemented to reduce potential nuisance impacts consistent with APCD rules and regulations. As a matter of standard practice the applicant is required to implement the following standard construction measures during construction activities:

- All unpaved construction areas shall be sprinkled with water or other acceptable San Diego APCD dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable APCD dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.
- Trucks hauling dirt and debris shall be properly covered to reduce windblown dust and spills.
- A 20 mile-per-hour speed limit on unpaved surfaces shall be enforced.
- On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.

- On-site stockpiles of excavated material shall be covered or watered.
- Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County to reduce dust generation.
- To the maximum extent feasible:
 - Heavy-duty construction equipment with modified combustion/fuel injection systems for emissions control shall be utilized during grading and construction activities.
 - Catalytic reduction for gasoline-powered equipment shall be used.
 - Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.
- Electrical construction equipment shall be used to the extent feasible.
- The simultaneous operations of multiple construction equipment units shall be minimized (i.e., phase construction to minimize impacts).

Operation-related Impacts

As discussed for the approved project above, CO hot spots almost exclusively occur near intersections with LOS E or worse. The Traffic report prepared for the proposed project states that there are no additional intersections impacts by the proposed project, nor would any of the affected intersections have an increased impact compared to the 2005 project. Consequently, no significant carbon-monoxide hot-spot impacts are anticipated and no operations-related air quality mitigation would be required.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant air quality impacts. Therefore, the comparison of anticipated air quality impacts of the proposed project with the impacts disclosed in the previous FEIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions not Required. The proposed project will not result in any new significant air quality impacts, nor is there substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the air quality analysis was undertaken for the 2005 Approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant air quality impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in significant air quality impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant air quality effects identified in and considered by the FEIR.

I. CULTURAL RESOURCES

EXISTING ENVIRONMENTAL SETTING

Please see Section 4I of the FEIR for a summary of the existing environmental setting for Cultural Resources.

FEIR

The approved project included demolition of the single family residence located in the southwest corner of the project site in order to redevelop the site as a retail center. Because the on-site single-family residence is more than 50 years old, the City of Escondido required that an historic resource archival search, pedestrian survey, and assessment of the existing structure be conducted to determine whether demolition of the structure would result in a significant impact to cultural resources.

PROPOSED PROJECT MODIFICATIONS

As discussed in Section III and shown on Figure 3, the proposed project modifications include re-configuring the site such that redevelopment no longer requires demolition of the existing residence. The proposed project would leave both the residence and the hill that it sits on, intact. Although the FEIR previously found that impacts to the residence would be less than significant, the proposed project would avoid the impact altogether.

Therefore, the proposed project would not only have a **less than significant impact** on cultural resources; it would have a reduced impact as compared to the approved project.

FINDINGS

The proposed project is consistent with the FEIR and will not result in any new significant cultural resources impacts. Therefore, the comparison of anticipated cultural resources impacts of the proposed project with the impacts disclosed in the previous EIR support the required CEQA findings summarized below. Specifically, none of the conditions defined in Sections 15162 and 15163 of the State CEQA Guidelines that would require preparation of a subsequent or supplemental EIR have been met.

Major Revisions not Required. The proposed project will not result in any new significant cultural resources impacts, nor is there substantial increase in the severity of impacts from that described in the FEIR.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no substantial evidence in the record or otherwise to indicate that there are substantial changes in the circumstances under which the cultural resources analysis was undertaken for the approved project compared to the proposed project that would require major changes to the FEIR.

No New Information Showing Greater Significant Effects than in Previous EIR. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the FEIR was certified indicating that a new significant effect not reported in the FEIR may occur. Based on the information and analysis above, there is no substantial new information that there will be a new significant cultural resources impact requiring major revisions of the FEIR.

No New Information Showing Ability to Reduce Significant Effects in Previous EIR. Since the proposed project would not result in significant cultural resources impacts, no alternatives to the project or additional mitigation measures are necessary that would otherwise substantially reduce one or more of the potentially significant cultural resources effects identified in and considered by the FEIR.

V. DOCUMENT AVAILABILITY

The certified Final EIR and technical appendices referenced in this document are available for review at the City of Escondido, Planning Division, 201 North Broadway, Escondido, California, 92025. Written comments should be directed to the Planning Division, attention Jon Brindle, Director of Community Development.

ATTACHMENTS

ATTACHMENT 1

**MITIGATION MONITORING AND REPORTING PROGRAM
FOR THE ESCONDIDO VILLAGE MALL PROJECT
ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT ER 2003-01**

Date: June 3, 2009

Mitigation measures have been identified in the Addendum to a Final Environmental Impact Report (FEIR) ER 2003-01 for the proposed Escondido Village Mall Project to reduce or eliminate potential environmental impacts. The applicant is required to implement all adopted mitigation measures for impacts from development at their respective locations. The MMRP consists of a checklist followed by a detailed description of the mitigation measures. In order to ensure compliance, and as required by Public Resource Code § 21081.6, the following Mitigation Monitoring and Reporting Program (MMRP) has been formulated for adoption by the City Council of the City of Escondido.

The MMRP is intended to be administered by the City of Escondido Planning Division/Public Works Department (PW). The funds for administering this program shall be provided by the permittees, respectively, or a successor in interest to the proposed improvements. Certifications of Compliance by other agencies, such as the California Regional Water Quality Control Board (RWQCB) shall be secured by the permittee. No authorization to commence any activity on-site shall be granted except with the concurrence of the Planning Division/PW.

The proposed project consists of a re-configured site plan for the project located in the 1300 block of East Grand Avenue which reduces the building square footage to 98,000 square feet (SF). The previously approved project would have developed the 11.11-acre site with a 143,183-SF building with an outdoor seasonal garden center, outdoor display, and sales areas, a loading dock, retaining wall, parking, and landscaping. The Project proposes retail and grocery uses. The outdoor garden center display and sales and the retaining wall have been eliminated. Parking is reduced proportionate to the reduction in square footage.

The site is designated and zoned for General Commercial. Adjacent properties are designated and zoned for professional/office, general commercial, and medium to heavy multiple residential. The site is generally flat except in the southwest corner; a steep slope rises sharply in this area from an elevation averaging 670 feet above mean sea level (AMSL) to 740 feet AMSL. Drainage is generally north, northwest with flows descending to an existing storm drain. Construction of the proposed project requires demolition and removal of four vacant on-site structures.

A mitigation checklist has been prepared for this project and is intended to be used by the City of Escondido Planning Department/DPW as the appointed monitoring entity. The checklist summarizes the mitigation measures for the Escondido Village Mall project. Information contained within the checklist clearly identifies the mitigation measures, delineates the

monitoring schedule, and defines the conditions required to verify compliance. Following is an explanation of the eight columns that constitute the checklist.

- Column 1 Mitigation Measure:** An inventory of each mitigation measure is provided with a brief description. The monitor should refer to the Wal-Mart/Escondido Union School District Planned Project FEIR (2005) for a more detailed description of requirements.
- Column 2 Type:** Each mitigation measure is classified as either Project Design Mitigation (PD), Short-Term, Ongoing Mitigation (STOM), or Long-Term, Ongoing Mitigation (LTOM) based upon the following definitions:
- Project Design Mitigation – mitigation that has been incorporated into the project design (e.g., acoustical barriers, road improvements);
 - Short-Term, Ongoing Mitigation – mitigation associated with the project over a period of time (e.g., dust control, landscape maintenance); and
 - Long-Term, Ongoing Mitigation – mitigation which requires monitoring over a greater period of time (e.g., progressive reclamation of a mining site).
- Column 3 Monitor:** Identifies the City department or other public agency that is responsible for determining compliance with the mitigation measure and for informing the City of Escondido about compliance.
- Column 4 Schedule:** The monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the "Schedule" column. Instead, scheduling describes a logical succession of events (e.g., prior to construction, annual) and, if necessary, delineates a follow-up program.
- Column 5 Compliance Action:** The monitor can easily determine a mitigation measure's completion by referring to "Compliance Action." Upon satisfaction of the requirement listed in this column, the mitigation measure is considered complete.
- Column 6 Verification of Compliance:** The monitor verifies completion of the particular mitigation measure by initialing and dating in this column. Where the "Schedule" column indicates annual or other ongoing mitigation measures, verification of compliance may not occur until completion of the project. Provision of all required signatures within the "Verification of Compliance" column signifies conclusion of the monitoring program.
- Column 7 Remarks:** The status of the short-term, ongoing and long-term, ongoing mitigation measures is to be documented during each visit. The space provided for remarks is obviously too small for the inclusion of the remarks. It is intended that this space be used to indicate whether there are specific comments

pertaining to the status of the mitigation measure. If there are additional comments, they are to be attached to the checklist. Progress reports are required as indicated in Table 1. Information provided within progress reports will be helpful in the development of future mitigation programs.

This MMRP is to be adopted by the lead and responsible agencies upon formulation of findings in order to comply with the requirements set forth by Assembly Bill 3180 (Public Resources Code Section 21081.6).

	Mitigation Measure	Type	Monitor	Schedule	Compliance Criteria	Initials	Date	Remarks
C. TRAFFIC/PARKING								
C-1.	As a condition of project approval, a traffic signal and modifications to provide appropriate intersection geometry shall be installed at the intersection of Harding Street and Grand Avenue.	PD	City Engineer	Prior to occupancy of retail facility	<ul style="list-style-type: none"> A traffic signal and modifications to provide appropriate intersection geometry installed at the intersection of Harding Street and Grand Avenue. 			
C-2.	As a condition of project approval, construct Harding Street between Valley Parkway and Grand Avenue to City of Escondido modified Collector Standards with three lanes to the satisfaction of the City Engineer.	PD	City Engineer	Prior to occupancy of retail facility	<ul style="list-style-type: none"> Harding Street is approved and constructed between Valley Parkway and Grand Avenue. 			
C-3.	<p>As a condition of project approval, coordinate with the City Engineer to install signage and a raised island at the intersection of SR 78 (Ash St.) and Pennsylvania Avenue to restrict right-in/right-out only access and prevent left turns into the Ash St./Pennsylvania Ave. driveway from Ash St.</p> <p>An encroachment permit must be acquired for any work within the Caltrans' right-of-way.</p>	PD	City Engineer	Prior to issuance of building permit Prior to occupancy of retail facility Prior to occupancy of retail facility Prior to occupancy of retail facility Encroachment Permit secured before any construction within SR 78 right of way	<ul style="list-style-type: none"> Raised Medians/driveway improvements depicted on the site and improvement plans. Medians/driveway improvements installed prior to opening of the proposed retail facility. Signage installed at the Ash St./Pennsylvania Ave. driveway entrance to allow only right in/right-out turns. Improvements in Ash St., west of the driveway (to preclude left-turn movement into the driveway from Ash). Driveway and median improvements installed in accordance with Caltrans and City requirements. 			

						Verification of Compliance		
	Mitigation Measure	Type	Monitor	Schedule	Compliance Criteria	Initials	Date	Remarks
C-4.	As a condition of project approval and prior to providing public access to Harding Street between East Valley Parkway and Grand Avenue, the project applicant shall close the driveway access from Harding Street for an existing business located at the southeast corner of the East Valley Parkway/Harding Street.	PD	City Engineer	Prior to providing public access to the segment of Harding St. between East Valley Parkway and Grand Ave.	<ul style="list-style-type: none"> The access driveway for an existing business at the southeast corner of the East Valley Parkway/Harding Street is permanently closed. 			
C-5.	As a condition of project approval and prior to opening of the proposed retail project, the project applicant shall coordinate with the City Engineer to install W41 (Signal Ahead) signage with a flashing beacon warning eastbound traffic approaching Harding Street on Grand Avenue of restricted visibility due to the vertical curve.	PD	City Engineer	Prior to occupancy	<ul style="list-style-type: none"> A W41 signage with a flashing beacon is installed to warn eastbound traffic approaching Harding Street on Grand Avenue. 			
C-6.	As a condition of project approval and prior to opening of the proposed retail project, the project applicant shall, provide an agreement that there shall be no increase of restaurant uses within the Escondido Village Mall beyond current levels to limit overall parking demand in the north parking lot during peak use hours to existing levels. The total allowable square footage for restaurant uses shall not exceed the amount existing at the commencement of the public review period for the DEIR.	PD	Director of Community Development	Agreement recorded prior to occupancy and review of individual business license requests.	<ul style="list-style-type: none"> Recordation of a regulatory agreement. Ongoing monitoring to ensure no net increase in restaurant space. 			
C-7.	Construction phasing shall be coordinated to accommodate interim use of the existing EUSD administration building. As a condition of project approval, provide adequate fencing and parking during construction to ensure on-going operations of the existing EUSD facility until the structure is vacated. Wal-Mart operations shall not commence until full parking is available to serve the facility as shown on the site plan.	PD STOM	Director of Community Development / City Engineer and Building Official.	Prior to issuance of Wal-Mart construction and building permits until existing EUSD facility vacated.	<ul style="list-style-type: none"> Parking needs study, fencing/site-safety plan, and staging plan approved. Verification of compliance through duration of construction. 			
C-8.	Prepare a traffic control plan showing ingress/egress locations and haul routes for excavated material. The plan needs to be approved by the City Engineer.	PD	City Engineer	Prior to construction	<ul style="list-style-type: none"> Traffic control plan approved by the City Engineer. 			

						Verification of Compliance		
	Mitigation Measure	Type	Monitor	Schedule	Compliance Criteria	Initials	Date	Remarks
C-9.	As a condition of project approval, provide a fair share contribution to improve the following intersections: <ul style="list-style-type: none"> • North Ash Street/East Valley Parkway; • Harding Street/Grand Avenue; • North Rose/East Valley Parkway; • Bear Valley Parkway/East Valley Parkway. 	PD	City Engineer	Prior to occupancy of Wal-Mart retail facility	<ul style="list-style-type: none"> • Fair share contributions paid to fund improvements to identified intersections. 			
C-10.	As a condition of project approval, provide a fair share contribution to improve the following road segments: <ul style="list-style-type: none"> • East Valley Parkway from North Ash Street to Harding Street (LOS E) • East Valley Parkway from Harding Street to North Rose Street (LOSF) • East Valley Parkway from North Rose Street to Midway Drive (LOSE) • East Valley Parkway from Washington Avenue to Lake Wohlford Road (LOS F) • Valley Center Road from North of Lake Wohlford Road (LOS F) 	PD	City Engineer	Prior to opening of the proposed Wal-Mart retail facility	<ul style="list-style-type: none"> • Fair share contributions paid to fund improvements to identified road segments. 			
D. NOISE								
D-1.	Prior to issuance of grading permits, the project applicant shall demonstrate compliance with the City's Noise Ordinance.	PD	Director of Community Development	Prior to issuance of building permits for Wal-Mart.	<ul style="list-style-type: none"> • The proposed project shall provide an acoustical report demonstrating compliance with the City's Noise Ordinance, if sound levels exceed assumed specifications. 			

E. HAZARDOUS MATERIALS						
E-1.	As a condition of approval and throughout site grading and construction, maintain on-site monitoring, risk assessment, and possibly remediation of PCE and its degradation by-products. Measures shall be conducted in accordance with San Diego Department of Environmental Health (DEH) guidelines and recommendations until Case No. H11085 is closed.	PD, STOM	County of San Diego DEH/ City Engineer	Prior to issuance of grading and building permit and during construction	<ul style="list-style-type: none"> • On-site monitoring reports approved or evidence submitted that case No. H11085 closed. 	
E-2.	As a condition of project approval, and prior to any demolition of the existing on-site structures , a hazardous material building survey and remediation shall be performed in accordance with existing federal, state, and local regulations, including guidelines established by the County of San Diego DEH. Any remediation must be supervised by a registered environmental health specialist (REHS).	PD, STOM	County of San Diego DEH	Prior to issuance of demolition/grading permits	<ul style="list-style-type: none"> • Hazardous building survey and remediation performed in accordance with existing regulations. 	
E-3.	As a condition of project approval, and prior to any site grading or demolition of the existing on-site structures, soil samples shall be collected and analyzed for pesticides, arsenic and copper (fungicides), and nitrates (fertilizers) at the former garden nursery. Remediation shall be implemented as warranted.	PD, STOM	County of San Diego DEH	Prior to issuance of demolition, grading and building permits	<ul style="list-style-type: none"> • Soil samples collected, analyzed. • Remediation completed, if warranted. 	
					•	

G. HYDROLOGY/WATER QUALITY

G-1.	As condition of project approval, drainage from the proposed parking lot shall be directed through filter devices effective at removing and/or mitigating contaminants such as petroleum hydrocarbons, heavy metals, and other particulates. The design, capacity, and location of the proposed filter devices is subject to approval by the City of Escondido Engineer and shall conform to adopted City of Escondido requirements as set forth in Ordinance 2001-21.	PD	City Engineer	Prior to issuance of grading and building permits	<ul style="list-style-type: none"> • Filter devices conforming to conform to adopted City requirements as set forth in Ordinance 2001-21 shown on site plan. • Acceptable filter devices installed. 		
G-2.	Prior to the issuance of building permits, a filtering system shall be installed. A City field inspector shall verify installation and operation of filtering devices. The filtering system shall significantly reduce contaminated fine sediments, sands, petroleum products, and other settleable/floating contaminants. Maintain the filtering system to the satisfaction of the City Engineer.	PD	City Engineer	Prior to issuance of building permits During/Post construction	<ul style="list-style-type: none"> • Filtering system installed. • City inspector to verify installation. • City inspector to verify maintenance schedule and operation of filtering devices. 		
G-3.	Maintain Best Management Practices (BMPs) so that they are functional throughout the life of the approved development. Ongoing maintenance includes the following: (a) all BMP traps/separators and/or filters must be cleaned prior to the onset of the storm season, no later than September 30th each year. (b) debris and other water pollutants contained in BMP device(s) must be contained and disposed of in a proper manner; and (c) inspect filter devices each year at the time of cleaning, and replace any found damaged or nonfunctional. An annual report documenting the above shall be submitted to show on-going maintenance to the satisfaction of the City Engineer.	LTOM	City Engineer	Annual inspection	<ul style="list-style-type: none"> • Applicant/Owner submits annual report documenting ongoing maintenance which includes: <ul style="list-style-type: none"> (a) BMP traps and filters cleaned before September 30 each year. (b) Water pollutants contained in traps are properly disposed. (c) Damaged or nonfunctional filters are replaced. 		
G-4.	Landscape all exposed, manufactured slopes per City of Escondido erosion control standards to the satisfaction of the City Engineer.	STOM	City Engineer	During and following construction/ Prior to building occupancy	<ul style="list-style-type: none"> • Manufactured slopes are landscaped and exposed. 		

H. AIR QUALITY

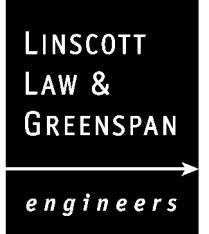
H-1.	Unpaved construction areas must be sprinkled with water or other dust control agents acceptable San Diego Air Pollution Control District (APCD) during dust-generating activities to reduce dust emissions. Apply additional water or acceptable APCD dust control agents during dry weather or windy days until dust emissions are not visible.	STOM	City Engineer	During construction	<ul style="list-style-type: none"> • Dust control agents applied to reduce dust emissions during dust generating activities. 		
H-2	Properly cover trucks hauling dirt and debris to reduce windblown dust and spills.	STOM	City Engineer	During construction	<ul style="list-style-type: none"> • Dirt hauling trucks are covered. 		
H-3	Enforce a 20 mile-per-hour speed limit on unpaved surfaces.	STOM	City Engineer	During construction	<ul style="list-style-type: none"> • 20 mph speed limit enforced for all project vehicles traveling on unpaved surfaces. 		
H-4	On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.	STOM	City Engineer	During construction	<ul style="list-style-type: none"> • Good housekeeping BMPs incorporated into project construction plans to limit resuspension of dirt or debris spilled during operations and construction-related dirt cleaned daily from paved approach routes during dry weather. 		
H-5	On-site stockpiles of excavated material shall be covered or watered.	STOM	City Engineer	During construction	<ul style="list-style-type: none"> • Dust eliminated or reduced to acceptable levels wherever project stockpiles of excavated material occur. 		
H-6	Following disturbance, hydroseed, landscape, or develop disturbed areas as quickly as possible.	STOM	City Engineer	During and immediately following construction	<ul style="list-style-type: none"> • As soon as feasible, all undeveloped areas are stabilized either through hydroseeding, landscaping, or development following initial disturbance. 		

Mitigation Monitoring and Reporting Checklist for the Proposed Project

Attachment 1

H-7	To the maximum extent feasible: <ul style="list-style-type: none"> • Heavy-duty construction equipment shall utilize modified combustion/fuel injection systems for emissions control during grading and construction activities • Use catalytic reduction for gasoline-powered equipment • Equip construction equipment with prechamber diesel engines together with proper maintenance and operation to reduce emissions of nitrogen oxide to the extent available and feasible 	STOM	Director of Community Development / City Engineer	Compliance plan approved prior to grading plan issuance and during construction	Construction plans stipulate that, wherever feasible: <ul style="list-style-type: none"> • Grading equipment shall utilize a modified combustion/fuel injection system; • Gasoline-powered equipment shall be outfitted with catalytic reduction; and • Construction equipment shall include prechamber diesel engines and provide for proper maintenance and operations. Maintain compliance through construction period.			
H-8	Use electrical construction equipment to the extent feasible.	STOM	Director of Community Development / City Engineer.	Compliance plan approved prior to building and grading permit approval construction	<ul style="list-style-type: none"> • Plan approved for the use of electrical construction equipment whenever possible. 			
H-9	Minimize simultaneous operations of multiple construction equipment units (i.e. phase construction to minimize impacts).	STOM	City Engineer	Prior to approval of building and grading permits and during construction	<ul style="list-style-type: none"> • Construction phasing plans implemented to minimize simultaneous use of construction equipment to the extent feasible. 			

ATTACHMENT 2



May 29, 2009

Engineers & Planners
Traffic
Transportation
Parking

Mr. Lee Sherwood
Recon
1927 Fifth Avenue, Suite 200
San Diego, CA 92101

LLG Reference: 3-09-1881

Subject: **La Caze Grand Avenue Project, Traffic Assessment**
City of Escondido

Linscott, Law &
Greenspan, Engineers
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Dear Mr. Sherwood:

Pasadena
Costa Mesa
San Diego
Las Vegas

BACKGROUND

Linscott, Law and Greenspan, Engineers (LLG) completed the *Grand Avenue Wal-Mart Traffic Impact Analysis* in July 2004 to address the potential impacts of a proposed 150,000 square foot Wal-Mart on Grand Avenue in the City of Escondido. However, the Wal-Mart was never constructed.

Since the time of the previous traffic study, the project description has been revised to reconfigure the proposed land uses and reduce the size of the retail building and parking lot. The retail building is now proposed to include a maximum of 98,000 square feet of General Commercial and Grocery land uses. In addition, unlike the previously approved project described in the 2005 FEIR, the proposed project no longer includes the development of a project associated with the EUSD Administration Building on Washington Avenue.

A trip generation summary was conducted comparing the prior approved project to the new proposed project assuming the Washington Avenue site is developed per the existing zoning.

This letter report assesses the potential impacts of two different scenarios for the project, the first assuming the 98,000 square foot development will consist of 70% General Commercial and 30% Grocery within one building (Scenario A), and the second assuming 50% General Commercial and 50% Grocery within one building (Scenario B). In addition, project access, internal circulation, and the mitigation measures previously identified in the 2004 traffic report have been reassessed.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

Trip Generation Comparison

Scenario A

Table 1a shows a trip generation comparison between the new proposed project and the prior approved EIR for only the Wal-Mart site. **Table 2a** shows the same comparison assuming the Washington Avenue site is developed per the existing zoning as opposed to the development proposed in the prior approved EIR. *Table 1a* shows that the trip generation for the new proposed project under Scenario A conditions will be reduced by 1,846 trips, compared to the trip generation of the previously approved project. *Table 2a* shows that the trip generation for the new proposed project under Scenario A conditions and the Washington Avenue site will be reduced by 858 trips, compared to the trip generation of the previously approved project.

Scenario B

Tables 1b and **2b** show the same comparison described above for Scenario B. *Table 1b* shows that the trip generation for the new proposed project under Scenario B conditions will increase by 310 trips, compared to the trip generation of the previously approved project. *Table 2b* shows that the trip generation for the new proposed project under Scenario B conditions and the Washington Avenue site will increase by 1,298 trips, compared to the trip generation of the previously approved project.

It is assumed that a dedicated analysis of the Washington Avenue site will be conducted at a later date when a specific development is proposed.

Scenario A Traffic Assessment (70% General Commercial and 30% Grocery)

Trip Generation

The trip generation for the project's Scenario A was calculated based on the SANDAG publication "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", April 2002. *Table 1a* summarizes the trip generation calculations for the project site.

Offsite Intersections/Segments Traffic Impacts

As shown in *Table 1a*, the trip generation for Scenario A is less than the trip generation for the previously approved project. Therefore, due to the decreased projects traffic at all the study locations, no additional off site traffic impacts are anticipated and the following mitigations identified in the previous traffic study would also mitigate the revised project's offsite traffic impacts:

- Install a traffic signal at the intersection of Grand Avenue / Harding Street with appropriate modifications to the intersection geometry.
- Contribute a fairshare towards improvements to the following intersections:
 - N. Ash Street / E. Valley Parkway

- N. Rose Street / E. Valley parkway
- Bear Valley Parkway / E. Valley Parkway
- Contribute a fairshare towards improvements to the following segments:
 - **Valley Parkway**
 - N. Ash Street to Harding Street
 - Harding Street to N. Rose Street
 - N. Rose Street to Midway Drive
 - Bear Valley Parkway to Washington Avenue
 - Washington Avenue to Lake Wohlford Road
 - Lake Wohlford Road to City Limits

Access and Other Issues

The proposed plan re-configures the layout of the site by moving the retail structure from the southern portion of the site to the north. Conversely, the parking lot which was originally proposed for the northern portion of the site has been reduced in size and moved to the south (adjacent to East Grand Avenue). Access will be provided via Harding Street and Pennsylvania Avenue.

Harding Street currently terminates at Valley Parkway. The south leg of the Valley Parkway / Harding Street intersection is a driveway to the existing shopping center. With the construction of the project, Harding Street will be extended southward to Grand Avenue. **Figure 1** depicts the current proposed site plan. All figures are included at the end of this report.

To reassess the traffic circulation at the project site, the Grand Avenue / Harding Street intersection was reanalyzed for the following scenarios:

- **Existing Conditions:** **Figure 2** depicts the existing geometry at the Grand Avenue / Harding Street unsignalized intersection. Peak hour intersection turning movement volume counts were conducted on March 5, 2009 and are depicted in **Figure 3**. **Table 3** summarizes the existing AM and PM peak hour intersection analysis results at this intersection. As seen in **Table 3**, the intersection is calculated to currently operate at LOS C during the AM and LOS F during the PM peak hours. The peak hour intersection operation worksheets for the existing conditions are included in the *Appendix* at the end of this report.
- **Existing + Project Conditions (Scenario A):** **Figure 4** depicts the project traffic assignment for Scenario A, while **Figure 5** depicts the Scenario A Existing + Project traffic volumes at the intersection of Grand Avenue & Harding Street. Traffic assignment was conducted based on the currently proposed project trip generation and the trip distribution from the previous traffic study. **Table 3** summarizes the Scenario A existing + project AM and PM peak

hour intersection analysis results at this intersection. As seen in *Table 3*, under Scenario A conditions the intersection is calculated to continue to operate at LOS C during the AM and LOS F during the PM peak hours. However, with the intersection mitigation measure listed below, the intersection is calculated to operate at LOS C during the AM and PM peak hours. The peak hour intersection operation worksheets for the Scenario A existing with project conditions are included in the *Appendix* at the end of this report.

- **Buildout Conditions (Scenario A):** *Figure 8* depicts the build-out condition traffic volumes for Scenario A. Buildout peak hour traffic volumes at the intersection of Grand Avenue and Harding Street were determined using existing peak hour turn movements, the Year 2030 ADTs in the previous traffic report, and several other Traffic Engineering principles and factors such as the K-factor and D-factor. *Table 4* summarizes the Scenario A Buildout with project AM and PM peak hour intersection analysis results at this intersection. As seen in *Table 4*, under Scenario A conditions the intersection is calculated to operate at LOS F during the both the AM and the PM peak hours. However, with the intersection mitigation measure listed below, the intersection is calculated to operate at LOS B during the AM and LOS C during the PM peak hours. The peak hour intersection operation worksheets for the Scenario A Buildout + project conditions are included in the *Appendix* at the end of this report.

Based on the above analysis and the analysis indicated in the previous traffic study, the following site access mitigation measures which were also identified in the previous traffic study would mitigate the revised project's traffic impacts:

- Install a traffic signal at the Harding Street/Grand Avenue intersection with the modifications to the intersection geometry as shown in *Figure 10*.
- Construct Harding Street between Valley Parkway and Grand Avenue to City of Escondido standards
- Access at the Ash Street/Pennsylvania Avenue should be restricted to right-in/right/out only.
- The driveway to the existing business at the southeast corner of the E Ash Street/Harding Street should be closed when Harding Street is extended south of Valley Parkway to Grand Avenue.
- It is recommended that a W41 (Signal Ahead symbol) sign with a flashing beacon be installed on Grand Avenue for eastbound traffic approaching Harding Street.

Scenario B Traffic Assessment (50% General Commercial and 50% Grocery)

Trip Generation

The trip generation for the project's Scenario B was calculated based on the SANDAG publication "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", April 2002. *Table 1b* summarizes the trip generation calculations for the project site.

Offsite Intersections/Segments Traffic Impacts

As shown in *Table 1b*, the trip generation for Scenario B is only about 5% more than the trip generation for the previously approved project. Based on the analysis, no additional off site traffic impacts are anticipated and the mitigation measures identified for Scenario A and in the previous traffic study would also mitigate the Scenario B project offsite traffic impacts.

Access and Other Issues

Access to the site for Scenario B is the same as for Scenario A. Since Scenario B generates more trips than Scenario A, the Grand Avenue / Harding Street intersection was reanalyzed for the following scenarios:

- **Existing + Project Conditions (Scenario B):** *Figure 6* depicts the project traffic assignment for Scenario B, while *Figure 7* depicts the Scenario B Existing + Project traffic volumes at the intersection of Grand Avenue & Harding Street. Traffic assignment was conducted based on the currently proposed project trip generation and the trip distribution from the previous traffic study. *Table 3* summarizes the Scenario B existing + project AM and PM peak hour intersection analysis results at the intersection of Grand Avenue and Harding Street. As seen in *Table 3*, under Scenario B conditions the intersection is calculated to operate at LOS D during the AM and LOS F during the PM peak hours. However, with the intersection mitigation measure listed below, the intersection is calculated to operate at LOS B during the AM and LOS C during the PM peak hours. The peak hour intersection operation worksheets for the Scenario B existing with project conditions are included in the *Appendix* at the end of this report.
- **Buildout Conditions (Scenario B):** *Figure 9* depicts the buildout + project traffic volumes for Scenario B. Buildout peak hour traffic volumes at the intersection of Grand Avenue and Harding Street were determined using existing peak hour turn movements, the Year 2030 ADTs in the previous traffic report, and several other Traffic Engineering principles and factors such as the K-factor and D-factor. *Table 4* summarizes the Scenario B buildout + project AM and PM peak hour intersection analysis results at the intersection of Grand Avenue and Harding Street. As seen in *Table 4*, under Scenario B conditions the intersection is calculated to operate at LOS F during the AM and PM peak hours. However, with the intersection mitigation measure listed below, the intersection

is calculated to operate at LOS C during the AM and PM peak hours. The peak hour intersection operation worksheets for the Scenario B buildout + project conditions are included in the *Appendix* at the end of this report.

Based on the above analysis and the analysis indicated in the previous traffic study, the site access mitigation measures previously identified for Scenario A and in the previous traffic study would also mitigate the traffic impacts.

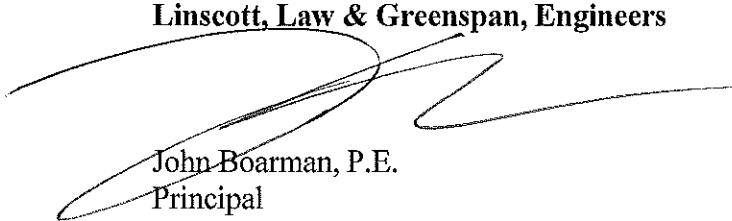
CONCLUSIONS

Based on the analysis identified in this addendum for both the Scenarios, no traffic impacts in addition to those identified in the previously approved EIR are anticipated and the mitigation measures identified in the previous EIR (see page 2) would also mitigate the new proposed project's traffic impacts.

In order to ensure the trip generation of the proposed project is less than the amount analyzed in the 2005 FEIR for the subject site, it is recommended that the "grocery" portion of the project be limited to 46,000 sf. (The retail portion of the project be increased to 52,000 sf). Such a project would generate 8980 ADT, less than the 9000 ADT analyzed in the 2005 FEIR. The currently proposed project would generate slightly more peak hour traffic than the prior project but not enough to result in any additional impacts not already identified in the 2005 FEIR.

Sincerely,

Linscott, Law & Greenspan, Engineers


John Boarman, P.E.
Principal



Kalyan Yellapu
Transportation Engineer III

cc: File

TABLE 1A
SCENARIO A PROJECT TRIP GENERATION (70% GENERAL RETAIL / 30% GROCERY)

Land Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour						PM Peak Hour												
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			In	Out	Total						
		In	Out			In	Out	Total			In	Out	Total									
Site A - Grand Avenue																						
Proposed																						
General Retail	68.6 KSF	40 /KSF	2,744	3%	60 : 40	49	33	82	9%	50 : 50	123	124	247									
Grocery	29.4 KSF	150 /KSF	4,410	4%	70 : 30	123	53	176	10%	50 : 50	221	220	441									
Total	98 KSF	-	7,154	-	-	172	87	259	-	-	344	344	688									
Prior Approved																						
Discount Store	150 KSF	60 /KSF	9,000	3%	60 : 40	162	108	270	8%	50 : 50	360	360	720									

Footnotes:

a. ADT = Average Daily Traffic

b. Source is SANDAG Brief Guide (Vehicular Traffic Generation Rates for the San Diego Area, April 2002)

TABLE 1B
SCENARIO B PROJECT TRIP GENERATION (50% GENERAL RETAIL / 50% GROCERY)

Land Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour						PM Peak Hour														
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			In	Out	Total								
						In	Out	Total			In	Out	Total											
Site A - Grand Avenue																								
Proposed																								
General Retail	49.0 KSF	40 /KSF	1,960	3%	60 : 40	35	24	59	9%	50 : 50	88	88	176											
Grocery	49.0 KSF	150 /KSF	7,350	4%	70 : 30	206	88	294	10%	50 : 50	368	367	735											
Total	98 KSF	-	9,310	-	-	241	112	353	-	-	456	455	911											
Prior Approved																								
Discount Store	150 KSF	60 /KSF	9,000	3%	60 : 40	162	108	270	8%	50 : 50	360	360	720											

Footnotes:

- a. ADT = Average Daily Traffic
- b. Source: SANDAG Brief Guide (Vehicular Traffic Generation Rates for the San Diego Area, April 2002)

TABLE 2A
SCENARIO A PROJECT TRIP GENERATION (70% GENERAL RETAIL / 30% GROCERY)

Land Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour						PM Peak Hour												
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			In	Out	Total						
		In	Out			In	Out	Total			In	Out	Total									
Site A - Grand Avenue																						
Proposed																						
General Retail	68.6 KSF	40 /KSF	2,744	3%	60 : 40	49	33	82	9%	50 : 50	123	124	247									
Grocery	29.4 KSF	150 /KSF	4,410	4%	70 : 30	123	53	176	10%	50 : 50	221	220	441									
Total	98 KSF	-	7,154	-	-	172	87	259	-	-	344	344	688									
Prior Approved																						
Discount Store	150 KSF	60 /KSF	9,000	3%	60 : 40	162	108	270	8%	50 : 50	360	360	720									
Site B - E. Washington Avenue																						
Proposed																						
General Commercial	4.57 Acres	400 /Acre	1,828	3%	60 : 40	33	22	55	9%	50 : 50	82	83	165									
Prior Approved																						
Single Tenant Office	60 KSF	14 /KSF	840	15%	90 : 10	113	13	126	15%	20 : 80	25	101	126									

Footnotes:

a. ADT = Average Daily Traffic

b. Source is SANDAG Brief Guide (Vehicular Traffic Generation Rates for the San Diego Area, April 2002)

TABLE 2B
SCENARIO B PROJECT TRIP GENERATION (50% GENERAL RETAIL / 50% GROCERY)

Land Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour						PM Peak Hour														
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume			In	Out	Total								
						In	Out	Total			In	Out	Total											
Site A - Grand Avenue																								
Proposed																								
General Retail	49.0 KSF	40 /KSF	1,960	3%	60 : 40	35	24	59	9%	50 : 50	88	88	176											
Grocery	49.0 KSF	150 /KSF	7,350	4%	70 : 30	206	88	294	10%	50 : 50	368	367	735											
Total	98 KSF	-	9,310	-	-	241	112	353	-	-	456	455	911											
Prior Approved																								
Discount Store	150 KSF	60 /KSF	9,000	3%	60 : 40	162	108	270	8%	50 : 50	360	360	720											
Site B - E. Washington Avenue																								
Proposed																								
General Commercial	4.57 Acres	400 /Acre	1,828	3%	60 : 40	33	22	55	9%	50 : 50	82	83	165											
Prior Approved																								
Single Tenant Office	60 KSF	14 /KSF	840	15%	90 : 10	113	13	126	15%	20 : 80	25	101	126											

Footnotes:

a. ADT = Average Daily Traffic

b. Source is SANDAG Brief Guide (Vehicular Traffic Generation Rates for the San Diego Area, April 2002)

Mr. Lee Sherwood
May 29, 2009



TABLE 3
EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection	Traffic Control	Peak Hour	Existing		Scenario A Existing + Project		Scenario A Existing + Project+ Mitigation ^d		Scenario B Existing + Project		Scenario B Existing + Project+ Mitigation ^d	
			Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b
Grand Avenue / Harding Street	TWSC ^c	AM PM	20.2 >100	C F	23.8 >100	C F	18.5 22.4	B C	26.8 >100	D F	19.1 25.8	B C

Footnotes:

- a. Delay per vehicle in the critical movement for unsignalized intersections.
- b. Calculated Level of Service
- c. Two-Way STOP Controlled intersection.
- d. Mitigation measure signalizes the intersection and reconfigures the intersection lane geometry on Harding Street.

SIGNALIZED		UN SIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

TABLE 4
YEAR 2030 INTERSECTION OPERATIONS

Intersection	Traffic Control	Peak Hour	Scenario A Year 2030+ Project		Scenario A Year 2030+ Project + Mitigation ^d		Scenario B Year 2030 + Project		Scenario B Year 2030+ Project + Mitigation ^d	
			Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b
Grand Avenue / Harding Street	TWSC ^c	AM	>100	F	21.6	C	>100	F	22.0	C
		PM	>100	F	26.3	C	>100	F	28.6	C

Footnotes:

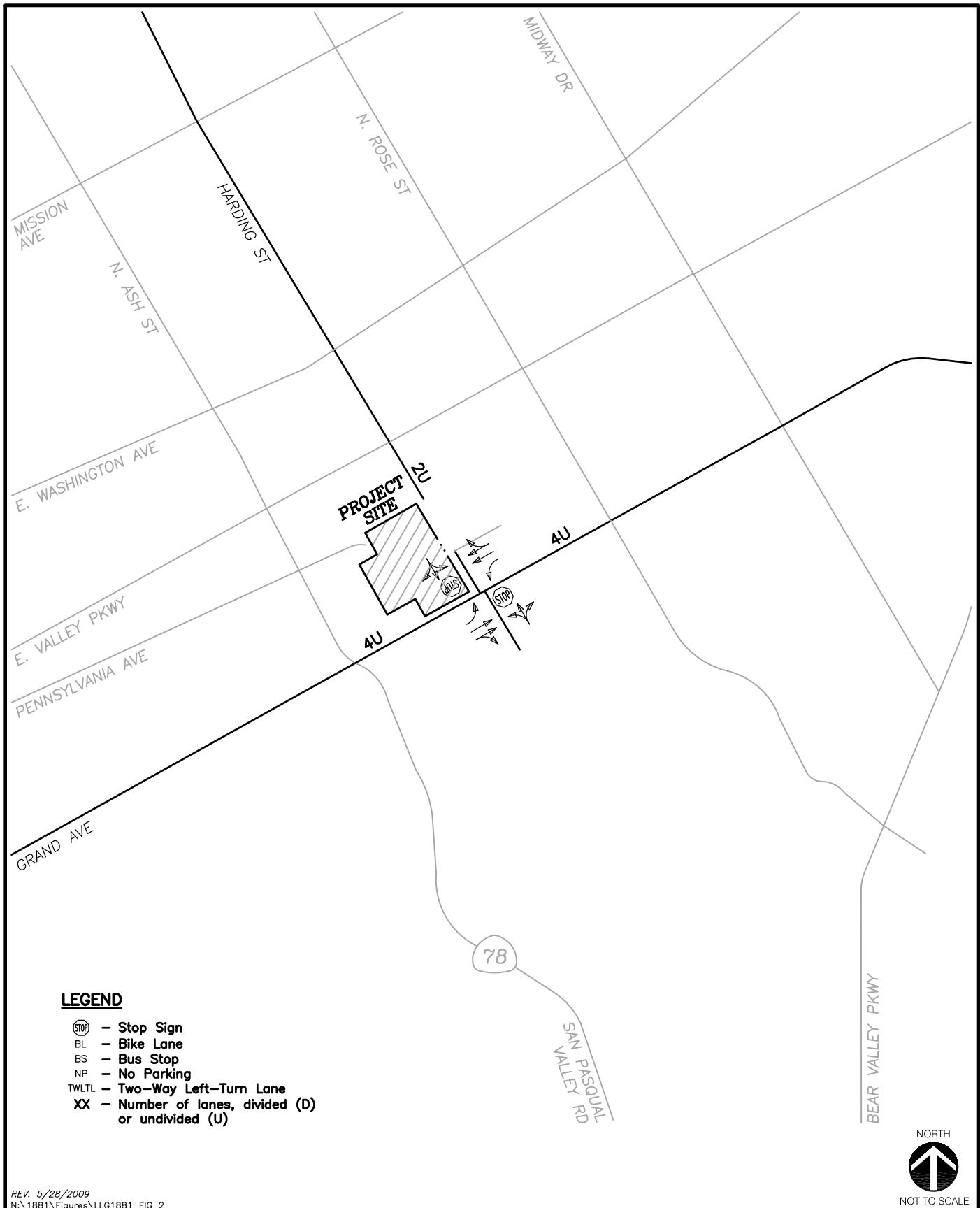
- a. Delay per vehicle in the critical movement for unsignalized intersections.
- b. Calculated Level of Service
- c. Two-Way STOP Controlled intersection.
- d. Mitigation measure signalizes the intersection and reconfigures the intersection lane geometry on Harding Street.

SIGNALIZED		UN SIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F



Figure 1
Site Plan

ESCONDIDO WALMART



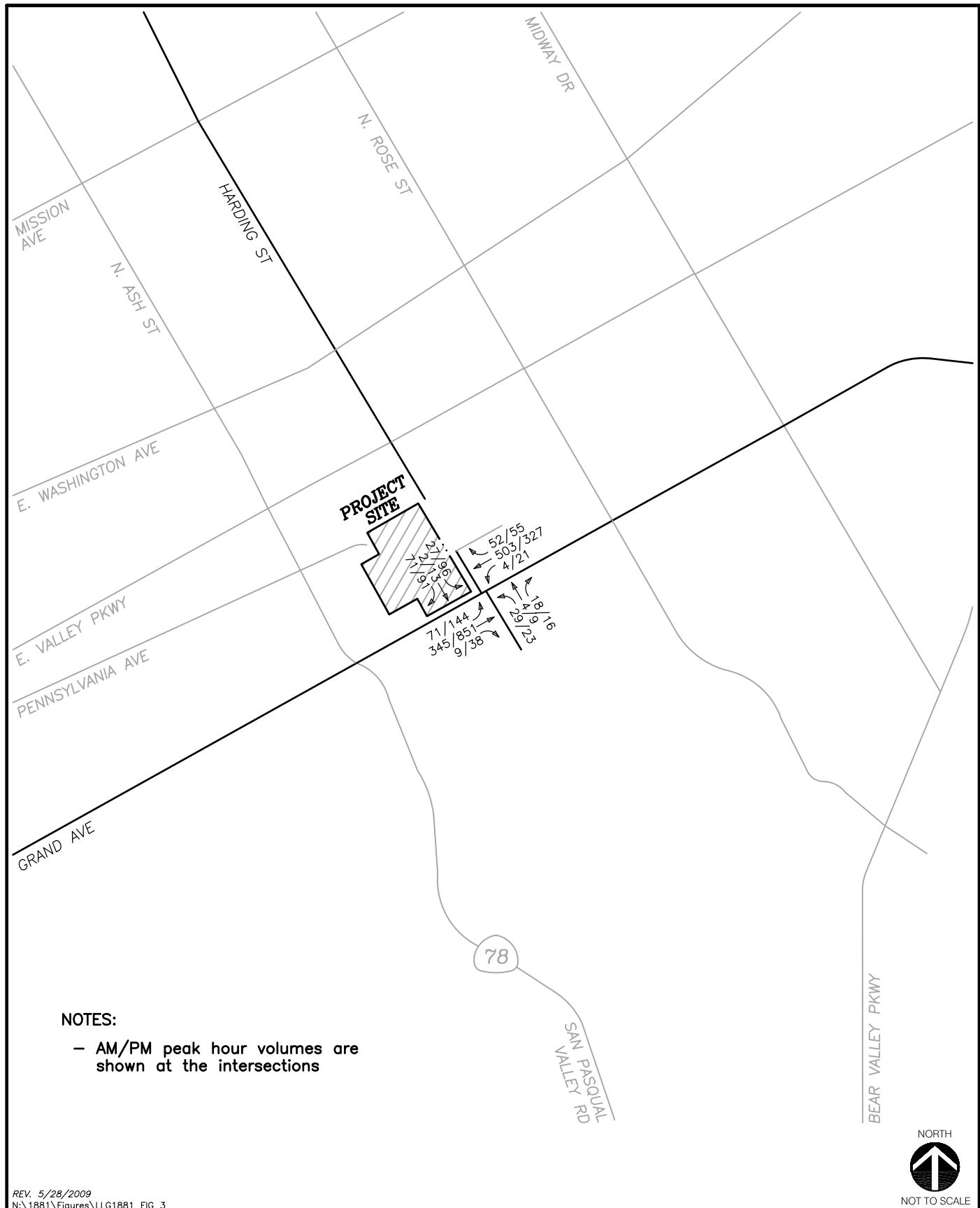


Figure 3
Existing Traffic Volumes
AM/PM Peak Hours

ESCONDIDO WALMART

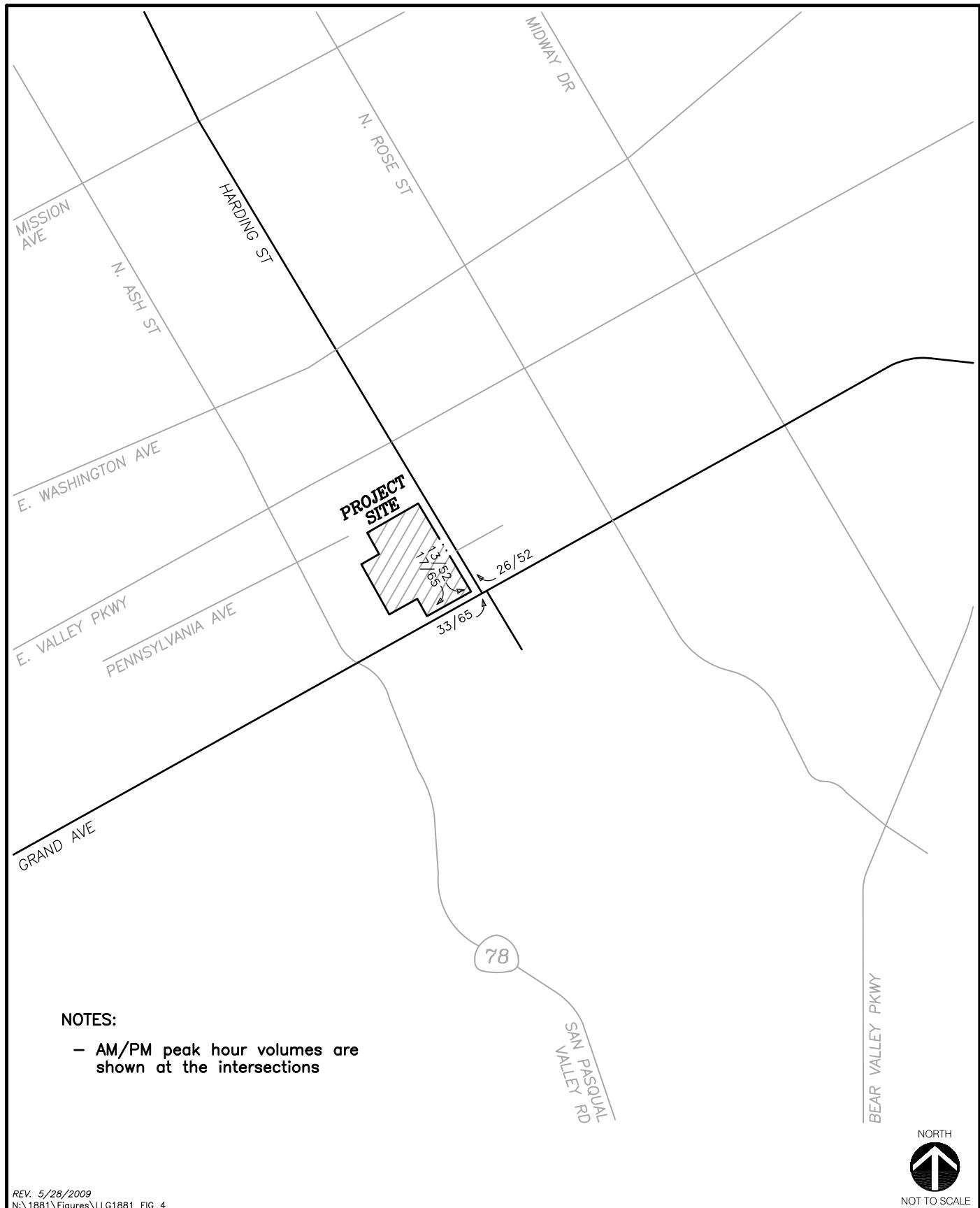


Figure 4
Scenario A Project Traffic Assignment
AM/PM Peak Hours

ESCONDIDO WALMART

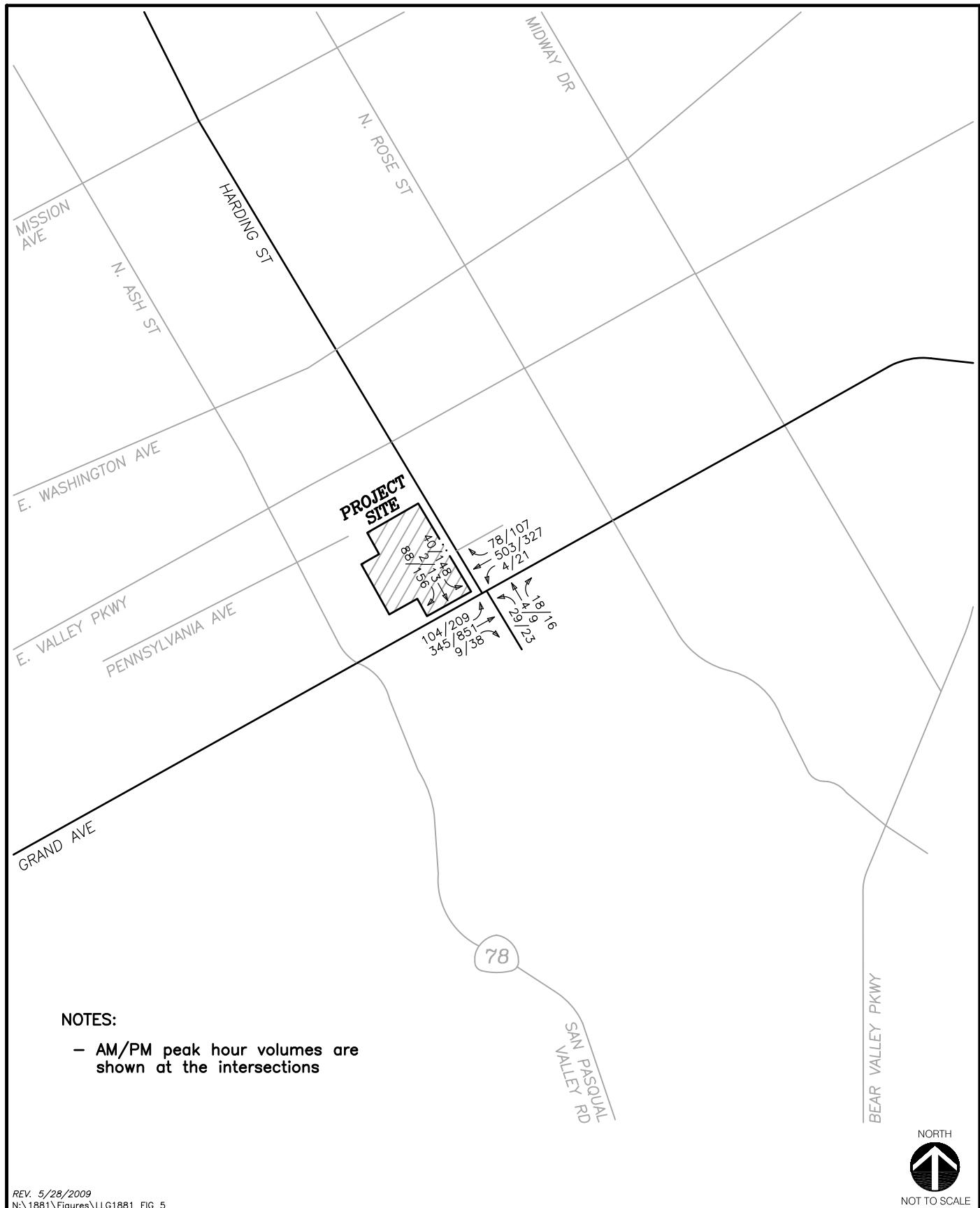


Figure 5
Scenario A Project Traffic Assignment
AM/PM Peak Hours

ESCONDIDO WALMART

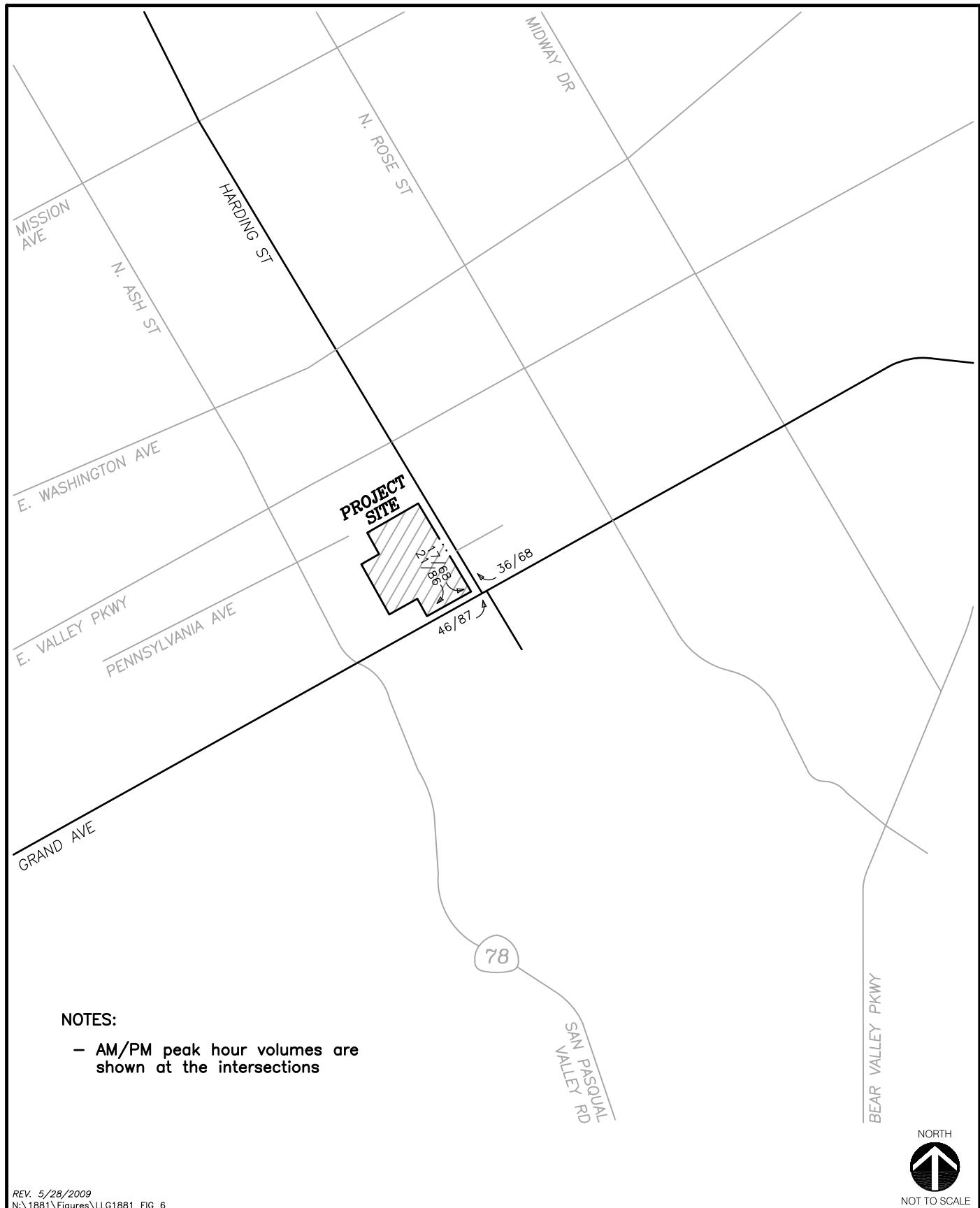


Figure 6
Scenario B Project Traffic Assignment
AM/PM Peak Hours

ESCONDIDO WALMART

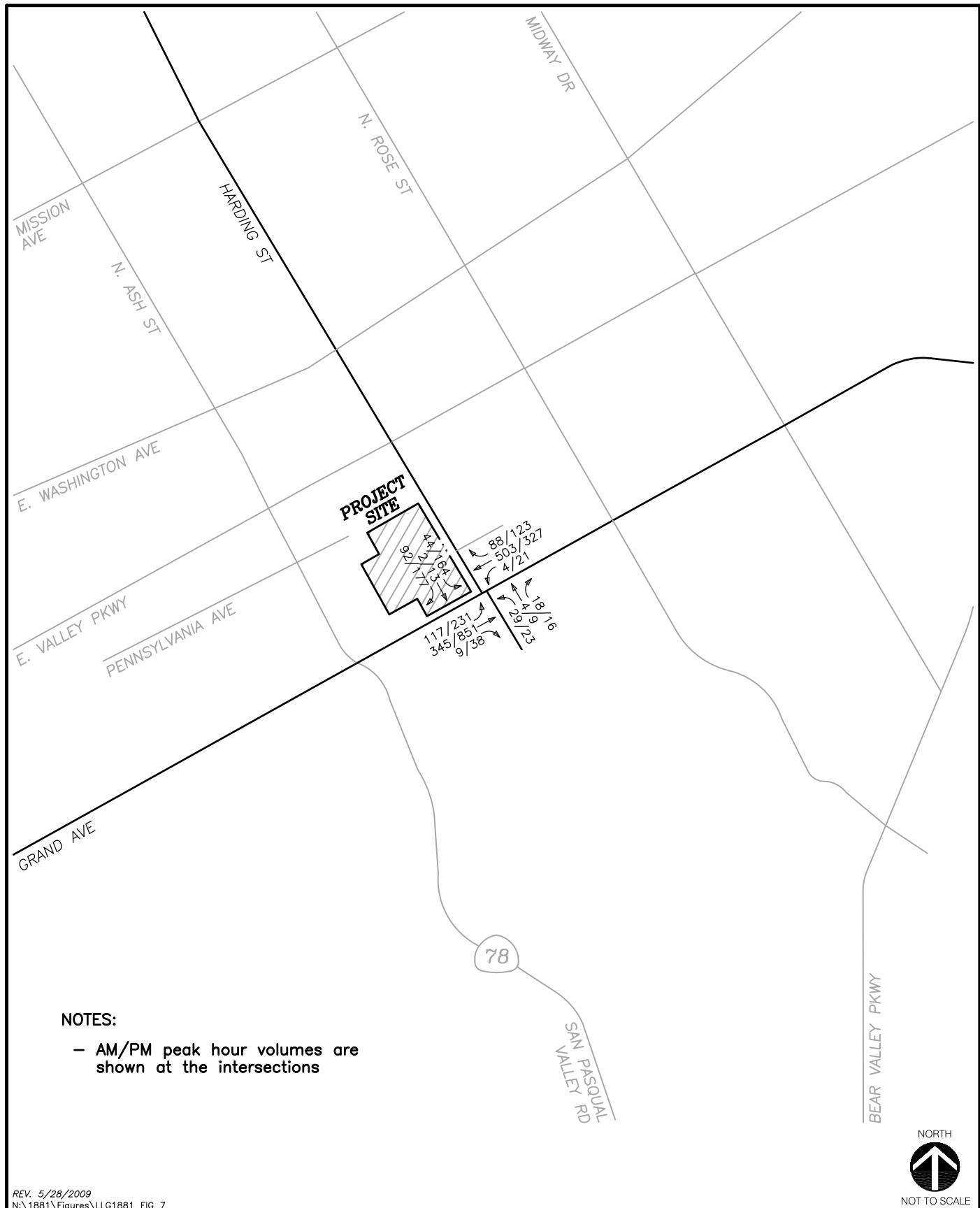


Figure 7
Scenario B Existing + Project Traffic Volumes
AM/PM Peak Hours

ESCONDIDO WALMART

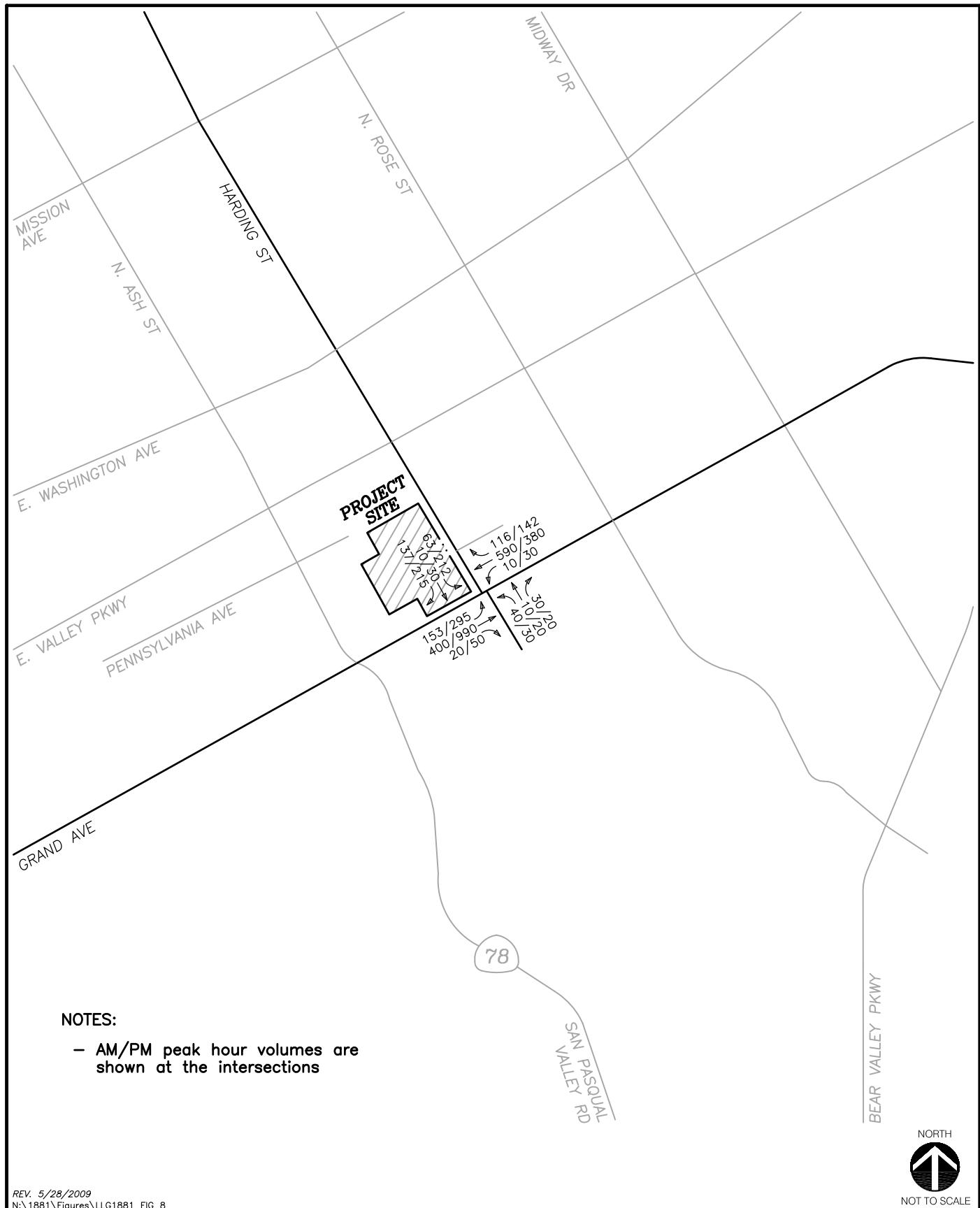


Figure 8
**Year 2030 Scenario A with Project Traffic Volumes
AM/PM Peak Hours**

ESCONDIDO WALMART

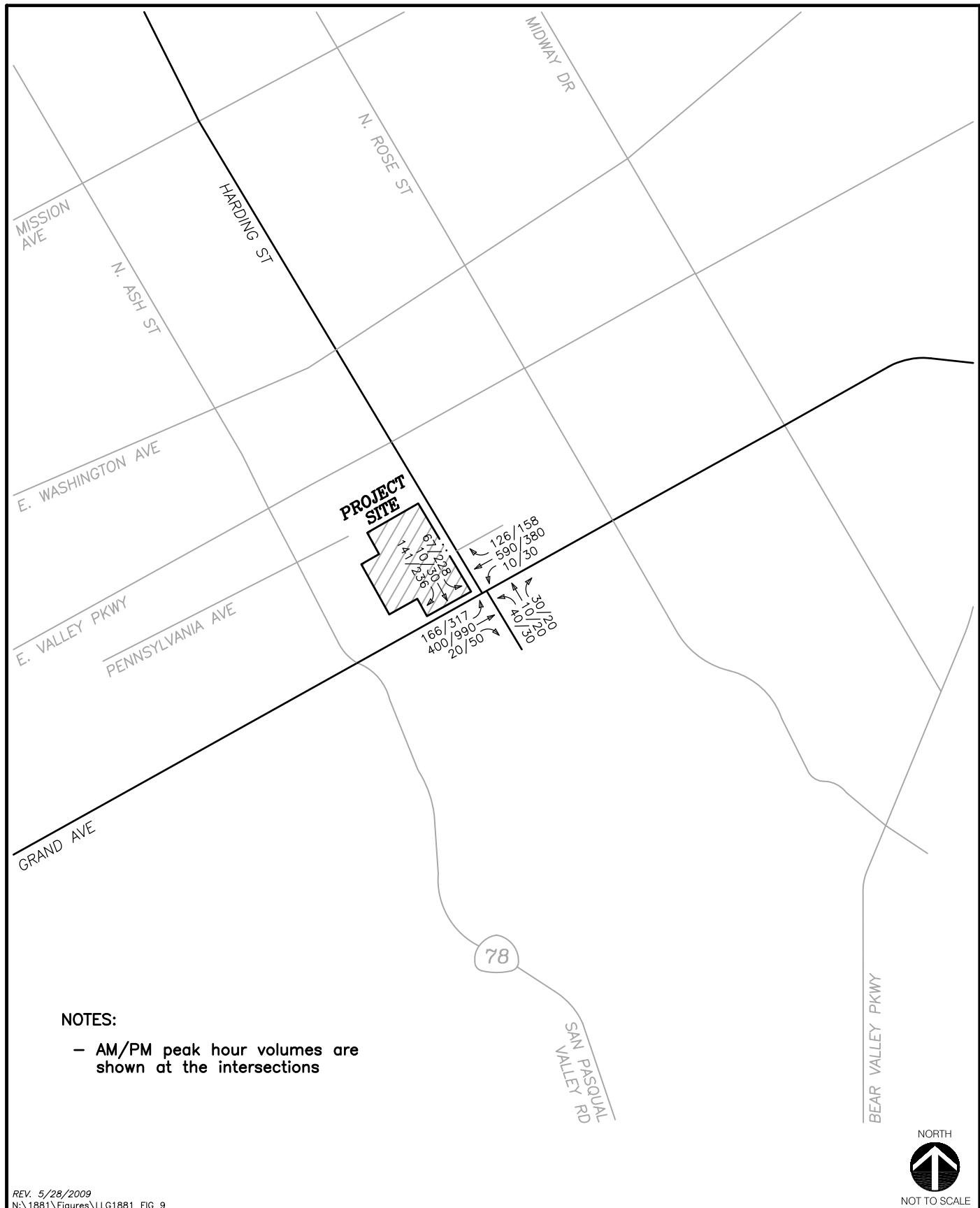


Figure 9
Year 2030 Scenario B with Project Traffic Volumes
AM/PM Peak Hours

ESCONDIDO WALMART

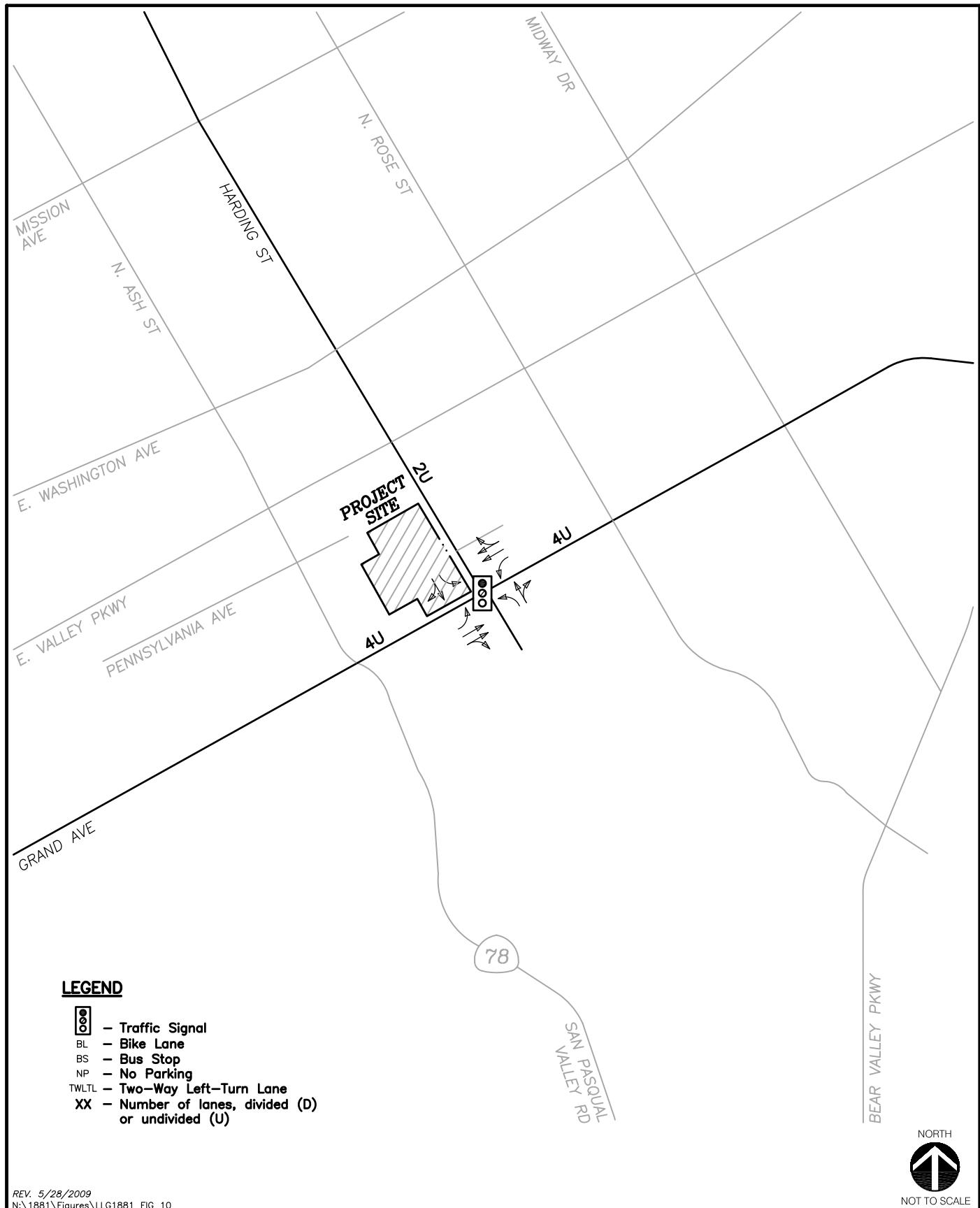
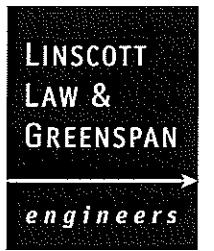


Figure 10

Mitigated Intersection Lane Geometry



TECHNICAL APPENDICES
LA CAZE GRAND AVENUE
Escondido, California
May 29, 2009

LLG Ref. 3-09-1881

Linscott, Law &
Greenspan, Engineers
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

INTERSECTION MANUAL COUNT SHEETS

Linscott Law & Greenspan

Counted By: Emp. #04
 Location: Harding Street & East Grand Avenue

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Start Date: 03/05/2009
 File Name: 954-01-1

Start Time	Harding Street Southbound			East Grand Avenue Westbound			Apartment Driveway Northbound			East Grand Avenue Eastbound			Interval Total
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	
7:00	4	1	8	0	0	59	9	0	4	3	2	0	9
7:15	8	0	15	2	0	107	9	1	10	1	4	1	11
7:30	6	2	17	0	0	136	15	0	7	1	6	0	22
7:45	6	0	20	1	2	195	12	1	5	2	3	1	25
Total	24	3	60	3	2	497	45	2	26	7	15	2	67
8:00	7	0	19	1	2	65	16	0	7	0	5	0	13
8:15	3	2	15	0	1	53	7	0	0	1	1	0	11
8:30	0	0	7	2	1	32	9	0	1	0	0	0	9
8:45	3	0	6	0	2	43	6	0	1	0	1	0	19
Total	13	2	47	3	6	193	38	0	9	1	7	0	52
Grand Total	37	5	107	6	8	690	83	2	35	8	22	2	119
Approach%	23.9	3.2	69.0	3.9	1.0	88.1	10.6	0.3	52.2	11.9	32.8	3.0	19.6
Total%	2.3	0.3	6.6	0.4	0.5	42.8	5.1	0.1	2.2	0.5	1.4	0.1	7.4

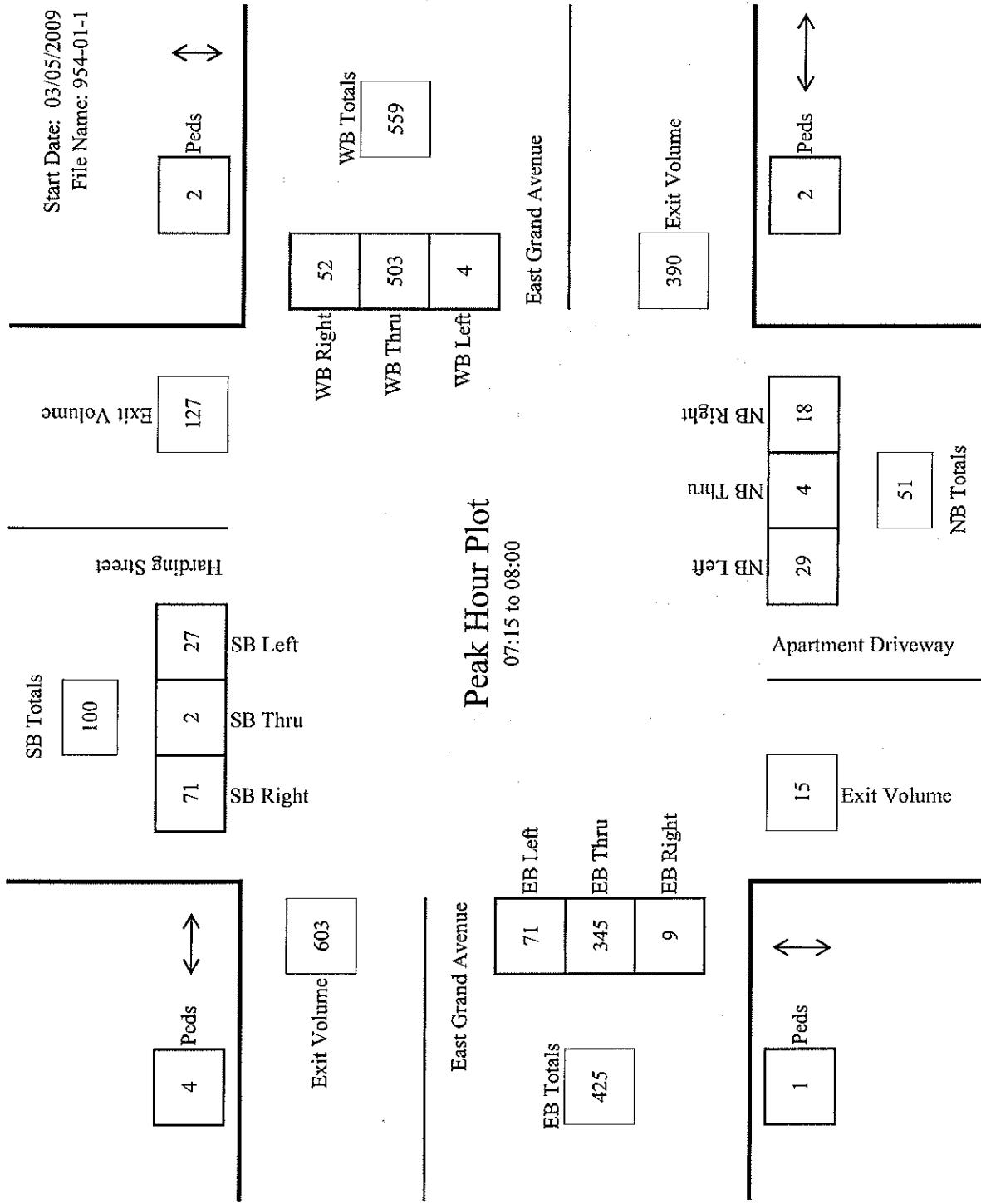
Peak hour analysis for the period 07:15 to 08:00

Volume	27	2	71	4	4	503	52	2	29	4	18	2	71	345	9	1	1.144
Approach%	26.0	1.9	68.3	3.8	0.7	89.7	9.3	0.4	54.7	7.5	34.0	3.8	16.7	81.0	2.1	0.2	
Total%	2.4	0.2	6.2	0.3	0.3	44.0	4.5	0.2	2.5	0.3	1.6	0.2	6.2	30.2	0.8	0.1	
PHF						0.96			0.67			0.83					0.74

Report Generated by "Turning Point Traffic Service" all rights reserved

Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111



Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #04

Location: Harding Street & East Grand Avenue

Start Date: 03/05/2009
File Name: 954-01-2

Start Time	Harding Street Southbound			East Grand Avenue Westbound			Apartment Driveway Northbound			East Grand Avenue Eastbound			Interval Total
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	
16:00	9	2	24	0	4	82	16	0	1	0	3	1	54
16:15	12	2	28	1	3	80	26	11	3	2	3	0	33
16:30	25	2	29	1	9	93	10	1	6	3	3	3	39
16:45	19	2	30	0	6	82	18	3	4	2	5	2	33
Total	65	8	111	2	22	337	70	15	14	7	14	6	159
17:00	22	6	8	0	4	77	13	2	7	2	3	0	35
17:15	29	3	33	0	2	79	12	0	5	2	5	3	36
17:30	26	2	20	0	9	89	12	4	7	3	3	6	40
17:45	14	1	26	0	2	83	7	4	5	1	6	3	41
Total	91	12	87	0	17	328	44	10	24	8	17	12	152
Grand Total	156	20	198	2	39	665	114	25	38	15	31	18	811
Approach%	41.5	5.3	52.7	0.5	4.6	78.9	13.5	3.0	37.3	14.7	30.4	17.6	1523
Total%	4.8	0.6	6.1	0.1	1.2	20.6	3.5	0.8	1.2	0.5	1.0	0.6	9.6
PHF													0.78

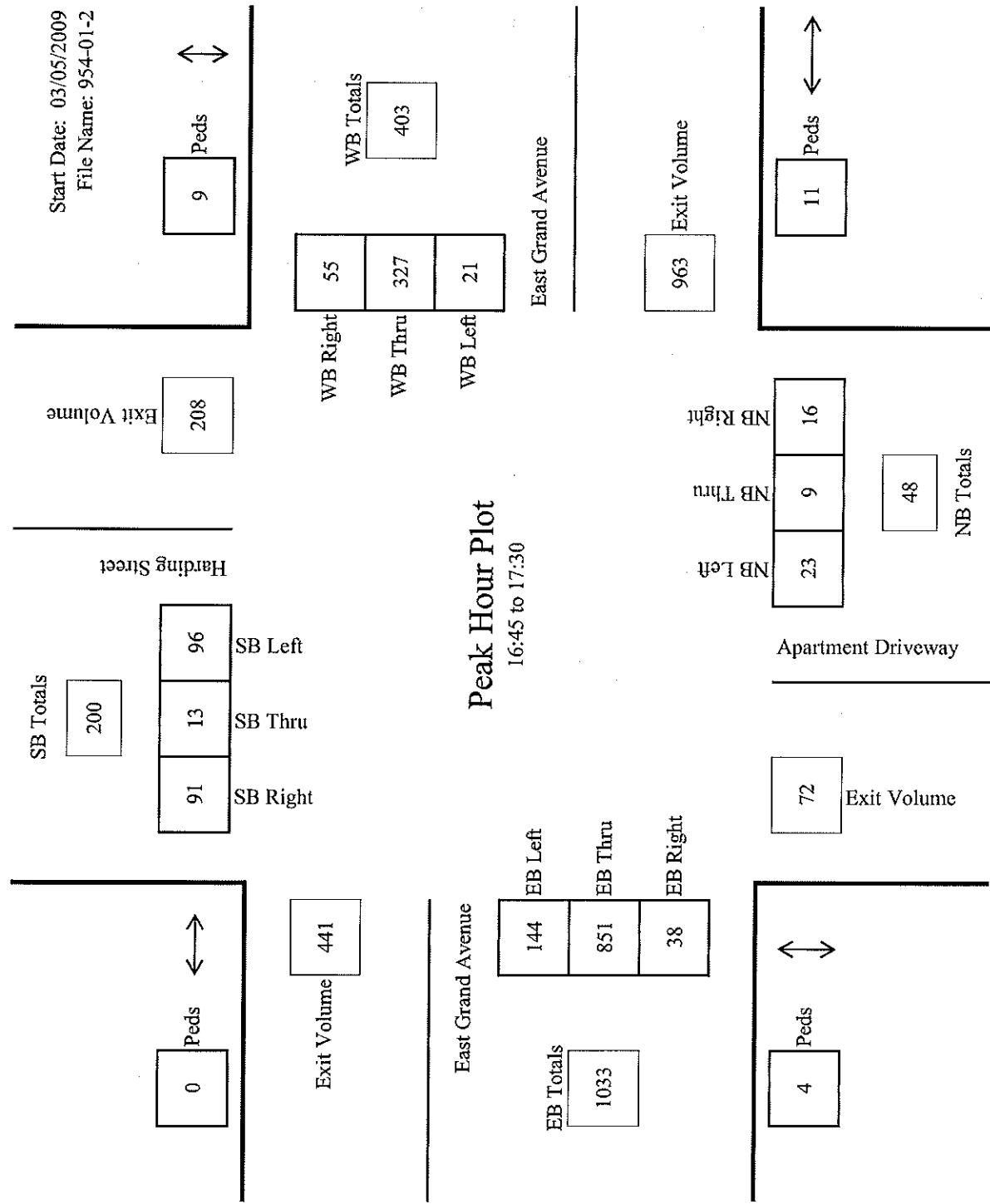
Peak hour analysis for the period 16:45 to 17:30

Volume	96	13	91	-	21	327	55	9	23	9	16	11	144	851	38	4	1,708
Approach%	48.0	6.5	45.5	-	5.1	79.4	13.3	2.2	39.0	15.3	27.1	18.6	13.9	82.1	3.7	0.4	
Total%	5.6	0.8	5.3	-	1.2	19.1	3.2	0.5	1.3	0.5	0.9	0.6	8.4	49.8	2.2	0.2	
PHF																	0.94

Report Generated by "Turning Point Traffic Service" all rights reserved

Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111



**PEAK HOUR INTERSECTION
ANALYSIS WORKSHEETS**

Ex AM

Wed May 27, 2009 11:53:32

Page 1-1

Scenario Report

Scenario: Ex AM

Command: Ex AM
Volume: Ex AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change	
	Del/	V/		Del/	V/		in	
LOS	Veh	C	LOS	Veh	C			
# 1 Grand Avenue / Harding Street	C	20.2	0.147	C	20.2	0.147	+ 0.000	D/V

Ex PM

Wed May 27, 2009 11:53:32

Page 1-1

Scenario Report

Scenario: Ex PM

Command: Ex PM

Volume: Ex PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in F 227.3 + 0.000 D/V
# 1 Grand Avenue / Harding Street	F 227.3	0.993	F 227.3	0.993	+ 0.000 D/V

Scenario Report

Scenario: Scenario A Ex + P AM

Command: Scenario A Ex + P AM
Volume: Scenario A Ex + P AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/	V/		Del/	V/		
LOS	Veh	C	LOS	Veh	C		
# 1 Grand Avenue / Harding Street	C	23.8	0.260	C	23.8	0.260	+ 0.000 D/V

Scenario Report

Scenario: Scenario A Ex + P PM

Command: Scenario A Ex + P PM
Volume: Scenario A Ex + P PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
LOS Veh	C	LOS Veh	C		
# 1 Grand Avenue / Harding Street	F 874.5	2.289	F 874.5	2.289	+ 0.000 D/V

Scenario Report

Scenario: Scenario B Ex + P AM

Command: Scenario B Ex + P AM

Volume: Scenario B Ex + P AM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change	
	Del/	V/		Del/	V/		in	
LOS	Veh	C	LOS	Veh	C			
# 1 Grand Avenue / Harding Street	D	26.0	0.308	D	26.0	0.308	+ 0.000	D/V

Scenario Report

Scenario: Scenario B Ex + P PM

Command: Scenario B Ex + P PM

Volume: Scenario B Ex + P PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Grand Avenue / Harding Street	F OVRFL	2.925	F OVRFL	2.925	+ 0.000 D/V

Scenario Report

Scenario:

Scenario A 2030 + P AM

Command: Scenario A 2030 + P AM
Volume: Scenario A 2030 + P AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 1 Grand Avenue / Harding Street	F 148.3	0.763	F 148.3	0.763	+ 0.000 D/V

Scenario Report

Scenario: Scenario A 2030 + P PM

Command: Scenario A 2030 + P PM

Volume: Scenario A 2030 + P PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Grand Avenue / Harding Street	F OVRFLL	XXXXX	F OVRFLL	XXXXX	+ 0.000 D/V

Scenario Report

Scenario: Scenario B 2030 + P AM

Command: Scenario B 2030 + P AM
Volume: Scenario B 2030 + P AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 1 Grand Avenue / Harding Street	F 201.1	0.882	E 201.1	0.882	+ 0.000 D/V

Scenario Report

Scenario: Scenario B 2030 + P PM

Command: Scenario B 2030 + P PM

Volume: Scenario B 2030 + P PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in F OVRFL 1.570 + 0.000 D/V
# 1 Grand Avenue / Harding Street					

Mitigated Intersection operations

Scenario A Ex + P AM

Thu May 28, 2009 14:59:39

Page 1-1

Scenario Report

Scenario:	Scenario A Ex + P AM
Command:	Scenario A Ex + P AM
Volume:	Scenario A Ex + P AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/	V/		Del/	V/		
LOS	Veh	C	LOS	Veh	C		
# 1 Grand Avenue / Harding Street	B	18.5	0.325	B	18.5	0.325	+ 0.000 D/V

Scenario Report

Scenario: Scenario A Ex + P PM

Command: Scenario A Ex + P PM

Volume: Scenario A Ex + P PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh C	V/ C	Del/ LOS	Veh C	V/ C	
# 1 Grand Avenue / Harding Street	C	22.4	0.395	C	22.4	0.395	+ 0.000 D/V

Scenario Report
Scenario: Scenario A 2030 + P AM

Command: Scenario A 2030 + P AM
Volume: Scenario A 2030 + P AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/	V/		Del/	V/		
LOS	Veh	C	LOS	Veh	C		
# 1 Grand Avenue / Harding Street	C	21.6	0.441	C	21.6	0.441	+ 0.000 D/V

Scenario Report

Scenario: Scenario A 2030 + P PM

Command: Scenario A 2030 + P PM

Volume: Scenario A 2030 + P PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/	V/		Del/	V/		
LOS	Veh	C	LOS	Veh	C		
# 1 Grand Avenue / Harding Street	C	26.3	0.496	C	26.3	0.496	+ 0.000 D/V

Scenario Report

Scenario: Scenario B Ex + P AM

Command: Scenario B Ex + P AM

Volume: Scenario B Ex + P AM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh	V/ C	Del/ LOS	Veh	V/ C	
# 1 Grand Avenue / Harding Street	B	19.1	0.340	B	19.1	0.340	+ 0.000 D/V

Scenario Report

Scenario: Scenario B Ex + P PM

Command: Scenario B Ex + P PM

Volume: Scenario B Ex + P PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	C	Del/ LOS	V/ Veh	C	
# 1 Grand Avenue / Harding Street	C	25.8	0.403	C	25.8	0.403	+ 0.000 D/V

Scenario Report

Scenario: Scenario B 2030 + P AM

Command: Scenario B 2030 + P AM

Volume: Scenario B 2030 + P AM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Grand Avenue / Harding Street	C	22.0 0.455	C	22.0 0.455	+ 0.000 D/V

Scenario Report

Scenario: Scenario B 2030 + P PM

Command: Scenario B 2030 + P PM
Volume: Scenario B 2030 + P PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/	V/		Del/	V/		
LOS	Veh	C	LOS	Veh	C		
# 1 Grand Avenue / Harding Street	C	28.6	0.533	C	28.6	0.533	+ 0.000 D/V

ATTACHMENT 3



Noise Study for the Escondido Wal-Mart Project, City of Escondido, California

Prepared for

La Caze Development
2601 Airport Drive, Suite #300
Torrance, CA

Prepared by

RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101-2358
P 619.308.9333 F 619.308.9334
RECON Number 5032N
June 26, 2009


Jessica Fleming, Acoustical Analyst

TABLE OF CONTENTS

1.0	Summary	1
1.1	Traffic Noise	1
1.2	On-site Generated Noise	1
1.3	Construction Noise	2
2.0	Introduction	2
3.0	Analysis Methodology	3
3.1	Applicable Standards and Definitions of Terms	3
3.2	Existing Noise Level Measurements	9
3.3	On-site Generated Noise Analysis	9
4.0	Existing Conditions	10
5.0	Future Acoustical Environment and Impacts	11
5.1	Traffic Noise	11
5.2	On-site Generated Noise	12
5.3	Construction Noise	15
6.0	Noise Abatement Measures	16
6.1	Traffic Noise	16
6.2	On-site Generated Noise	16
6.3	Construction Noise	17
7.0	References Cited	18

FIGURES

1:	Regional Location of the Project	4
2:	Aerial Photograph of the Project Vicinity and Noise Measurement Locations	5
3:	Project Site Plan	6
4:	Modeled Receivers	14

TABLES

1:	Sound Level Limits	8
2:	15-Minute Traffic Counts during Measurement 1	11
3:	HVAC Noise Levels	15
4:	Measured Noise Levels of Common Construction Equipment	16

ATTACHMENTS

1:	Noise Measurement Data
2:	HVAC Unit Specifications
3:	HICNOM Input and Output – Adjacent Property Receivers

1.0 Summary

The 11.11-acre Wal-Mart project site is located at 1330 East Grand Avenue adjacent to the Escondido Village Mall in the City of Escondido, California.

The project site is currently occupied by a vacant school administration building, a vacant smaller retail building, and a parking lot. Commercial development is located to the north and east of the project site. Residential development exists to the west and south of the project site.

The proposed project would develop a 96,000-square-foot Wal-Mart that would contain general merchandising, grocery, and pharmacy components on 11.11 acres.

Future noise will be generated from the loading docks, parking lot activity, and heating, ventilation, and air conditioning (HVAC) equipment.

1.1 Traffic Noise

As discussed below, traffic noise was analyzed as a part of a previous noise report prepared for the project (RECON 2004). The report concluded that traffic generated noise impacts were less than significant. For the purposes of this report, traffic noise impacts were analyzed by comparing updated project-generated traffic volumes to the volumes analyzed in the previous noise report. As discussed below, the proposed project would not result in any new traffic noise impacts.

1.2 On-site Generated Noise

1.2.1 Parking Lot Activity

Parking lot noise is not anticipated to violate noise ordinance standards. Impacts are less than significant and no mitigation is required.

1.2.2 Deliveries

Deliveries are not anticipated to exceed the noise ordinance standards. Impacts are less than significant and no mitigation is required.

1.2.3 HVAC Noise

Assuming the use of HVAC units with the sound specifications detailed below, it was determined that noise levels at the property line would not exceed the applicable limits specified in the Noise Ordinance. Prior to issuance of grading permits, the project applicant shall provide specifications for the selection and placement of rooftop HVAC. Selected 3-ton, 5-ton, 10-ton, and 20-ton units shall not produce sound levels in excess of 69.4, 75.4, 76.4, and 80.4 dB(A) L_{eq} at 5 feet from the source, respectively. A sound-rated manufacturer's enclosure may be used to achieve the desired noise level.

It should be noted that if the smaller HVAC units used for the proposed project produce lower noise levels than discussed above, the maximum noise level restriction on the larger units could be revised. Similarly, if the larger HVAC units used for the proposed project produce lower noise levels than discussed above, the maximum noise level restriction on the smaller units could be revised. In this case, an acoustical report shall be prepared showing, to the satisfaction of the City Engineer, that equipment will not exceed applicable noise ordinance standards at the project boundaries.

1.3 Construction Noise

Construction shall be limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday and from 9:00 A.M. to 5:00 P.M. on Saturdays as stated in the City of Escondido's Noise Ordinance. In accordance with the City's Noise Ordinance, no construction shall take place on Sundays or on days appointed by the President, Governor, or City Council as a public holiday.

Compliance with the City's Municipal Code will ensure that construction noise impacts are not significant.

2.0 Introduction

The proposed 11.11-acre Wal-Mart project site is located at 1330 East Grand Avenue adjacent to the Escondido Village Mall in the City of Escondido, California. A previous noise technical report was prepared for the project site in 2004 (RECON 2004). At that time the project included the development of a 143,183-square-foot (SF) Wal-Mart building with an outdoor seasonal garden center, outdoor display and sales areas, loading dock, retaining wall, parking, and landscaping. The project was never developed as anticipated and since that time a new site plan has been developed which re-configures the proposed uses, reduces the size of the retail building and parking lot, and adds a grocery component.

The current project would develop a 96,000-SF Wal-Mart that would contain general merchandising, grocery, and pharmacy components. There are two proposed scenarios. Scenario 1 would split the Wal-Mart into a 70-percent retail component and a 30-percent grocery component. Scenario 2 would split the Wal-Mart into a 50-percent retail component and a 50-percent grocery component. Figure 1 shows the regional location of the project site. Figure 2 shows an aerial photograph of the project site and vicinity. Figure 3 shows the site plan for the project.

This report summarizes the results of the exterior acoustical analysis. Impacts are assessed in accordance with the guidelines, policies, and standards established by the City of Escondido. Measures are recommended, as required, to reduce significant noise impacts to noise-sensitive areas.

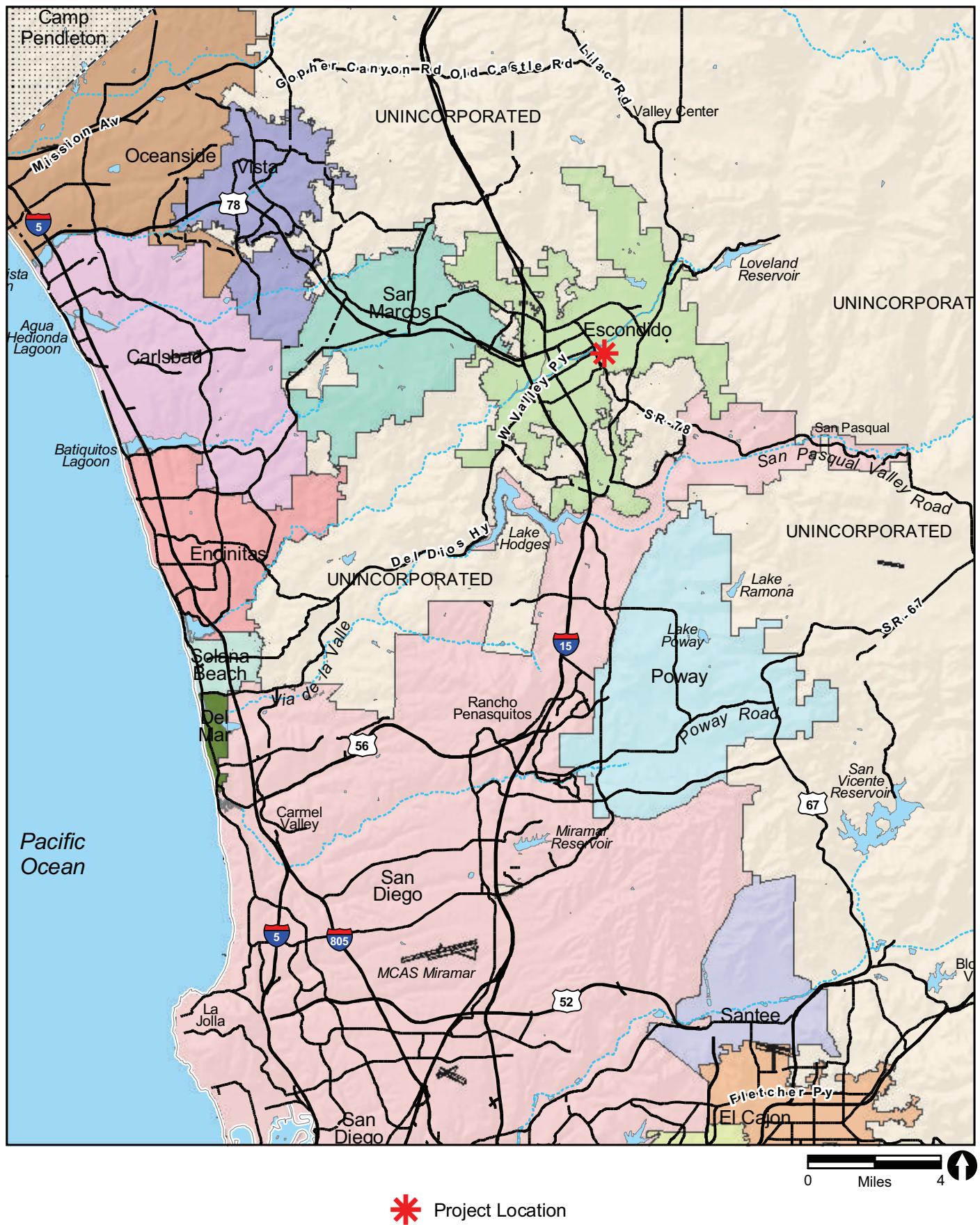
3.0 Analysis Methodology

3.1 Applicable Standards and Definitions of Terms

3.1.1 Fundamentals of Traffic Noise and Noise Descriptors

The actual impact of noise is not a function of loudness alone. The time of day which noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the 1-hour average-equivalent noise level ($L_{eq[1]}$) and the Community Noise Equivalent Level (CNEL).

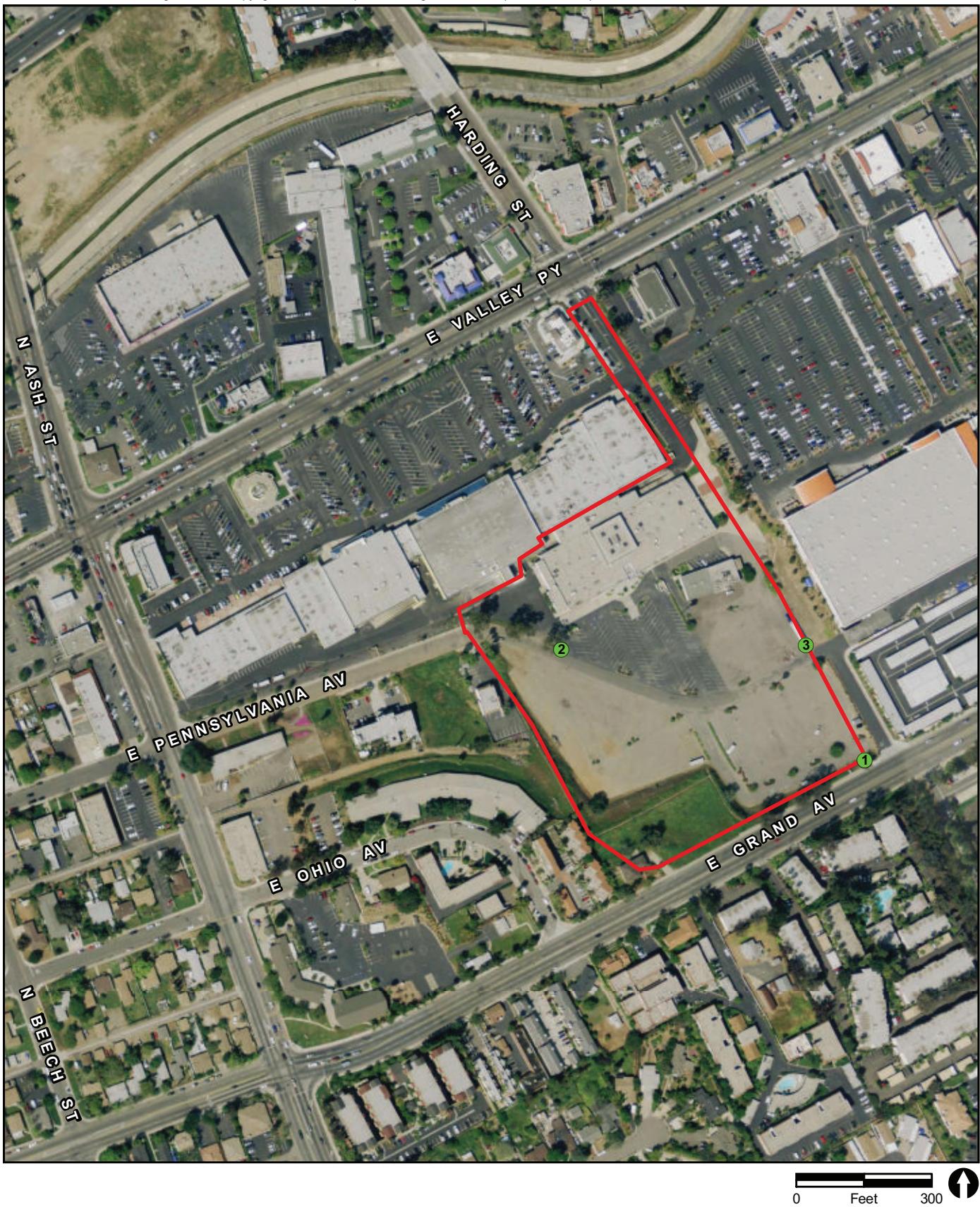
The hourly equivalent sound level is the dB(A) sound level over a one-hour period. The CNEL is a 24-hour A-weighted average sound level [dB(A) L_{eq}] from midnight to midnight obtained after the addition of 5 decibels (dB) to sound levels occurring between 7:00 P.M. and 10:00 P.M., and 10 dB to sound levels occurring between 10:00 P.M. and 7:00 A.M. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Adding 5 dB and 10 dB to the evening and nighttime hours, respectively, accounts for the added sensitivity of humans to noise during these time periods.



RECON

M:\jobs3\5032\common_gis\fig1.mxd 05/28/09

FIGURE 1
Regional Location



0 Feet 300

Project Site Noise Measurement Locations

FIGURE 2

Aerial Photograph of Project Vicinity
and Noise Measurement Locations



0 Feet 120

Sound from a small localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance (6 dB(A)/DD).

However, highway traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A)/DD.

Change in noise levels is perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise.

3.1.2 Standards Applicable to Traffic Noise

The City of Escondido's *General Plan Noise Element* establishes a 65 CNEL exterior noise standard for receivers located in commercial land uses. The project site is designated for commercial use. Existing surrounding uses include residences. The City's noise goal for residential exterior use receivers is 60 CNEL. The *Noise Element* states that this goal should be applied at sensitive outdoor use areas, such as single-family residential backyards or multi-family housing recreation areas.

3.1.3 Standards Applicable to On-Site Generated Noise

Section 17-229 of the City of Escondido Municipal Code, *Noise Abatement and Control* (1990), regulates noise generated on-site. The sound level limits are summarized in Table 1. The sound level limit at a location on the boundary between two land use classifications is the limit applicable to the receiving land use. In addition, if the measured ambient noise level, measured when the alleged noise violation source is not operating, exceeds that shown in Table 1 then the allowable noise exposure standard shall be the ambient noise level.

All properties adjacent to the proposed project site are zoned as C-G (General Commercial), R-3 (Medium Multiple Residential), or H-P (Hospital Professional). The project site is zoned C-G. The adjacent zones of C-G and H-P fall into the commercial category.

The noise level limits at the boundary between the project site and the adjacent commercial zones are 60 dB(A) $L_{eq(1)}$ between the hours of 7:00 A.M. and 10:00 P.M., and 55 dB(A) $L_{eq(1)}$ between the hours of 10:00 P.M. and 7:00 A.M. The noise level limits at the boundary between the project site and the adjacent multi-family residential zone are 55 dB(A) $L_{eq(1)}$ between the hours of 7:00 A.M. and 10:00 P.M., and 50 dB(A) $L_{eq(1)}$ between the hours of 10:00 P.M. and 7:00 A.M.

TABLE 1
SOUND LEVEL LIMITS

Zone	Time	One-hour Average Sound Level [dB(A) L _{eq(1)}]
Residential	7:00 A.M. to 10:00 P.M.	50
	10:00 P.M. to 7:00 A.M.	45
Multi-residential	7:00 A.M. to 10:00 P.M.	55
	10:00 P.M. to 7:00 A.M.	50
Commercial	7:00 A.M. to 10:00 P.M.	60
	10:00 P.M. to 7:00 A.M.	55
Light Industrial/ Industrial Park	Anytime	70
General Industrial	Anytime	75

City of Escondido (1990)

3.1.4 Standards Applicable to Off-Highway Vehicle Noise

Truck access to the Wal-Mart site is covered by section 17-230(c) of the Municipal Code (1990). This section states that:

(c) Off-Highway. Except as otherwise provided for in this article, it shall be unlawful to operate any motor vehicle of any type on any site other than on a public street or highway as defined in the California Vehicle Code in a manner so as to cause noise in excess of those noise levels permitted for on-highway motor vehicles as specified in the table "35 miles per hour or less speed limits" contained in Section 23130 of the California Vehicle Code.

It should be noted that Section 23130 of the California Vehicle Code was repealed in 2007. The limit specified was 86 dB(A) at 50 feet from the source. For the purposes of this report, the limit of 86 dB(A) at 50 feet from the source was used.

3.1.5 Standards Applicable to Construction Noise

Section 17-234 of the *Municipal Code* (1990) limits the hours of construction to between 7:00 A.M. and 6:00 P.M. Monday through Friday and between 9:00 A.M. and 5:00 P.M. on Saturday. Construction is not allowed on Sunday. Furthermore, the Noise Ordinance establishes a limit for one-hour average noise level generated by construction equipment of 75 dB(A) L_{eq(1)}.

3.2 Existing Noise Level Measurements

On-site existing noise levels were measured at the project site on Thursday, May 28, 2009 using one Larson-Davis Model 720 Type 2 Integrating Sound Level Meter, serial number 0273. The meter was calibrated before use, and the following parameters were used:

Filter:	A-weighted
Response:	Fast
Time History Period:	5 seconds

Three ground-floor measurements (5 feet above the ground) were made for 15-minute periods. Additionally, during certain measurements traffic volumes were counted on the adjacent roadways.

3.3 On-site Generated Noise Analysis

Noise generated by on-site activities was evaluated in reference to the City of Escondido's *Municipal Code* (1990). Future noise will be generated from the loading docks, parking lot activity, and HVAC equipment.

For parking lot and delivery noise, the inverse square law was used to adjust reference noise levels for distance assuming the noise can be treated as a point source. The equation for this calculation is as follows:

$$\Delta = 20 \log (D_o/D)$$

where

Δ = total noise attenuation due to distance

D = distance from source

D_o = reference distance from source

This calculated attenuation was then subtracted from the reference value to determine the noise level at the desired distance.

HVAC noise was modeled with the use of the point source component of the 1991 FHWA Highway Construction Noise Prediction Model (HICNOM) developed by Bowlby and Cohn at Vanderbilt University (1982). The HICNOM program calculates noise levels at selected receiver locations using input parameter estimates such as the location of the point sources, the reference noise levels, the location of receivers, and the size and location of barriers.

Receivers, sources, and barriers are entered into the HICNOM model using three-dimensional coordinates. The coordinate system used for the HICNOM model was NAD83 State Plane.

Locations and elevations of the project site and proposed building were obtained from CAD files and drawings prepared for the project (Nasland 2003; Bryant Palmer Soto Inc. 2009). The elevations of the surrounding topography were also obtained from the CAD files. Locations of adjacent uses were obtained from site visits and aerial photographs.

For modeling future noise levels due to on-site sources, the future elevations of the sources on the project site were used. Elevations of the adjacent uses were also taken into account. Hard-site attenuation was conservatively assumed. The noise source height for the HVAC units was 30 feet above the building pad (5 feet above the roof). Sensitive receivers were modeled at 5 feet above ground elevation. Second-floor multi-family uses were also modeled at 15 feet above the ground elevation.

4.0 Existing Conditions

The project site is currently occupied by a school administration building and a parking lot. To the north and east of the project site is commercial development. Residential development exists to the west and south of the project site.

The primary source of noise in the project area is vehicular traffic on East Grand Avenue along the southern project boundary.

All properties adjacent to the proposed project site are zoned as C-G (General Commercial), R-3 (Medium Multiple Residential), or H-P (Hospital Professional). The project site is zoned C-G.

Noise measurements were taken on the project site on Thursday, May 28, 2009, between the hours of 12:48 P.M. and 1:41 P.M. The weather was warm and sunny with a slight breeze. A total of three measurements were taken on the project site. Figure 2 shows the locations of the measurements. The noise measurement data are contained in Attachment 1.

The existing ground is paved with asphalt. The project site is at the same level as East Grand Avenue at Harding Street. To the west of Harding Street, East Grand Avenue slopes upwards so that it is elevated relative to the project site.

Measurement 1 was located adjacent to East Grand Avenue on the project site as shown in Figure 2. Measurement 1 was located 50 feet west of the Harding Street centerline and 50 feet north of the East Grand Avenue centerline. Traffic on East Grand Avenue was counted during this 15-minute measurement interval. Table 2 provides the

results of the traffic count. During the measurement period, the average measured noise level was 72.3 dB(A) L_{eq}.

**TABLE 2
15-MINUTE TRAFFIC COUNTS DURING MEASUREMENT 1**

Roadway	Cars	Motorcycles	Medium Trucks	Buses	Heavy Trucks
Grand Avenue, eastbound	163	0	1	2	1
Grand Avenue, westbound	133	1	0	0	1

Measurement 2 was located at the west side of the project site adjacent to the Escondido Union School District building and a road through the existing parking lot that vehicles use to cut from East Grand Avenue and Harding Street to Pennsylvania Avenue. During the measurement period, 13 cars and one motorcycle passed by the measurement location on this road. East Grand Avenue was audible in the background. During the measurement period, the average measured noise level was 55.5 dB(A) L_{eq}.

Measurement 3 was located on the east side of the project site approximately 285 feet north of Measurement Location 1. During the measurement period, nine cars passed by the measurement location on Harding Street. Traffic on East Grand Avenue was audible from the measurement location. During the measurement period, the average measured noise level was 56.3 dB(A) L_{eq}.

5.0 Future Acoustical Environment and Impacts

The methods used in the analysis of future conditions are described in the Analysis Methodology section of this report.

5.1 Traffic Noise

Traffic noise was analyzed as a part of the previous noise report prepared for the proposed project (RECON 2004). Future traffic volumes of 21,700 ADT, 21,200 ADT, and 3,000 ADT were modeled on East Grand Avenue adjacent to the project site, East Grand Avenue east of Harding Street, and Harding Street, respectively. It was concluded that noise levels due to traffic on these roadways would be less than 65 CNEL on the project site. In addition, the previous noise report concluded that the addition of project generated traffic volumes to the existing and future traffic volumes on area roadways

would result in a noise increase ranging from 0.2 to 0.6 decibels. This is not an audible increase in noise, and impacts would be less than significant.

The trip generation for the previously approved project was 9,000 ADT. The updated trip generation for the proposed project under Scenario 1 (70-percent retail and 30-percent grocery) is 7,154 ADT (LLG 2009). This is less than the trip generation of the previously approved project. Therefore, there would be no new traffic noise impacts under Scenario 1.

The updated trip generation for the proposed project under Scenario 2 (5-percent retail and 50-percent grocery) is 9,310 ADT (LLG 2009). This is 310 trips more than the trip generation of the previously approved project. This would result in noise levels 0.1 decibel greater than the noise levels analyzed in the previous noise report. This is not an audible increase in noise, and would not result in new traffic noise impacts.

5.2 On-site Generated Noise

Future noise will be generated from the loading docks, parking lot activity, and HVAC equipment. Each is discussed below. The applicable noise ordinance standards are shown in Table 1.

5.2.1 Parking Lot Activity

Noise measurements taken at an office building parking lot indicate a reference hourly noise level of 33.7 dB(A) per vehicle at 50 feet from the source (RECON 2002). The project traffic report specifies that worst-case peak-hour project trip generation is 911 trips (LLG 2009). The resulting noise level for 911 cars entering or leaving the parking lot would be 63.3 dB(A) $L_{eq(1)}$ at 50 feet from the center of the parking lot. The center of the parking lot is approximately 175 feet from the nearest project boundary. Average hourly noise levels due to parking lot noise would attenuate to 52.4 dB(A) $L_{eq(1)}$ at the nearest property boundary. This is less than the multi-family residential daytime noise limit of 55 dB(A) L_{eq} . Typical Wal-Mart hours of operation are from 8:00 A.M. to 10:00 P.M., so there would be no significant nighttime parking lot activity. Therefore, no significant impacts due to activities in the parking lot are anticipated.

5.2.2 Deliveries

The proposed project will accept delivery trucks 24 hours a day, 7 days a week. Noise will be generated from these deliveries by trucks driving through the parking lot to and from the loading docks, by trucks detaching or attaching a trailer, and by forklifts moving pallets.

The truck activity driving to and from the loading docks is regulated by the City's noise ordinance for off-highway vehicles, which incorporated a noise limit of 86 dB(A) at 50 feet from the source by reference. Pass-by effects of trucks were measured to range between 67 and 73 dB for passes taking between 3 and 4 minutes at a distance of 25 feet (RECON 2003). Truck activity is therefore anticipated to be within the noise standard.

Noise levels due to miscellaneous loading dock activities such as trucks attaching or detaching a trailer and forklifts moving pallets generate 63 dB(A) L_{eq} at a distance of 50 feet, as measured at another Wal-Mart facility (Gonzalez, pers. com. 2003). These noises would be short-term individual events and are therefore not anticipated to exceed hourly average noise ordinance standards.

As shown in Figure 3, the loading docks are located at the north side of the proposed building. Noise levels due to truck and delivery activity at the loading dock would be shielded from nearby residences by the proposed building. Therefore, noise associated with delivery activities is not anticipated to violate noise ordinances.

5.2.3 HVAC Noise

The project proposes the use of 16 rooftop HVAC units: seven 20-ton units, two 10-ton units, four 5-ton units, and three 3-ton units. It is not known at this time which manufacturer, brand, or model of unit or units will be selected for use in the project. Sound power levels for a variety of units were obtained, and the loudest noise level for each unit size was used as a representative noise level. The loudest 3-ton, 5-ton, 10-ton, and 20-ton units produce sound power levels of 81, 87, 88, and 92 dB(A) L_{eq} , respectively. This is equal to a sound pressure level of 69.4, 75.4, 76.4, and 80.4 dB(A) L_{eq} at 5 feet, respectively. The unit specifications are included in Attachment 2.

Using these loudest noise levels, HVAC noise was modeled with the use of HICNOM. HICNOM input and output are provided in Attachment 3. Figure 4 shows the 10 modeled receiver locations. The modeled receivers were placed at the property lines where the noise ordinance standards apply. The exact locations of the HVAC units on the rooftop are not known at this time. Therefore, all HVAC units were modeled as being at the approximate center of the roof. The edge of the building roof was modeled as a barrier. The resulting noise levels at the modeled receivers are shown in Table 3.

As seen in Table 3, noise levels due to the proposed HVAC units are not projected to exceed the most restrictive nighttime noise ordinance standard at the project boundaries.



0 Feet 300

- Project Site
- Center of HVAC Noise Sources
- Noise Receivers

FIGURE 4
Modeled Receivers

TABLE 3
HVAC NOISE LEVELS

Receiver	First Floor Projected Noise Level [dB(A) L _{eq}]	Second Floor Projected Noise Level [dB(A) L _{eq}]	Nighttime Noise Ordinance Standard
1	50.0	50.0	50
2	49.9	49.9	50
3	51.9	-	55
4	53.3	-	55
5	46.9	-	55
6	50.8	-	55
7	49.0	-	55
8	50.6	-	55
9	48.5	48.5	50
10	49.1	49.1	50

5.3 Construction Noise

Noise associated with the earthwork, demolition, construction, and surface preparation of the proposed project will result in short-term impacts. A variety of noise-generating equipment would be used during the construction phase of the project such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, concrete mixers, along with others.

Table 4 indicates the types of construction equipment typically involved in the construction projects. This type of equipment can individually generate noise levels that range between 77 and 91 dB(A) at 50 feet from the source as listed in Table 4. Construction activities are estimated to generate average noise levels of 83-84 dB(A) L_{eq} 50 feet from the site of construction (Bolt, Beranek, and Newman, Inc. 1971). This value is based on empirical data on the number and types of equipment at a construction site and their average cycle of operation.

Construction noise generally can be treated as a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. A noise level of 84 dB(A) L_{eq} would attenuate to 75 dB(A) L_{eq} at approximately 150 feet from the noise source.

As stated above, the City of Escondido establishes a one-hour average noise level limit of 75 dB for noise generated by construction equipment. Since a distance from the source where this limit applies is not specified, it would be reasonable to assume that this noise limit would apply at the property boundaries.

TABLE 4
MEASURED NOISE LEVELS OF COMMON CONSTRUCTION EQUIPMENT

Equipment	Approximate Noise Level (dBA)
Air compressor	81
Backhoe	85
Concrete Mixer	85
Dozer	80
Generator	78
Grader	85
Jackhammer	88
Loader	79
Paver	89
Pneumatic tool	86
Saw	78
Scraper	88
Truck	91

SOURCE: Bolt, Beranek, and Newman 1971.

NOTE: Noise levels at 50 feet from the source.

Construction activities, such as grading, which generate the loudest noise levels will occur over the entire site and would not be situated at any one location for a long period of time. Therefore, the acoustic center of the construction activity was assumed to be the center of the project site. As can be seen in Figure 2, the center of the project site is approximately 330 feet from the nearest project boundaries. Therefore, construction noise levels are projected to be below City standards.

6.0 Noise Abatement Measures

6.1 Traffic Noise

As discussed above, the proposed project would not result in any traffic noise impacts. Impacts are less than significant and no mitigation is required.

6.2 On-site Generated Noise

6.2.1 Parking Lot Activity

As discussed above, noise due to parking lot activity during the peak traffic hour would not exceed the noise ordinance limits at the property boundary. Impacts are less than significant and no mitigation is required.

6.2.2 Deliveries

As discussed above, noise levels due to truck and delivery activity at the loading dock would be shielded from nearby residences by the proposed building and, therefore, noise from the project site is not anticipated to violate the noise standards.

6.2.3 HVAC Noise

As discussed above, assuming the use of HVAC units with the sound specifications contained in Attachment 2, it was determined that noise levels at the property line would not exceed the applicable limits specified in the *Municipal Code*. Prior to issuance of grading permits, the project applicant shall provide specifications for the selection and placement of rooftop HVAC. Selected 3-ton, 5-ton, 10-ton, and 20-ton units shall not produce sound levels in excess of 69.4, 75.4, 76.4, and 80.4 dB(A) L_{eq} at 5 feet from the source, respectively. A sound-rated manufacturer's enclosure may be used to achieve the desired noise level.

It should be noted that if the smaller HVAC units used for the proposed project produce lower noise levels than discussed above, the maximum noise level restriction on the larger units could be revised. Similarly, if the larger HVAC units used for the proposed project produce lower noise levels than discussed above, the maximum noise level restriction on the smaller units could be revised. In this case, an acoustical report shall be prepared showing, to the satisfaction of the City Engineer, that equipment will not exceed applicable noise ordinance standards at the project boundaries.

6.3 Construction Noise

Construction shall be limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday and from 9:00 A.M. to 5:00 P.M. on Saturdays as stated in the City of Escondido's *Municipal Code* (1990). In accordance with the City's *Municipal Code*, no construction shall take place on Sundays or on days appointed by the President, Governor, or City Council as a public holiday.

Compliance with the City's *Municipal Code* will ensure that construction noise impacts are not significant.

7.0 References Cited

Bolt, Beranek, and Newman, Inc.

- 1971 *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*. Prepared for the U.S. Environmental Protection Agency, Office of Noise Abatement and Control. NTID300.1. December 31. Cambridge, Mass.

Bryant Palmer Soto Inc.

- 2009 Preliminary Landscape Plan for the Escondido Village Mall drawings received by RECON. April 17.

Escondido, City of

- 1990 Escondido Municipal Code, Chapter 17 Offenses—Miscellaneous Provisions, Article 12: Noise Abatement and Control, Section 17-226 through 17-259.

Gonzalez, Anthony

- 2003 Personal communications with Donna Steel, RECON. Nasland Engineering. November 5.

Linscott Law & Greenspan (LLG)

- 2009 La Caze Grand Avenue Project, Traffic Assessment. City of Escondido. LLG Reference: 3-09-1881. May 29.

Nasland Engineering

- 2003 CAD files and project drawings received by RECON. July 23, August 27, and November 5.

RECON

- 2002 Noise Technical Report for the Parking Structure for Corporate Plaza Office Building. RECON Number 3749N. December 12.
- 2003 Noise Assessment for the Villages at Lomas Santa Fe Plaza. RECON Number 3864N. July 8.
- 2004 Noise Technical Report for the Wal-Mart Planned Development Project. RECON Number 3859N. May 25.

Vanderbilt University

- 1982 User's Manual for FHWA Highway Construction Noise Computer Program, HICNOM. Highway Construction Noise—Environmental Assessment and Abatement, Volume IV. VTR 81-2. May.

ATTACHMENTS

RECON

ATTACHMENT 1

RECON

KEY TO FILE CODES

ATTACHMENT 1

Meter 0273 Measurement Locations 1, 2, and 3.

C:\NOISE\LARDAV\SLMUTIL\28MAY_11.bin Interval Data

Meas	Site	Location	Number	Date	Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk
Measurement 1												
0			0	28May 09	12:47:35	24.2	68.0	81.9	77.6	52.9	89.1	96.8
0			0	28May 09	12:48:00	60.0	74.3	92.1	85.3	58.5	97.0	108.1
0			0	28May 09	12:49:00	60.0	72.9	90.6	86.3	49.3	97.0	106.4
0			0	28May 09	12:50:00	60.0	72.5	90.3	80.8	52.3	92.3	99.3
0			0	28May 09	12:51:00	60.0	73.1	90.9	81.3	55.3	95.7	99.3
0			0	28May 09	12:52:00	60.0	66.8	84.5	80.2	49.1	92.3	99.3
0			0	28May 09	12:53:00	60.0	73.3	91.1	81.0	59.5	93.9	102.8
0			0	28May 09	12:54:00	60.0	71.9	89.6	80.6	51.6	96.1	99.3
0			0	28May 09	12:55:00	60.0	72.9	90.7	85.4	53.6	99.7	101.2
0			0	28May 09	12:56:00	60.0	70.2	88.0	79.8	52.4	91.2	96.8
0			0	28May 09	12:57:00	60.0	69.8	87.6	78.6	50.8	89.5	96.8
0			0	28May 09	12:58:00	60.0	74.0	91.8	86.4	58.8	98.6	104.1
0			0	28May 09	12:59:00	60.0	71.3	89.1	80.8	54.0	94.3	99.3
0			0	28May 09	13:00:00	60.0	71.6	89.4	77.7	57.7	89.4	96.8
0			0	28May 09	13:01:00	60.0	73.4	91.1	82.4	54.2	93.9	102.8
0			0	28May 09	13:02:00	60.0	71.9	89.6	82.4	56.1	93.2	100.4
0			0	28May 09	13:03:00	0.8	64.4	63.1	65.6	62.2	76.1	0.0
Measurement 2												
0			0	28May 09	13:08:00	59.4	55.9	73.6	67.4	48.3	83.3	0.0
0			0	28May 09	13:09:00	60.0	61.7	79.4	70.9	52.5	97.8	99.3
0			0	28May 09	13:10:00	60.0	59.1	76.9	71.9	48.4	83.3	96.8
0			0	28May 09	13:11:00	60.0	53.2	71.0	64.5	46.7	76.0	96.8
0			0	28May 09	13:12:00	60.0	54.1	71.9	65.7	47.3	78.3	0.0
0			0	28May 09	13:13:00	60.0	48.0	65.8	53.7	44.9	65.1	0.0
0			0	28May 09	13:14:00	60.0	54.5	72.2	65.5	46.9	78.6	0.0
0			0	28May 09	13:15:00	60.0	51.2	69.0	60.2	46.7	74.9	0.0
0			0	28May 09	13:16:00	60.0	49.9	67.7	53.7	45.7	68.4	0.0
0			0	28May 09	13:17:00	60.0	49.5	67.3	56.9	45.9	72.0	99.3
0			0	28May 09	13:18:00	60.0	53.1	70.8	65.4	46.9	79.1	0.0
0			0	28May 09	13:19:00	60.0	54.3	72.1	66.4	45.9	75.4	99.3
0			0	28May 09	13:20:00	60.0	58.9	76.7	73.0	46.8	85.1	0.0
0			0	28May 09	13:21:00	60.0	50.3	68.1	62.4	46.0	81.8	0.0
0			0	28May 09	13:22:00	60.0	53.2	70.9	62.4	45.1	75.6	0.0
0			0	28May 09	13:23:00	0.6	53.8	51.6	55.1	53.2	72.4	0.0
Measurement 3												
0			0	28May 09	13:26:00	59.4	53.3	71.0	60.0	48.3	75.1	96.8
0			0	28May 09	13:27:00	60.0	52.2	70.0	60.3	48.0	80.6	0.0
0			0	28May 09	13:28:00	60.0	55.7	73.5	62.6	48.1	85.1	0.0
0			0	28May 09	13:29:00	60.0	53.8	71.6	58.1	47.7	71.6	0.0
0			0	28May 09	13:30:00	60.0	55.8	73.6	67.0	49.1	86.3	0.0
0			0	28May 09	13:31:00	60.0	55.4	73.1	66.0	50.8	78.8	0.0
0			0	28May 09	13:32:00	60.0	58.7	76.5	66.8	51.1	81.3	0.0
0			0	28May 09	13:33:00	60.0	54.1	71.9	60.3	50.9	76.6	0.0
0			0	28May 09	13:34:00	60.0	56.9	74.7	71.5	49.9	80.1	96.8
0			0	28May 09	13:35:00	60.0	54.5	72.2	67.2	49.0	79.8	99.3
0			0	28May 09	13:36:00	60.0	55.1	72.9	64.1	52.0	79.0	96.8
0			0	28May 09	13:37:00	60.0	56.3	74.1	65.6	47.5	80.7	96.8
0			0	28May 09	13:38:00	60.0	56.2	74.0	69.3	47.2	90.1	0.0
0			0	28May 09	13:39:00	60.0	61.8	79.6	78.7	46.7	91.0	0.0
0			0	28May 09	13:40:00	60.0	55.1	72.9	64.3	48.3	77.2	0.0
0			0	28May 09	13:41:00	15.6	51.8	63.8	54.1	47.3	75.0	0.0

Time History Data						
Site Location		Meas Number	Date	Time	Level	Lmax SEL
Run	Key					
Measurement 1						
0	28May 09	12:47:35	67.9	77.3	74.9	0
0	28May 09	12:47:40	69.6	77.6	76.6	0
0	28May 09	12:47:45	56.2	58.8	63.1	0
0	28May 09	12:47:50	63.3	68.2	70.3	0
0	28May 09	12:47:55	71.2	73.6	78.2	0
0	28May 09	12:48:00	78.8	85.3	85.8	0
0	28May 09	12:48:05	79.2	85.2	86.2	0
0	28May 09	12:48:10	77.3	80.4	84.3	0
0	28May 09	12:48:15	72.6	74.2	79.6	0
0	28May 09	12:48:20	72.1	74.3	79.0	0
0	28May 09	12:48:25	71.1	74.0	78.1	0
0	28May 09	12:48:30	71.9	77.9	78.9	0
0	28May 09	12:48:35	72.0	77.3	79.0	0
0	28May 09	12:48:40	60.8	63.0	67.8	0
0	28May 09	12:48:45	66.8	69.3	73.8	0
0	28May 09	12:48:50	72.0	77.9	79.0	0
0	28May 09	12:48:55	69.5	76.3	76.5	0
0	28May 09	12:49:00	76.8	82.5	83.8	0
0	28May 09	12:49:05	75.7	80.8	82.7	0
0	28May 09	12:49:10	80.5	86.3	87.5	0
0	28May 09	12:49:15	65.7	72.2	72.7	0
0	28May 09	12:49:20	54.2	56.8	61.2	0
0	28May 09	12:49:25	63.8	67.4	72.0	0
0	28May 09	12:49:30	69.2	73.9	76.1	0
0	28May 09	12:49:35	58.0	60.8	65.0	0
0	28May 09	12:49:40	51.9	55.7	58.9	0
0	28May 09	12:49:45	64.7	69.2	71.7	0
0	28May 09	12:49:50	68.8	70.2	75.8	0
0	28May 09	12:49:55	71.7	77.3	78.7	0
0	28May 09	12:50:00	73.0	76.3	80.0	0
0	28May 09	12:50:05	78.8	80.8	85.6	0
0	28May 09	12:50:10	75.4	77.2	82.4	0
0	28May 09	12:50:15	73.0	76.2	80.0	0
0	28May 09	12:50:20	69.7	72.8	76.7	0
0	28May 09	12:50:25	60.1	64.8	67.1	0
0	28May 09	12:50:30	54.2	56.1	61.2	0
0	28May 09	12:50:35	68.9	73.1	75.9	0
0	28May 09	12:50:40	62.7	66.2	69.7	0
0	28May 09	12:50:45	73.6	79.3	80.6	0
0	28May 09	12:50:50	71.3	77.2	78.3	0
0	28May 09	12:50:55	64.5	65.8	71.5	0
0	28May 09	12:51:00	57.3	58.7	65.1	0
0	28May 09	12:51:05	62.8	66.6	69.5	0
0	28May 09	12:51:10	75.5	78.5	82.5	0
0	28May 09	12:51:15	74.2	76.7	81.2	0
0	28May 09	12:51:20	76.9	81.3	83.9	0
0	28May 09	12:51:25	74.8	77.5	81.8	0
0	28May 09	12:51:30	76.2	78.2	83.2	0
0	28May 09	12:51:35	73.5	76.6	80.5	0
0	28May 09	12:51:40	71.1	76.2	78.1	0
0	28May 09	12:51:45	69.5	73.1	76.5	0
0	28May 09	12:51:50	70.5	74.0	77.5	0
0	28May 09	12:51:55	66.2	72.0	73.1	0
0	28May 09	12:52:00	65.4	67.4	72.4	0
0	28May 09	12:52:05	69.4	73.5	76.4	0
0	28May 09	12:52:10	75.0	80.2	82.0	0
0	28May 09	12:52:15	67.4	72.2	74.4	0
0	28May 09	12:52:20	66.2	71.8	73.2	0
0	28May 09	12:52:25	54.9	58.5	61.9	0
0	28May 09	12:52:30	53.0	54.7	60.0	0
0	28May 09	12:52:35	51.9	53.6	58.9	0
0	28May 09	12:52:40	51.7	52.4	57.	0
0	28May 09	12:52:45	50.0	51.4	57.0	0
0	28May 09	12:52:50	53.1	56.3	60.0	0
0	28May 09	12:52:55	62.8	66.5	69.8	0
0	28May 09	12:53:00	62.6	66.1	69.5	0
0	28May 09	12:53:05	66.3	70.0	73.3	0
0	28May 09	12:53:10	71.7	74.5	78.7	0
0	28May 09	12:53:15	71.1	76.1	78.1	0
0	28May 09	12:53:20	76.5	81.0	83.5	0
0	28May 09	12:53:25	78.0	80.6	85.0	0
0	28May 09	12:53:30	73.6	75.7	80.5	0
0	28May 09	12:53:35	71.7	75.0	78.7	0
0	28May 09	12:53:40	73.8	77.9	80.8	0
0	28May 09	12:53:45	73.0	74.4	80.0	0
0	28May 09	12:53:50	71.0	74.9	78.0	0
0	28May 09	12:53:55	72.7	75.8	79.7	0
0	28May 09	12:54:00	71.6	74.4	78.6	0
0	28May 09	12:54:05	72.0	76.3	79.0	0
0	28May 09	12:54:10	70.4	74.5	77.4	0
0	28May 09	12:54:15	58.9	64.1	65.9	0
0	28May 09	12:54:20	55.8	59.2	62.8	0
0	28May 09	12:54:25	67.4	71.3	74.4	0
0	28May 09	12:54:30	61.0	63.4	68.0	0
0	28May 09	12:54:35	70.6	74.0	77.6	0
0	28May 09	12:54:40	76.2	80.6	83.2	0
0	28May 09	12:54:45	71.6	74.6	78.6	0
0	28May 09	12:54:50	75.8	78.6	82.8	0
0	28May 09	12:54:55	75.1	77.0	82.0	0
0	28May 09	12:55:00	77.2	85.3	84.2	0
0	28May 09	12:55:05	79.1	85.4	86.1	0
0	28May 09	12:55:10	72.3	75.3	79.3	0
0	28May 09	12:55:15	73.9	77.6	80.9	0
0	28May 09	12:55:20	66.2	71.4	73.1	0
0	28May 09	12:55:25	73.2	79.8	80.1	0
0	28May 09	12:55:30	67.8	76.1	74.8	0
0	28May 09	12:55:35	57.4	62.1	64.4	0
0	28May 09	12:55:40	71.6	75.8	78.6	0
0	28May 09	12:55:45	62.7	67.3	69.7	0
0	28May 09	12:55:50	61.2	65.6	68.2	0
0	28May 09	12:55:55	66.7	68.4	73.7	0
0	28May 09	12:56:00	59.2	64.1	65.1	0
0	28May 09	12:56:05	55.4	58.1	62.4	0
0	28May 09	12:56:10	59.8	67.0	66.8	0
0	28May 09	12:56:15	68.2	71.3	75.2	0
0	28May 09	12:56:20	67.9	71.0	74.9	0
0	28May 09	12:56:25	57.7	62.4	64.7	0
0	28May 09	12:56:30	56.6	61.0	63.5	0
0	28May 09	12:56:35	64.3	66.1	71.3	0
0	28May 09	12:56:40	70.4	73.5	77.3	0
0	28May 09	12:56:45	75.9	79.8	82.9	0
0	28May 09	12:56:50	74.9	76.6	81.9	0
0	28May 09	12:56:55	74.8	76.8	81.8	0
0	28May 09	12:57:00	72.6	76.8	79.6	0
0	28May 09	12:57:05	71.5	77.3	78.5	0
0	28May 09	12:57:10	74.2	78.6	81.2	0
0	28May 09	12:57:15	73.1	78.5	80.1	0
0	28May 09	12:57:20	70.0	73.6	77.0	0
0	28May 09	12:57:25	61.9	68.1	68.9	0
0	28May 09	12:57:30	59.7	57.6	61.7	0
0	28May 09	12:57:35	51.6	52.5	58.8	0
0	28May 09	12:57:40	53.4	55.0	50.4	0
0	28May 09	12:57:45	67.9	72.2	74.9	0
0	28May 09	12:57:50	64.9	68.3	71.9	0
0	28May 09	12:57:55	69.8	73.8	76.8	0
0	28May 09	12:58:00	68.9	73.2	75.9	0
0	28May 09	12:58:05	81.0	86.4	88.0	0
0	28May 09	12:58:10	72.5	75.6	79.5	0
0	28May 09	12:58:15	69.3	73.3	76.3	0
0	28May 09	12:58:20	73.1	77.3	80.1	0
0	28May 09	12:58:25	72.2	77.2	79.2	0
0	28May 09	12:58:30	66.2	71.4	73.2	0
0	28May 09	12:58:35	76.5	79.2	83.5	0
0	28May 09	12:58:40	74.5	79.5	86.3	0
0	28May 09	12:58:45	70.4	75.7	78.7	0
0	28May 09	12:58:50	71.0	75.7	72.3	0
0	28May 09	12:58:55	65.3	72.0	72.3	0
0	28May 09	12:59:00	56.1	57.9	60.0	0
0	28May 09	12:59:05	67.1	76.0	74.1	0
0	28May 09	12:59:10	75.7	79.8	82.7	0
0	28May 09	12:59:15	72.3	77.2	79.3	0
0	28May 09	12:59:20	60.4	62.7	67.4	0
0	28May 09	12:59:25	60.2	62.2	67.2	0
0	28May 09	12:59:30	59.3	60.5	66.3	0
0	28May 09	12:59:35	62.2	65.9	69.2	0
0	28May 09	12:59:40	70.0	75.0	79.0	0
0	28May 09	12:59:45	72.0	76.0	79.9	0
0	28May 09	13:00:00	73.8	75.3	80.8	0
0	28May 09	13:00:05	64.9	70.3	71.9	0
0	28May 09	13:00:10	64.7	67.7	71.7	0
0	28May 09	13:00:15	60.3	63.0	67.3	0
0	28May 09	13:00:20	63.8	70.5	70.8	0
0	28May 09	13:00:25	73.1	75.7	80.1	0
0	28May 09	13:00:30	71.8	77.5	78.8	0
0	28May 09	13:00:35	79.4	82.4	86.4	0
0	28May 09	13:00:40	70.6	73.8	80.8	0
0	28May 09	13:00:45	73.7	75.4	77.7	0
0	28May 09	13:00:50	50.7	54.2	55.7	0
0	28May 09	13:00:55	58.2	64.3	69.2	0
0	28May 09	13:00:59	59.4	61.4	66.4	0
0	28May 09	13:01:04	64.7	67.2	71.7	0
0	28May 09	13:01:09	64.7	67.2	71.7	0
0	28May 09	13:01:14	64.2	66.7	71.2	0
0	28May 09	13:01:19	50.7	53.5	58.8	0
0	28May 09	13:01:24	52.6	53.6	70.6	0
0	28May 09	13:01:29	55.7	57.7	74.0	0
0	28May 09	13:01:34	55.7	57.7	65.6	0
0	28May 09	13:01:39	52.0	53.0	60	

0	28May 09	13:13:50	48.9	51.7	55.9	0	0	28May 09	13:17:35	50.2	56.2	57.1
0	28May 09	13:13:55	47.5	49.0	54.5	0	0	28May 09	13:17:40	52.6	55.8	59.6
0	28May 09	13:14:00	50.3	53.7	57.3	0	0	28May 09	13:17:45	51.9	52.7	58.9
0	28May 09	13:14:05	58.9	65.4	65.8	0	0	28May 09	13:17:50	52.7	60.3	59.7
0	28May 09	13:14:10	59.9	65.5	66.9	0	0	28May 09	13:17:55	51.3	54.5	58.3
0	28May 09	13:14:15	53.3	55.9	60.3	0	0	28May 09	13:18:00	53.0	54.8	60.0
0	28May 09	13:14:20	53.2	55.0	60.2	0	0	28May 09	13:18:05	54.1	55.7	61.1
0	28May 09	13:14:25	53.1	54.8	60.1	0	0	28May 09	13:18:10	55.4	56.2	62.4
0	28May 09	13:14:30	52.6	55.3	59.6	0	0	28May 09	13:18:15	56.3	60.6	63.3
0	28May 09	13:14:35	48.6	50.3	55.6	0	0	28May 09	13:18:20	56.3	57.4	63.3
0	28May 09	13:14:40	48.9	51.0	55.9	0	0	28May 09	13:18:25	56.4	57.3	63.4
0	28May 09	13:14:45	52.2	55.5	59.2	0	0	28May 09	13:18:30	55.1	62.6	62.4
0	28May 09	13:14:50	54.0	55.7	61.0	0	0	28May 09	13:18:35	54.9	58.2	61.9
0	28May 09	13:14:55	51.1	55.2	58.1	0	0	28May 09	13:18:40	52.3	52.9	60.8
0	28May 09	13:15:00	52.0	56.4	59.0	0	0	28May 09	13:18:45	57.7	61.7	64.7
0	28May 09	13:15:05	56.5	60.2	63.5	0	0	28May 09	13:18:50	51.5	53.8	58.5
0	28May 09	13:15:10	51.9	55.2	58.9	0	0	28May 09	13:18:55	50.0	57.8	57.0
0	28May 09	13:15:15	49.7	52.5	56.7	0	0	28May 09	13:19:00	49.4	51.4	56.4
0	28May 09	13:15:20	48.9	50.5	55.9	0	0	28May 09	13:19:05	50.2	56.4	57.2
0	28May 09	13:15:25	49.5	50.5	56.5	0	0	28May 09	13:19:10	53.9	55.8	60.8
0	28May 09	13:15:30	50.9	53.5	57.9	0	0	28May 09	13:19:15	54.4	55.8	61.4
0	28May 09	13:15:35	48.8	51.4	55.8	0	0	28May 09	13:19:20	53.4	54.3	60.4
0	28May 09	13:15:40	48.0	49.0	55.0	0	0	28May 09	13:19:25	53.2	56.0	60.2
0	28May 09	13:15:45	49.6	51.7	56.6	0	0	28May 09	13:19:30	53.3	54.5	60.3
0	28May 09	13:15:50	50.1	52.0	57.1	0	0	28May 09	13:19:40	50.2	56.7	60.7
0	28May 09	13:15:55	49.6	52.0	56.6	0	0	28May 09	13:19:45	54.5	56.7	61.5
0	28May 09	13:16:00	50.0	51.0	57.0	0	0	28May 09	13:19:50	56.2	57.8	63.2
0	28May 09	13:16:05	50.7	53.0	57.7	0	0	28May 09	13:19:55	55.5	58.1	62.5
0	28May 09	13:16:10	50.1	52.8	57.1	0	0	28May 09	13:20:00	52.4	54.8	59.4
0	28May 09	13:16:15	50.7	51.7	57.6	0	0	28May 09	13:20:05	50.5	52.1	57.5
0	28May 09	13:16:20	50.2	53.7	58.2	0	0	28May 09	13:20:10	52.5	58.3	59.5
0	28May 09	13:16:25	49.8	50.4	56.8	0	0	28May 09	13:20:15	52.6	53.7	59.6
0	28May 09	13:16:30	49.4	51.2	56.4	0	0	28May 09	13:20:20	56.8	57.8	63.8
0	28May 09	13:16:35	49.5	52.3	58.3	0	0	28May 09	13:20:25	57.4	58.0	64.1
0	28May 09	13:16:40	49.3	52.3	58.3	0	0	28May 09	13:20:30	57.4	67.0	69.1
0	28May 09	13:16:45	50.5	53.3	57.5	0	0	28May 09	13:20:35	54.1	58.6	61.0
0	28May 09	13:16:50	48.7	52.3	55.7	0	0	28May 09	13:20:40	54.1	58.6	61.0
0	28May 09	13:16:55	47.3	49.8	54.3	0	0	28May 09	13:20:45	50.9	53.6	57.9
0	28May 09	13:17:00	48.9	53.4	55.9	0	0	28May 09	13:20:50	54.7	57.2	61.7
0	28May 09	13:17:05	49.4	53.5	56.4	0	0	28May 09	13:20:55	55.3	57.7	62.3
0	28May 09	13:17:10	48.7	52.3	55.7	0	0	28May 09	13:21:00	54.6	58.1	61.6
0	28May 09	13:17:15	47.3	49.3	54.3	0	0	28May 09	13:21:05	53.9	56.3	60.9
0	28May 09	13:17:20	49.9	53.8	56.9	0	0	28May 09	13:21:10	50.1	64.1	67.1
0	28May 09	13:17:25	52.7	56.9	59.7	0	0	28May 09	13:21:20	56.0	66.0	63.0
0	28May 09	13:17:30	49.0	52.2	56.0	0	0	28May 09	13:21:25	55.7	58.6	62.7
0	28May 09	13:17:35	48.7	51.4	55.7	0	0	28May 09	13:21:30	55.2	56.1	62.2
0	28May 09	13:17:40	48.9	51.8	55.9	0	0	28May 09	13:21:35	54.5	57.7	61.5
0	28May 09	13:17:45	49.0	52.7	56.0	0	0	28May 09	13:21:40	54.2	55.8	61.2
0	28May 09	13:17:50	48.5	51.7	55.5	0	0	28May 09	13:21:45	53.2	55.0	60.2
0	28May 09	13:17:55	50.7	52.5	57.7	0	0	28May 09	13:21:50	53.3	54.6	60.1
0	28May 09	13:18:00	50.2	51.5	57.2	0	0	28May 09	13:21:55	50.5	52.2	59.1
0	28May 09	13:18:05	51.6	52.6	58.6	0	0	28May 09	13:22:00	53.3	55.0	60.3
0	28May 09	13:18:10	52.2	50.4	50.1	0	0	28May 09	13:22:05	52.5	54.2	59.5
0	28May 09	13:18:15	51.1	56.1	58.1	0	0	28May 09	13:22:10	55.2	56.7	62.2
0	28May 09	13:18:20	48.8	51.2	55.8	0	0	28May 09	13:22:15	55.4	56.6	62.4
0	28May 09	13:18:25	50.3	54.9	57.3	0	0	28May 09	13:22:20	56.2	58.2	63.1
0	28May 09	13:18:30	49.6	53.3	56.6	0	0	28May 09	13:22:25	56.1	58.7	63.1
0	28May 09	13:18:35	51.0	52.3	58.0	0	0	28May 09	13:22:30	56.6	58.6	63.5
0	28May 09	13:18:40	50.2	51.8	57.2	0	0	28May 09	13:22:35	56.6	58.7	63.5
0	28May 09	13:18:45	49.9	51.7	56.9	0	0	28May 09	13:22:40	56.6	58.7	63.5
0	28May 09	13:18:50	50.9	55.8	57.9	0	0	28May 09	13:22:45	56.7	65.0	69.4
0	28May 09	13:18:55	60.9	65.4	67.9	0	0	28May 09	13:22:50	66.1	66.8	69.0
0	28May 09	13:19:00	56.0	61.2	63.0	0	0	28May 09	13:22:55	57.0	60.1	64.0
0	28May 09	13:19:05	59.6	62.4	66.6	0	0	28May 09	13:23:00	57.7	60.3	64.7
0	28May 09	13:19:10	58.1	61.9	65.0	0	0	28May 09	13:23:05	52.7	54.0	59.6
0	28May 09	13:19:15	49.3	51.7	56.3	0	0	28May 09	13:23:10	53.9	57.3	60.9
0	28May 09	13:19:20	49.7	58.7	56.7	0	0	28May 09	13:23:15	52.9	53.7	59.8
0	28May 09	13:19:25	47.2	52.5	54.1	0	0	28May 09	13:23:20	55.2	56.2	61.2
0	28May 09	13:19:30	48.3	55.8	55.3	0	0	28May 09	13:23:25	56.1	58.7	63.1
0	28May 09	13:19:35	47.1	47.1	49.0	0	0	28May 09	13:23:30	56.6	58.6	63.5
0	28May 09	13:19:40	46.7	47.5	53.7	0	0	28May 09	13:23:35	56.6	58.7	63.5
0	28May 09	13:19:45	48.9	50.5	55.9	0	0	28May 09	13:23:40	56.7	58.7	64.0
0	28May 09	13:19:50	51.7	56.4	64.3	0	0	28May 09	13:23:45	54.1	56.9	59.4
0	28May 09	13:19:55	51.0	58.0	59.9	0	0	28May 09	13:23:50	55.4	57.5	62.1
0	28May 09	13:20:00	57.5	57.5	64.5	0	0	28May 09	13:23:55	53.4	54.6	59.9
0	28May 09	13:20:05	47.9	49.0	54.9	0	0	28May 09	13:24:00	54.7	57.5	62.1
0	28May 09	13:20:10	49.4	56.3	56.4	0	0	28May 09	13:24:05	52.9	54.2	59.9
0	28May 09	13:20:15	49.4	56.3	56.4	0	0	28May 09	13:24:10	52.2	53.6	59.1
0	28May 09	13:20:20	51.0	52.4	58.0	0	0	28May 09	13:24:15	52.8	55.7	59.8
0	28May 09	13:20:25	50.5	52.2	57.5	0	0	28May 09	13:24:20	54.1	55.3	61.1
0	28May 09	13:20:30	59.2	69.3	66.2	0	0	28May 09	13:24:25	54.1	55.3	61.2
0	28May 09	13:20:35	50.4	53.3	57.4	0	0	28May 09	13:24:30	51.8	54.0	58.8
0	28May 09	13:20:40	56.6	59.9	63.6	0	0	28May 09	13:24:35	52.5	54.3	59.5
0	28May 09	13:20:45	56.4	61.5	63.4	0	0	28May 09	13:24:40	51.4	57.2	58.4
0	28May 09	13:20:50	67.5	73.0	74.5	0	0	28May 09	13:24:45	51.6	53.4	58.6
0	28May 09	13:20:55	58.5	64.9	65.5	0	0	28May 09	13:24:50	52.4	55.1	59.0
0	28May 09	13:21:00	50.4	56.3	57.4	0	0	28May 09	13:24:55	52.2	53.6	59.1
0	28May 09	13:21:05	48.9	51.2	55.9	0	0	28May 09	13:25:00	52.8	55.7	59.8
0	28May 09	13:21:10	51.6	61.0	61.6	0	0	28May 09	13:25:05	51.6	52.7	58.6
0												

0 28May 09 13:38:40 53.2 55.2 60.2
0 28May 09 13:38:45 54.5 55.6 61.5
0 28May 09 13:38:50 54.1 55.2 61.1
0 28May 09 13:38:55 49.8 55.3 56.8
0 28May 09 13:39:00 48.0 50.9 55.0
0 28May 09 13:39:05 51.8 56.3 58.8
0 28May 09 13:39:10 54.1 58.7 61.1
0 28May 09 13:39:15 52.3 54.7 59.3
0 28May 09 13:39:20 55.7 58.7 67.7
0 28May 09 13:39:25 51.6 55.2 58.6
0 28May 09 13:39:30 52.3 54.7 59.3
0 28May 09 13:39:35 59.9 65.4 66.9
0 28May 09 13:39:40 70.2 78.7 77.2
0 28May 09 13:39:45 66.0 70.1 73.0
0 28May 09 13:39:50 59.1 66.3 66.1
0 28May 09 13:39:55 56.4 59.9 63.4
0 28May 09 13:40:00 60.5 64.3 67.5
0 28May 09 13:40:05 57.0 62.2 64.0
0 28May 09 13:40:10 49.9 52.3 56.9
0 28May 09 13:40:15 50.2 54.3 57.2
0 28May 09 13:40:20 52.3 54.6 59.3
0 28May 09 13:40:25 53.5 55.7 60.5
0 28May 09 13:40:30 52.5 56.4 59.5
0 28May 09 13:40:35 54.1 58.1 61.1
0 28May 09 13:40:40 57.5 59.2 64.5
0 28May 09 13:40:45 52.9 56.1 59.9
0 28May 09 13:40:50 52.8 53.6 59.8
0 28May 09 13:40:55 53.0 53.9 60.0

ATTACHMENT 2

RECON



Fan Performance

Table 108. Oversized motor & drive sheave/fan speed (rpm)

Tons	Unit Model Number	6 Turns	5 Turns	4 Turns	3 Turns	2 Turns	1 Turn	Closed
		Open	Open	Open	Open	Open	Open	
6	T/Y*C072E	N/A	958	1022	1086	1150	1214	1278
7½	T/Y*C092E	N/A	958	1022	1086	1150	1214	1278
8½	T/Y*C102E	N/A	958	1022	1086	1150	1214	1278
10	T/Y*C120E	1050	1135	1200	1275	1350	1425	N/A

Notes: Factory set at 3 turns open.

* Indicates both standard and high efficiency units and both ReliaTel™ and Electromechanical controls.

Table 109. Outdoor sound power level - dB (ref. 10 - 12 W)

Tons	Unit Model Number	Octave Center Frequency							Overall dBA
		63	125	250	500	1000	2000	4000	
3	T/YSC036E1, E3, E4, EW	79	85	79	79	77	71	67	58 81
4	T/YSC048E1, E3, E4, EW	82	84	83	80	76	72	66	58 82
5	T/YSC060E1, E3, E4, EW	85	82	81	81	77	72	67	61 82
6	T/YSC072E	91	95	90	87	84	79	75	68 89
7½	T/YSC092E	92	96	92	89	85	80	76	69 91
8½	T/YSC102E	91	95	90	87	84	79	75	68 89
10	T/YSC120E	94	89	87	85	84	78	75	69 88
3	WSC036E1	79	85	80	79	77	72	67	59 81
3	WSC036E3, E4, EW	77	85	79	78	75	71	66	59 80
4	WSC048E1, E3, E4, EW	81	82	83	81	77	72	66	59 82
5	WSC060E1, E3, E4, EW	81	87	84	85	83	78	73	67 87

Note: Tests follow ARI270-95.

Table 110. Standard motor & sheave/fan speed (rpm)

Tons	Unit Model Number	Fan	6 Turns	5 Turns	4 Turns	3 Turns	2 Turns	1 Turn	Closed
		Sheave	Open	Open	Open	Open	Open	Open	
15 SEER High Efficiency									
3	T/YHC036E	AK51x3/4"	N/A	765	835	905	975	1045	1115
4	T/YHC048E	AK54x3/4"	N/A	729	794	860	926	991	1057
5	T/YHC060E	AK49x3/4"	N/A	801	871	942	1012	1083	1154

Note: Factory set at 3 turns open.

Table 111. Standard motor & low static drive accessory sheave/fan speed (rpm)

Tons	Unit Model Number	Fan	6 Turns	5 Turns	4 Turns	3 Turns	2 Turns	1 Turn	Closed
		Sheave	Open	Open	Open	Open	Open	Open	
3	T/YHC036E	AK71x3/4"	N/A	556	606	657	707	757	808
4	T/YHC048E	AK74x3/4"	N/A	528	576	625	673	722	770
5	T/YHC060E	AK69x3/4"	N/A	565	617	669	721	773	825

Note: Factory set at 3 turns open.



General Data

Table 1. TC* General Data

Model	15-25 Tons Downflow & Horizontal Units			
	TC*155ED	TC*175ED	TC*200ED	TC*250ED
Cooling Performance^(a)				
ARI Gross Capacity kW (MBh)	45.5 (155.3)	52.3 (178.6)	62.8 (214.6)	66.3 (226.4)
COP/EER ^(b)	3.47 / 11.8	3.51 / 12.0	3.14 / 10.7	3.10 / 10.8
Nominal Airflow - m ³ /h (cfm)	8500 (5000)	(10190) 6000	(11890) 7000	(13600) 8000
ARI Airflow - m ³ /h (cfm)	8500 (5000)	(10190) 6000	(11890) 7000	(13600) 8000
ARI Net Capacity - kW (MBh)	44.7 (152.6)	50.9 (173.9)	61.7 (210.6)	66.1 (225.8)
System Power - kW	12.9	14.5	19.6	21.0
Compressor				
No./Type	2/Scroll	2/Scroll	2/Scroll	2/Scroll
Sound Rating dB^(c)				
	9.0	9.2	9.2	9.2
Outdoor Coil - Type	Hi-Performance	Hi-Performance	Hi-Performance	Hi-Performance
Tube Size OD - in.	0.3125	0.3125	0.3125	0.3125
Face Area - m ² (sq. ft.)	(3.27) 35.2	(3.27) 35.2	(2.79) 30	(3.27) 35.2
Rows/Fins per inch	3 / 16	3 / 16	3 / 16	3 / 16
Indoor Coil - Type				
Tube Size OD - in.	0.3125	0.3125	0.3125	0.3125
Face Area - m ² (sq. ft.)	(2.42) 26	(2.42) 26	(2.42) 26	(2.42) 26
Rows/Fins per inch	3 / 15	4 / 15	4 / 15	4 / 15
Refrigerant Control	Short Orifice	Short Orifice	Short Orifice	Short Orifice
Drain Connection No./Size - in.	1/1.00 NPT	1/1.00 NPT	1/1.00 NPT	1/1.00 NPT
Outdoor Fan - Type				
No. Used/Diameter - mm (in.)	Propeller	Propeller	Propeller	Propeller
Drive Type/No. Speeds	2 / 660 (26)	2 / 660 (26)	2 / 660 (26)	2 / 710(28)
Airflow - m ³ /h (cfm)	Direct / 1	Direct / 1	Direct / 1	Direct / 1
No. Motors/Power - W (HP)	15630 (9200)	18860 (11100)	18000 (10600)	19880 (11700)
Motor RPM	2 / 250(0.33)	2 / 560(0.75)	2 / 560(0.75)	2 / 560(0.75)
Indoor Fan - Type				
No. Used	FC Centrifugal	FC Centrifugal	FC Centrifugal	FC Centrifugal
Diameter x Width - mm (in.)	1	1	1	1
Drive Type/No. Speeds	457x457 (18x18)	457x457 (18x18)	457x457 (18x18)	457x457 (18x18)
No. Motors	Belt / 1	Belt / 1	Belt / 1	Belt / 1
Standard Motor Power - W (HP)	1	1	1	1
Oversized Motor Power - W (HP)	1500(2.0) / 2200(3.0)	2200(3.0) / 3700(5.0)	2200(3.0) / 3700(5.0)	3700(5.0) / N/A
Motor RPM - Standard/Oversized	1450 / 2850	2850 / 2920	2850 / 2920	2920/N/A

Continued on next page



General Data

TC* General Data

Table 1. TC* General Data

Model	15-25 Tons Downflow & Horizontal Units			
	TC*155ED	TC*175ED	TC*200ED	TC*250ED
Filters - Type/Furnished				
Type Furnished	Throwaway	Throwaway	Throwaway	Throwaway
Number Size Recommended				
Downflow-mm	(4)508x508x50 (4)508x635x50	(4)508x508x50 (4)508x635x50	(4)508x508x50 (4)508x635x50	(4)508x508x50 (4)508x635x50
Downflow-in	(4)20x20x2 (4)20x25x2	(4)20x20x2 (4)20x25x2	(4)20x20x2 (4)20x25x2	(4)20x20x2 (4)20x25x2
Horizontal-mm	(8)508x635x50	(8)508x635x50	(8)508x635x50	(8)508x635x50
Horizontal-in	(8)20x25x2	(8)20x25x2	(8)20x25x2	(8)20x25x2
Refrigerant Charge R-410A kg (lbs) ^(d)	8.3/4.5 (18.2 / 10)	9.3/4.6 (20.5 / 10.125)	9.0/4.9 (19.8 / 10.8)	7.9/7.9 (17.5 / 17.5)

(a) Cooling Performance is rated at 35°C (95°F) ambient, 26.7°C (80°F) entering dry bulb, 19.4°C (67°F) entering wet bulb. Gross capacity does not include the effect of fan motor heat. ARI capacity is net and includes the effect of fan motor heat. Units are suitable for operation ±20% of nominal airflow. Ratings shown are tested and certified in accordance with ARI Standard 210/240 or 340/360 certification program.

(b) EER is rated at ARI conditions and in accordance with DOE test procedures.

(c) Sound Ratings shown are tested in accordance with ARI Standard 270 or 370.

(d) Refrigerant charge is an approximate value. For a more precise value, see unit nameplate and service instructions.



General Data

YC* General Data

Table 2. YC* General Data

Model	15 - 25 Tons Downflow and Horizontal Units							
	YC*155ED		YC*175ED		YC*200ED		YC*250ED	
Cooling Performance^(a)								
ARI Gross Capacity-kw(MBh)	45.5 (155.3)		52.3 (178.6)		62.8 (214.6)		66.3 (226.4)	
COP/EER ^(b)	3.47 / 11.8		3.51 / 12.0		3.14 / 10.7		3.10 / 10.8	
Nominal Airflow - m ³ /h (cfm)	8500 (5000)		(10190) 6000		(11890) 7000		(13600) 8000	
ARI Airflow - m ³ /h (cfm)	8500 (5000)		(10190) 6000		(11890) 7000		(13600) 8000	
ARI Net Capacity - kW (MBh)	44.7 (152.6)		50.9 (173.9)		61.7 (210.6)		66.1 (225.8)	
System Power - kW	12.9		14.5		19.6		21.0	
Heating Performance^(c)								
Heating Models	Low	High	Low	High	Low	High	Low	High
Heating Input - (MBh)	61.1(208.3)	85.5(291.7)	61.1(208.3)	85.5(291.7)	61.1(208.3)	97.7(333.3)	61.1(208.3)	97.7(333.3)
1st Stage (2 Stage Only) (MBh)	42.7(145.8)	61.1(208.3)	42.7(145.8)	61.1(208.3)	42.7(145.8)	73.3(250.0)	42.7(145.8)	73.3(250.0)
Heating Output - (MBh)	49.6(169.2)	69.4(236.7)	49.6(169.2)	69.4(236.7)	49.6(169.2)	79.1(270.0)	49.6(169.2)	79.1(270.0)
1st Stage(2 Stage Only) (MBh)	34.7(118.3)	49.6(169.2)	34.7(118.3)	49.6(169.2)	34.7(118.3)	59.3(202.5)	34.7(118.3)	59.3(202.5)
Steady State Efficiency %	23.7(81.0)	23.7(81.0)	23.7(81.0)	23.7(81.0)	23.7(81.0)	23.7(81.0)	23.7(81.0)	23.7(81.0)
Numbers of Gas Heat Stages								
Number of Gas Burners	1	1	1	1	1	1	1	1
Gas Connection Pipe Size - in.	1/2	3/4	1/2	3/4	1/2	3/4	1/2	3/4
Compressor								
Number/Type	2/Scroll		2/Scroll		2/Scroll		2/Scroll	
Sound Rating dB^(d)								
	9.0		9.2		9.2		9.2	
Outdoor Coil								
Type	Hi-Performance		Hi-Performance		Hi-Performance		Hi-Performance	
Tube Size (in.) OD	0.3125		0.3125		0.3125		0.3125	
Face Area-m ³ (sq. ft.)	3.27 (35.2)		3.27 (35.2)		(2.79) 30		(3.27) 35.2	
Rows / Fins per inch	3/16		3/16		3/16		3/16	
Indoor Coil								
Type	Hi-Performance		Hi-Performance		Hi-Performance		Hi-Performance	
Tube Size (in.) ID	0.3125		0.3125		0.3125		0.3125	
Face Area-m ³ (sq. ft.)	(2.42) 26		(2.42) 26		(2.42) 26		(2.42) 26	
Rows/Fins per inch	3/15		4/15		4/15		4/15	
Refrigerant Control	Short Orifice		Short Orifice		Short Orifice		Short Orifice	
Drain Connection Number/Size (in.)	1/1.00 NPT		1/1.00 NPT		1/1.00 NPT		1/1.00 NPT	
Outdoor Fan								
Type	Propeller		Propeller		Propeller		Propeller	
Number Used/Diameter-mm (in.)	2/660 (26)		2/660 (26)		2/660 (26)		2/710 (28)	
Drive Type/No. Speeds	Direct/1		Direct/1		Direct/1		Direct/1	
Airflow-m ³ /h (CFM)	15630 (9200)		18860 (11100)		18000 (10600)		19880 (11700)	
Number Motors/W (HP)	2/250(0.33)		2/560(0.75)		2/560(0.75)		2/560(0.75)	
Motor RPM	925		950		950		950	

Continued on next page



General Data

YC* General Data

Table 2. YC* General Data

Model	15 - 25 Tons Downflow and Horizontal Units			
	YC*155ED	YC*175ED	YC*200ED	YC*250ED
Indoor Fan				
Type	FC Centrifugal	FC Centrifugal	FC Centrifugal	FC Centrifugal
Number Used	1	1	1	1
Diameter x Width - mm (in.)	457x457 (18x18)	457x457 (18x18)	457x457 (18x18)	457x457 (18x18)
Drive Type/No. Speeds	Belt / 1	Belt / 1	Belt / 1	Belt / 1
Number Motors	1	1	1	1
Motor W(HP) (Standard/Oversized)	1500 (2.0) / 2200 (3.0)	2200 (3.0) / 3700 (5.0)	2200 (3.0) / 3700 (5.0)	3700 (5.0) / N/A
Motor RPM (Standard/Oversized)	1450 / 2850	2850 / 2920	2850 / 2920	2920/N/A
Filters				
Type Furnished	Throwaway	Throwaway	Throwaway	Throwaway
Number Size Recommended				
Downflow-mm	(4)508x508x50 (4)508x635x50	(4)508x508x50 (4)508x635x50	(4)508x508x50 (4)508x635x50	(4)508x508x50 (4)508x635x50
Downflow-in	(4)20x20x2 (4)20x25x2	(4)20x20x2 (4)20x25x2	(4)20x20x2 (4)20x25x2	(4)20x20x2 (4)20x25x2
Horizontal-mm	(8)508x635x50	(8)508x635x50	(8)508x635x50	(8)508x635x50
Horizontal-in	(8)20x25x2	(8)20x25x2	(8)20x25x2	(8)20x25x2
Refrigerant Charge				
R-410A kg (lbs) ^(e)	8.3/4.5 (18.2 / 10)	9.3/4.6 (20.5 / 10.125)	9.0/4.9 (19.8 / 10.8)	7.9/7.9 (17.5 / 17.5)

(a) Cooling Performance is rated at 35°C (95°F) ambient, 26.7°C (80°F) entering dry bulb, 19.4°C (67°F) entering wet bulb. Gross capacity does not include the effect of fan motor heat. ARI capacity is net and includes the effect of fan motor heat. Units are suitable for operation $\pm 20\%$ of nominal airflow.

Ratings shown are tested and certified in accordance with ARI Standard 210/240 or 340/360 certification program.

(b) EER is rated at ARI conditions and in accordance with DOE test procedures.

(c) Heating performance unit settings and data were established under laboratory test conditions using American National Standards Institute standards. Ratings shown are for elevations up to 610 meters (2000 ft.). For elevations above 610 meters (2000 ft.), ratings should be reduced at the rate of 4% for each 305 meters (1000 ft.) above sea level.

(d) Sound Rating shown is tested in accordance with ARI Standard 270 or 370.

(e) Refrigerant charge is an approximate value. For a more precise value, see unit nameplate and service instructions.



General Data

WC* General Data

Table 3. WC* General Data

Model	15 - 25 Tons Downflow and Horizontal Units	
	WC*155ED, ET	WC*200ED, ET
Cooling Performance^(a)		
ARI Gross Capacity-kW (MBh)	44.1 (150.7)	62.9 (214.8)
COP/EER ^(b)	3.3 (11.3)	2.9 (9.9)
Nominal Airflow - m ³ /h (cfm)	8500 (5000)	(11890) 7000
ARI Airflow - m ³ /h (cfm)	8500 (5000)	(11890) 7000
ARI Net Capacity - kW (MBh)	43.2 (147.5)	61.0 (208.5)
System Power - kW	13.1	21.0
Heating Performance^(a)		
High Temperature Capacity -kw (MBh)	41.8 (142.7)	61.4 (209.6)
COP	3.8	3.6
System Power - kW	11.0	17.2
Compressor		
Number/Type	2 / Scrolls	2 / Scrolls
Sound Rating dB^(c)		
	9.0	9.2
Outdoor Coil		
Type	Hi-Performance	Hi-Performance
Refrigerant Control	Expansion Valve	Expansion Valve
Tube Size (in.) OD	0.3125	0.3125
Face Area-m ³ (sq. ft.)	3.3 (35.2)	4.0 (42.53)
Rows / Fins per inch	3 / 16	3 / 16
Indoor Coil		
Type	Hi-Performance	Hi-Performance
Tube Size (in.) ID	0.3125	0.3125
Face Area-m ³ (sq. ft.)	2.4 (26)	2.9 (31.42)
Rows / Fins per inch	4 / 15	4 / 15
Refrigerant Control	Short Orifice	Short Orifice
Drain Connection Number/Size (in.)	1/1.00 NPT	1/1.00 NPT
Outdoor Fan		
Type	Propeller	Propeller
Number Used/Diameter-mm (in.)	2 / 660 (26)	2 / 710(28)
Drive Type/No. Speeds	Direct / 1	Direct / 1
Airflow-m ³ /h(CFM)	15300 (9000)	20900 (12300)
Number Motors/W (HP)	2 / 250 (0.33)	2 / 560 (0.75)
Motor RPM	925	950

Continued on next page



General Data

WC* General Data

Table 3. WC* General Data

Model	15 - 25 Tons Downflow and Horizontal Units	
	WC*155ED, ET	WC*200ED, ET
Indoor Fan		
Type	FC Centrifugal	FC Centrifugal
Number Used	1	1
Diameter x Width - mm (in.)	457x457 (18x18)	457x457 (18x18)
Drive Type/No. Speeds	Belt / 1	Belt / 1
Number Motors	1	1
Motor W(HP) (Standard/Oversized)	1500 (2.0) / 2200 (3.0)	2200 (3.0) / 3700 (5.0)
Motor RPM (Standard/Oversized)	1450 / 2850	2850 / 2920
Filters		
Type Furnished	Throwaway	Throwaway
Number Size Recommended		
Downflow-mm	(4)508x508x50	(8)20x20x2 (4)20x16x2
Downflow	(4)508x635x50	(8)508x508x50
Downflow-in	(4)20x20x2 (4)20x25x2	(4)508x406x50
Horizontal-mm	(8)508x635x50	(12)508x508x50
Horizontal-in	(8)20x25x2	(12)20x20x2
Refrigerant Charge		
R-410a kg (lbs)(d)	6.6 / 6.4 (14.5 / 14.2)	9.0 / 8.2 (19.75 / 18)

(a) Cooling Performance is rated at 35°C (95°F) ambient, 26.7°C (80°F) entering dry bulb, 19.4°C (67°F) entering wet bulb. Heating Performance is rated at 20°C (68°F) ambient, 8.3°C (47°F) entering dry bulb, 6.1°C (43°F) entering wet bulb. Gross capacity does not include the effect of fan motor heat. ARI capacity is net and includes the effect of fan motor heat. Units are suitable for operation to ±20% of nominal airflow. Rated in accordance with ARI Standard 210/240 or 340/360.

(b) EER is rated at ARI conditions and in accordance with DOE test procedures.

(c) Sound Rating shown is tested in accordance with ARI Standard 270 or 370.

(d) Refrigerant charge is an approximate value. For a more precise value, see unit nameplate and service instructions.

ATTACHMENT 3

RECON

WALMART HVAC

10 RECEIVERS

X	Y	Z	EX. ATT. (DB/DD)	DESCRIPTION
6312744.0	1991425.0	724.0	.00	1
6312669.0	1991432.0	715.0	.00	2
6312602.0	1991563.0	718.0	.00	3
6312544.0	1991670.0	696.0	.00	4
6312499.0	1991967.0	677.0	.00	5
6312737.0	1992175.0	681.0	.00	6
6313021.0	1992077.0	681.0	.00	7
6313209.0	1991748.0	686.0	.00	8
6313234.0	1991543.0	696.0	.00	9
6312999.0	1991423.0	722.0	.00	10

4 POINT SOURCES

X	Y	Z	LEQ(REF)	FREQ.	SOURCE
DESCRIPTION					
6312762.0	1991957.0	708.0	54.1	500	USER DEFINED1 THREE 3
TON UNIT					
6312762.0	1991957.0	708.0	61.4	500	USER DEFINED2 FOUR 5
TON UNITS					
6312762.0	1991957.0	708.0	59.4	500	USER DEFINED3 TWO 10
TON UNITS					
6312762.0	1991957.0	708.0	69.4	500	USER DEFINED4 EIGHT 20
TON UNI					
0 LINE SOURCES					
0 AREA SOURCES					
1 BARRIERS					
5 POINTS	DESCRIPTION: BUILDING EDGE				
X	Y	Z			
6312989.0	1991937.0	692.0			
6312647.0	1991765.0	692.0			
6312552.0	1991940.0	692.0			
6312849.0	1992192.0	692.0			
6312989.0	1991937.0	692.0			

HICNOMVU

CALCULATION PROGRAM
FHWA HIGHWAY CONSTRUCTION NOISE MODEL

MODIFIED FOR IBM-COMPATIBLE PC WITH MATH COPROCESSOR
IN MARCH 1990 BY
VANDERBILT ENGINEERING CENTER FOR TRANSPORTATION
OPERATIONS AND RESEARCH (VECTOR)
BOX 96-B, VANDERBILT UNIVERSITY, NASHVILLE, TENNESSEE 37235
(615) 322-3683

LICENSED FOR USE ON ONE MICROCOMPUTER TO:

WALMART HVAC

RECEIVER NUMBER	LEQ	DESCRIPTION
-----------------	-----	-------------

1	50.0	1
2	49.9	2
3	51.9	3
4	53.3	4
5	46.9	5
6	50.8	6
7	49.0	7
8	50.6	8
9	48.5	9
10	49.1	10

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 1

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.226788E+04	33.6	USER DEFINED1	THREE 3 TON UNIT
2	.121792E+05	40.9	USER DEFINED2	FOUR 5 TON UNITS
3	.768458E+04	38.9	USER DEFINED3	TWO 10 TON UNITS
4	.768458E+05	48.9	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 2

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.226049E+04	33.5	USER DEFINED1	THREE 3 TON UNIT
2	.121396E+05	40.8	USER DEFINED2	FOUR 5 TON UNITS
3	.765955E+04	38.8	USER DEFINED3	TWO 10 TON UNITS
4	.765955E+05	48.8	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 3

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.355349E+04	35.5	USER DEFINED1	THREE 3 TON UNIT
2	.190834E+05	42.8	USER DEFINED2	FOUR 5 TON UNITS
3	.120408E+05	40.8	USER DEFINED3	TWO 10 TON UNITS

4	.120408E+06	50.8	USER DEFINED4	EIGHT 20 TON UNI
---	-------------	------	---------------	------------------

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 4

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.494714E+04	36.9	USER DEFINED1	THREE 3 TON UNIT
2	.265677E+05	44.2	USER DEFINED2	FOUR 5 TON UNITS
3	.167631E+05	42.2	USER DEFINED3	TWO 10 TON UNITS
4	.167631E+06	52.2	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 5

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.112312E+04	30.5	USER DEFINED1	THREE 3 TON UNIT
2	.603151E+04	37.8	USER DEFINED2	FOUR 5 TON UNITS
3	.380563E+04	35.8	USER DEFINED3	TWO 10 TON UNITS
4	.380563E+05	45.8	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 6

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.278583E+04	34.4	USER DEFINED1	THREE 3 TON UNIT
2	.149608E+05	41.7	USER DEFINED2	FOUR 5 TON UNITS
3	.943964E+04	39.7	USER DEFINED3	TWO 10 TON UNITS
4	.943964E+05	49.7	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 7

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.180410E+04	32.6	USER DEFINED1	THREE 3 TON UNIT
2	.968860E+04	39.9	USER DEFINED2	FOUR 5 TON UNITS
3	.611309E+04	37.9	USER DEFINED3	TWO 10 TON UNITS
4	.611309E+05	47.9	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 8

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.263912E+04	34.2	USER DEFINED1	THREE 3 TON UNIT
2	.141729E+05	41.5	USER DEFINED2	FOUR 5 TON UNITS
3	.894250E+04	39.5	USER DEFINED3	TWO 10 TON UNITS
4	.894250E+05	49.5	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 9

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.163022E+04	32.1	USER DEFINED1	THREE 3 TON UNIT
2	.875479E+04	39.4	USER DEFINED2	FOUR 5 TON UNITS
3	.552390E+04	37.4	USER DEFINED3	TWO 10 TON UNITS
4	.552390E+05	47.4	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 10

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.188266E+04	32.7	USER DEFINED1	THREE 3 TON UNIT
2	.101105E+05	40.0	USER DEFINED2	FOUR 5 TON UNITS
3	.637929E+04	38.0	USER DEFINED3	TWO 10 TON UNITS
4	.637929E+05	48.0	USER DEFINED4	EIGHT 20 TON UNI

KEY TO INDEX:

X - POINT SOURCE, WHERE X OR XX IS INPUT SEQUENCE # OF POINT SOURCES.

XX

YXX - LINE SOURCE, WHERE XX IS INPUT SEQUENCE # OF LINE SOURCES

YYXX AND Y OR YY IS SEQUENCE # OF POINTS FOR THE XXTH LINE.

1YYXX - AREA SOURCE, WHERE XX AND YY ARE ANALAGOUS TO LINE SOURCE VARIABLES.

WALMART HVAC - SECOND FLOOR

4 RECEIVERS

X	Y	Z	EX. ATT. (DB/DD)	DESCRIPTION
6312744.0	1991425.0	734.0	.00	1
6312669.0	1991432.0	725.0	.00	2
6313234.0	1991543.0	706.0	.00	9
6312999.0	1991423.0	732.0	.00	10

4 POINT SOURCES

X	Y	Z	LEQ(REF)	FREQ.	SOURCE
6312762.0	1991957.0	708.0	54.1	500	USER DEFINED1
TON UNIT					THREE 3
6312762.0	1991957.0	708.0	61.4	500	USER DEFINED2
TON UNITS					FOUR 5
6312762.0	1991957.0	708.0	59.4	500	USER DEFINED3
TON UNITS					TWO 10
6312762.0	1991957.0	708.0	69.4	500	USER DEFINED4
TON UNI					EIGHT 20

0 LINE SOURCES

0 AREA SOURCES

1 BARRIERS

5 POINTS DESCRIPTION: BUILDING EDGE

X	Y	Z
6312989.0	1991937.0	692.0
6312647.0	1991765.0	692.0
6312552.0	1991940.0	692.0
6312849.0	1992192.0	692.0
6312989.0	1991937.0	692.0

 HICNOMVU

 CALCULATION PROGRAM
 FHWA HIGHWAY CONSTRUCTION NOISE MODEL

 MODIFIED FOR IBM-COMPATIBLE PC WITH MATH COPROCESSOR
 IN MARCH 1990 BY
 VANDERBILT ENGINEERING CENTER FOR TRANSPORTATION
 OPERATIONS AND RESEARCH (VECTOR)
 BOX 96-B, VANDERBILT UNIVERSITY, NASHVILLE, TENNESSEE 37235
 (615) 322-3683

 LICENSED FOR USE ON ONE MICROCOMPUTER TO:

WALMART HVAC - SECOND FLOOR

RECEIVER NUMBER	LEQ	DESCRIPTION
-----------------	-----	-------------

1	50.0	1
2	49.9	2
3	48.5	9
4	49.1	10

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 1

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.226788E+04	33.6	USER DEFINED1	THREE 3 TON UNIT
2	.121792E+05	40.9	USER DEFINED2	FOUR 5 TON UNITS
3	.768458E+04	38.9	USER DEFINED3	TWO 10 TON UNITS
4	.768458E+05	48.9	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 2

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.226049E+04	33.5	USER DEFINED1	THREE 3 TON UNIT
2	.121396E+05	40.8	USER DEFINED2	FOUR 5 TON UNITS
3	.765955E+04	38.8	USER DEFINED3	TWO 10 TON UNITS
4	.765955E+05	48.8	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 3

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
1	.163022E+04	32.1	USER DEFINED1	THREE 3 TON UNIT
2	.875479E+04	39.4	USER DEFINED2	FOUR 5 TON UNITS
3	.552390E+04	37.4	USER DEFINED3	TWO 10 TON UNITS
4	.552390E+05	47.4	USER DEFINED4	EIGHT 20 TON UNI

COMPONENT CONTRIBUTIONS FOR RECEIVER NUMBER: 4

INDEX	INTENSITY	LEVEL	SOURCE	DESCRIPTION
-------	-----------	-------	--------	-------------

1	.188266E+04	32.7	USER DEFINED1	THREE 3 TON UNIT
2	.101105E+05	40.0	USER DEFINED2	FOUR 5 TON UNITS
3	.637929E+04	38.0	USER DEFINED3	TWO 10 TON UNITS
4	.637929E+05	48.0	USER DEFINED4	EIGHT 20 TON UNI

KEY TO INDEX:

X - POINT SOURCE, WHERE X OR XX IS INPUT SEQUENCE # OF POINT SOURCES.

XX

YXX - LINE SOURCE, WHERE XX IS INPUT SEQUENCE # OF LINE SOURCES

YYXX AND Y OR YY IS SEQUENCE # OF POINTS FOR THE XXTH LINE.

1YYXX - AREA SOURCE, WHERE XX AND YY ARE ANALAGOUS TO LINE SOURCE VARIABLES.