

## MEMORANDUM

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**To:** City of Oceanside  
**From:** Connor Burke, INCE.  
**Subject:** Multi-Building and Reduced Truck Bay Alternative – Eddie Jones Project  
**Date:** July 25, 2024  
**Attachment(s):** A: Noise Technical Report for the Eddie Jones Industrial Way Project, July 2024

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This memorandum summarizes potential noise and vibration impacts associated with the proposed 497,822 total SF Multi-Building and Reduced Truck Bay Alternative in comparison to the 566,905 SF single building proposed project analyzed in the EIR. This assessment utilizes City of Oceanside (City) significance thresholds that are comparable to those relating to noise and vibration assessment in Appendix G of the California Environmental Quality Act Guidelines (14 CCR 15000 et seq.)

The following analysis refers to the Noise Technical Report (Appendix H to the EIR) prepared for the Eddie Jones Industrial Way Project (Attachment A) and compares the anticipated noise and vibration impacts from the Multi-Building and Reduced Truck Bay Alternative (4-building alternative), which would reduce the number of loading bays and reduce the building footprint square footage and total building square footage in comparison to the proposed project analyzed as part of the EIR.

## 1 Impact Discussion

### 1.1 Short-Term Construction

For both the proposed project and 4-building alternative, the construction distance remains constant, with the nearest receptor over 595 feet away. With this similar distance, construction noise levels experienced at sensitive receptors would be consistent with the site plan for the proposed project. The analysis for the proposed project did not identify any exceedances of applicable noise standards at nearby receptors. The reduced scale of the 4-building alternative project further ensures construction noise impacts remain **less than significant** without need for additional mitigation, similar to the proposed project analyzed in the EIR.

### 1.2 Roadway Traffic Noise

The reduction in project square footage would decrease the amount of traffic added to nearby roadways. According to the Local Transportation Analysis and Vehicle Miles Traveled Alternative Memorandum prepared by LOS Engineering (Appendix I-1 to the FEIR), with approximately 70,178 less square feet, the project vehicle trip generation would be reduced by approximately 24%. Traffic noise levels increase logarithmically in relation to the actual traffic volume. Therefore, a 24% reduction in project traffic volumes would correspond to approximately a 1 dB decrease in traffic noise levels generated by the project. The traffic noise analysis for the proposed project did

not identify any significant impacts at sensitive receptors. The incremental 1 dB reduction in traffic noise increases for the 4-building alternative project reaffirms that this impact would remain **less than significant** and marginally improved compared to the prior project site plan.

### 1.3 Stationary Operations Noise

With fewer loading dock proposed and a smaller project footprint, stationary noise sources associated with building operations, would likewise be reduced compared to the previous project. As shown in Exhibit 1, Predicted Stationary Source Operations Noise, noise levels at the nearest residential receptors will be below 40 dBA, while at the trail north of the project, noise levels will remain below 50 dBA. Stationary noise impacts associated with the proposed project were found to be less than significant. The 4-building alternative project would further reduce stationary noise levels and this impact would remain **less than significant**.

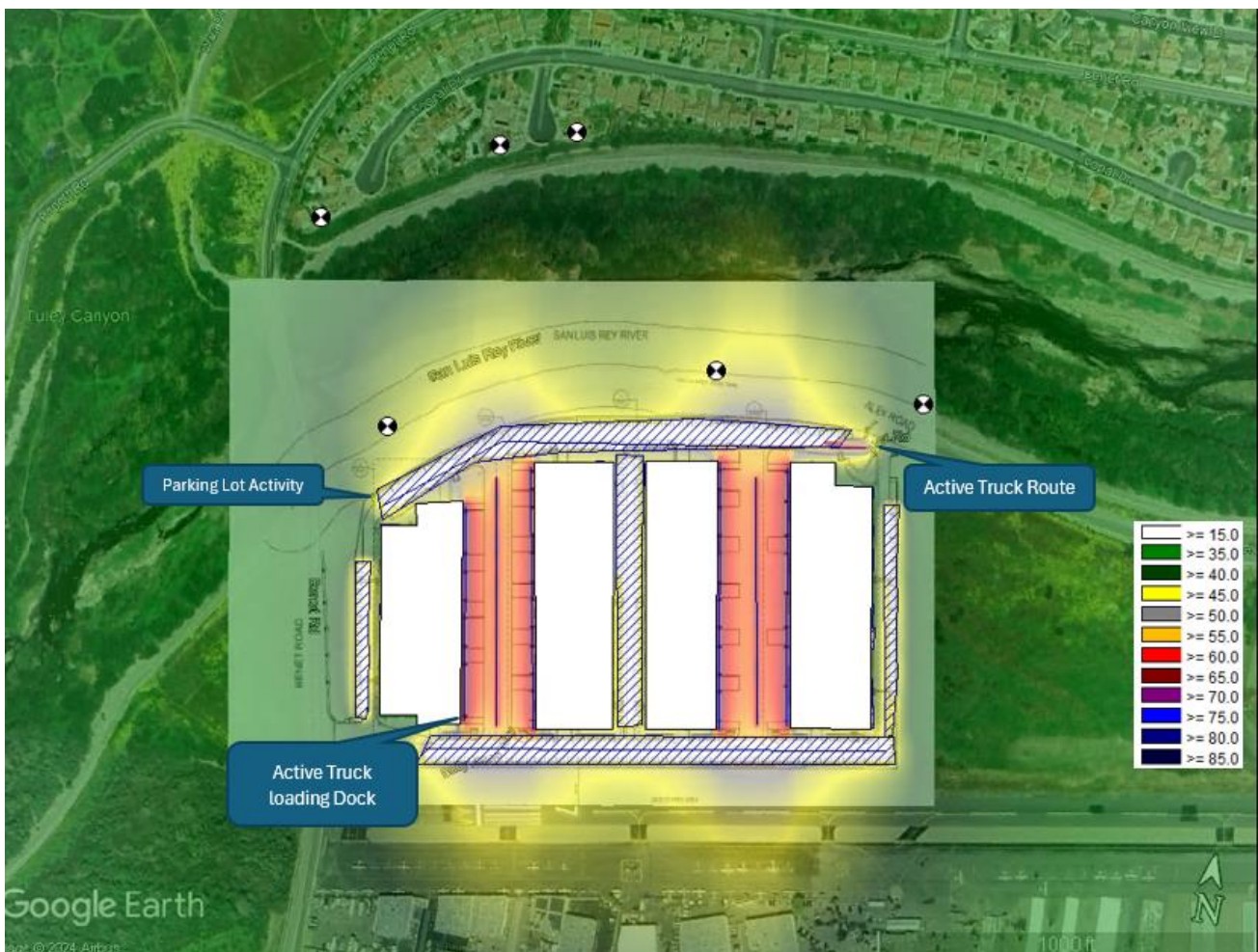


Exhibit 1. Predicted Stationary Source Operations Noise.

## 1.4 Conventional Construction Activity Vibration

The overall reduction in alternative project scale and concentration of construction activities within the remaining project site areas would result in similar vibration levels compared to the proposed project. Construction vibration impacts associated with the proposed project were found to be less than significant at nearby sensitive receptors. The 4-building alternative project would generate similar vibration levels that would remain below thresholds for human annoyance and building damage. Vibration impacts would be similar to the proposed project and **less than significant** without mitigation needed.

## 2 Conclusion

In summary, the reduction in total building square footage would proportionally decrease construction and operational noise levels, as well as groundborne vibration generated by the project. The noise and vibration analyses conducted for the proposed project did not identify any significant impacts. The 4-building alternative project would further reduce the projected noise and vibration levels. Impacts would remain less than significant and no additional mitigation measures are necessary.