

MEMORANDUM

DATE: July 5, 2024
To: NP Banning Industrial, LLC
FROM: Jason Lui, Associate/Senior Noise Specialist
SUBJECT: Supplemental Noise Analysis for the Sunset Crossroads Project, Banning, California

INTRODUCTION

This Supplemental Noise Analysis for the Sunset Crossroads Project summarizes the revised results of the operational off-site traffic noise analysis and the operational stationary noise analysis to reflect the Sunset Crossroads Specific Plan and the implementation of the additional project design features (PDFs) described below and supplements the Noise and Vibration Impact Analysis Report in Appendix I of the Draft Environmental Impact Report (DEIR). Appendix I identified two significant unavoidable noise impacts from operation of the proposed Development Project at nearby sensitive receptors from: (1) project traffic on Sunset Avenue at the residences located east of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue and at the Mount San Jacinto College (MSJC) school on the east side of Sunset Avenue south of Sun Lakes Boulevard/Westward Avenue, and (2) noise generated on site from Development Project operations at certain residences located immediately south of Bobcat Road. Although these impacts were identified in the DEIR as significant and unavoidable based on the original parameters of the Development Project, the Development Project is modified by the inclusion of the following additional PDFs in the Specific Plan and mitigation measure to further address noise impacts.

- **PDF N-1:** To address traffic noise impacts along Sunset Avenue, the alignment of Sunset Avenue is shifted to the west from its previously proposed location to provide additional distance from sensitive receptors east of Sunset Avenue. More specifically, the centerline of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue would be adjusted 42 feet (ft) to the west from the existing centerline with implementation of the Development Project, which results in the new centerline being 72 ft from the nearest residential property line and 115 ft from the school at the MSJC Site¹.

¹ The Sunset Crossroads Specific Plan circulated with the DEIR moved the Sunset Avenue centerline 25 ft to the west from the existing centerline to 55 ft from the existing property walls at the residences on the east side of Sunset Avenue. Additional revisions to the Specific Plan shifted the centerline another 17 ft west to 72 ft west of the nearest existing residential property walls along Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue.

- **PDF N-2:** To address the potential for impacts to residences from on-site Development Project operations, on-site project operations are revised to require:
 - Cold storage equipment previously allowed on industrial building rooftops will be shielded or relocated to the ground floor; and
 - Construction of 10 ft high “wing walls” on the south end of warehouse buildings 1 and 2, and 6 ft high walls that surround the automobile parking lots south of warehouse buildings 1 and 2 as depicted in the SoundPLAN printouts in Attachment A to the Supplemental Noise Analysis (Final EIR, Appendix I-2, Attachment A).
- **Mitigation Measure NOI-2.** Prior to approval of roadway plans for Sunset Avenue, the City will confirm that the Development Project design plans for Sunset Avenue incorporate Project Design Feature N-1 (PDF N-1) and shift the alignment of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard Extension/Westward Avenue to the west from the existing centerline as required by PDF N-1 to reduce traffic noise at neighboring sensitive uses to a less than significant level. To reduce operational noise impacts to a less than significant level, prior to issuance of building permits, the City will confirm that the following building design plans are consistent with PDF N-2: (1) design plans for each building proposed to contain cold storage facilities shall either shield rooftop cold storage equipment or locate such equipment on the ground level and (2) design plans for buildings adjacent to Bobcat Road (in the location depicted for Buildings 1 and 2 in the Specific Plan), shall include wing walls and parking lot walls meeting the requirements of PDF N-2.

As further described below, all operational noise impacts from the Development Project are reduced to less than significant levels with implementation of these PDFs as required by the Specific Plan.

OPERATIONAL OFF-SITE TRAFFIC NOISE

The original operational off-site traffic noise analysis in the DEIR and the Noise and Vibration Impact Analysis Report in Appendix I of the DEIR analyzed the location of the Sunset Avenue centerline in its existing location and identified significant and unavoidable traffic noise impacts for residences located on the east side of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard/Westward Avenue and the MSJC school on the east side of Sunset Avenue south of Sun Lakes Boulevard/Westward Avenue. The traffic noise impacts were identified in the DEIR as significant and unavoidable because off-site noise barriers for the residences along Sunset Avenue would not be feasible because there are already walls in place and additional heights to those walls would provide minimal noise reduction and would not achieve the noise level reduction needed to reduce impacts to less than significant. Also, obtaining consent from all property owners to construct off-site noise barriers would not be possible because the viewpoints of property owners would differ. For the MSJC Site, construction of the wall would require approval of the property owner, which is outside of the control of the Development Project and the City of Banning (City), and therefore it is uncertain whether the wall would be constructed. In addition, the original operational off-site traffic noise analysis assumed that the centerline of Sunset Avenue would remain in its current location. Under the Specific Plan, the land dedication for the planned expansion of Sunset Avenue to an arterial highway standard as part of the Development Project would occur

on the Development Site and the centerline of the road upon completion would shift 42 ft west from the existing centerline between Lincoln Street and Sun Lakes Boulevard/Westward Avenue and would move the Sunset Avenue centerline to 115 ft from the MSJC school. The changes described by PDF N-1 are reflected in the revised Specific Plan, and the impact analysis below is revised to take into account the construction of Sunset Avenue in accordance with the revised Specific Plan. The change in roadway alignment of Sunset Avenue would occur in Alternatives 3 and 4 as well.

Table A shows the revised operational off-site traffic noise levels using the same analysis method as the original operational traffic noise analysis and based on the implementation of PDF N-1 under the Development Project and Alternatives 3 and 4. It is assumed for purposes of this analysis that the modification of the roadway centerline would occur under Alternatives 3 and 4 only.

As shown in Table A, with implementation of PDF N-1, traffic noise levels from the Development Project and Alternatives 3 and 4 at the existing residences, which have existing property walls ranging in height from 5 ft to 7.5 ft, would range from 61.0 to 64.9 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) and would not exceed the City's noise standard of 65 dBA CNEL, which is the applicable noise standard for residential land uses based on the conditionally acceptable noise level for residential uses in the City's Land Use Compatibility for Community Noise Environments in the General Plan Noise Element. Also, traffic noise levels at the MSJC school would reach up to 64.0 dBA CNEL and would not exceed the City's noise standard of 65 dBA CNEL. Therefore, with implementation of PDF N-1 as required by the revised Specific Plan, the Development Project and Alternatives 3 and 4 would have less than significant operational traffic noise impacts on off-site noise-sensitive land uses and the conclusion in the DEIR of significant and unavoidable traffic noise impacts at these land uses would no longer be applicable. There would be no modification to the conclusions on traffic noise related to Alternatives 1 and 2.

Table A: Revised Traffic Noise Levels

Alternative	Scenario	Noise Level (dBA CNEL)	
		Residences ¹	MSJC School
Development Project	Existing (2021) with Project	61.6–64.6	63.8
	Opening Year (2027) with Project	61.7–64.7	63.8
	Horizon Year (2045) with Project	61.9–64.9	64.0
Alternative 3	Existing (2021) with Project	61.6–64.6	63.1
	Opening Year (2027) with Project	61.6–64.6	63.1
	Horizon Year (2045) with Project	61.8–64.8	63.3
Alternative 4	Existing (2021) with Project	61.0–64.0	62.6
	Opening Year (2027) with Project	61.0–64.0	62.5
	Horizon Year (2045) with Project	61.3–64.3	62.8

Source: Compiled by LSA (2024).

¹ Existing wall heights at the single-family residences range from 5 ft to 7.5 ft.

dBA = A-weighted decibels

ft = feet/foot

CNEL = Community Noise Equivalent Level

MSJC = Mount San Jacinto College

The areas along Sunset Avenue that do not have existing walls, which include the intersection at Jefferson Street and the driveway into the gated Serrano del Vista residential community, would not expose the residential backyards to traffic noise from Sunset Avenue. Therefore, the revised

Development Project and Alternatives 3 and 4 with implementation of PDF N-1 would have a less than significant impact on off-site residential uses because the worst traffic noise condition under Horizon Year (2045) with project traffic noise levels would not exceed 65 dBA CNEL for residential land uses.

OPERATIONAL STATIONARY NOISE

The original operational stationary noise analysis in the DEIR and in Appendix I of the DEIR identified significant and unavoidable stationary noise impacts for residences located south of Bobcat Road represented by Receptors R-8, R-11, and R-12. Stationary noise impacts were identified in the DEIR as significant and unavoidable because the impacted residences have driveway access onto Bobcat Road and mitigation measures such as noise barriers would not be feasible because they would not be effective at those locations without the ability to install noise barriers.

The Development Project is revised in the Specific Plan to reduce operational noise on the Development Site adjacent to residential uses by adding PDF N-2. This PDF is reflected in the revised Specific Plan, and the impact analysis below is revised based on the addition of this PDF.

Table B shows the revised daytime and nighttime noise levels at the property lines of the closest residences and MSJC Site based on revisions to SoundPLAN modeling to incorporate PDF N-2, analyzing the same individual stationary noise sources, which include truck delivery and truck loading/unloading activities; heating, ventilation, and air conditioning (HVAC), including cold storage, equipment; refrigeration equipment; drive-through speakerphones; parking activities; fueling activities; and outdoor eating activities, as were analyzed in the DEIR. The SoundPLAN printouts and the receptor locations are provided in Attachment A.

As shown in Table B (which replaces Table AB in the Noise and Vibration Impact Analysis Report in Appendix I of the DEIR on page 54), noise levels generated from operations of the Development Project with implementation of PDF N-2 would not exceed the City's exterior daytime noise standard of 55 dBA equivalent continuous sound level (L_{eq}) for the MSJC Site and residences located in the City. The school was evaluated using the City's noise standards for residences for a conservative analysis because the City does not have noise standards for schools. Also, noise levels generated from project operations are reduced from that disclosed in the DEIR. Under the revised analysis, the City's exterior nighttime noise standard of 45 dBA L_{eq} for residences located in the City is exceeded only for residences represented by Receptors R-1 and R-4.² The Development Project would increase ambient noise levels by up to 0.3 dBA at residences represented by Receptors R-1 and R-4. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, noise levels generated from project operations at these receptors remain less than significant.

² This is reduced from the analysis in the DEIR, where the City nighttime operational noise standard was identified as exceeded for Receptors R-1 through R-7, although, as with the revised Development Project, because the ambient noise level increase was identified as less than 3.0, there were no significant impacts identified.

Also, Table B shows that noise levels generated from operations of the Development Project would not exceed the County's exterior daytime 10-minute noise standard of 65 dBA L_{eq} for residences located in the unincorporated County. Also, noise levels generated from operations at the Development Project would not exceed the County's exterior nighttime 10-minute noise standard of 45 dBA L_{eq} for residences located in the unincorporated County except for residences represented by Receptor R-11, which would exceed the County's exterior nighttime 10-minute noise standard of 45 dBA L_{eq} . The Development Project would increase ambient noise levels by up to 2.9 dBA at Receptor R-11. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, noise levels generated from operations of the Development Project at these receptors would be less than significant.

Table B: Revised Operational Noise Levels

Receptor No.	Jurisdiction	Land Use	Direction	Project Generated Noise Level ¹ (dBA L _{eq})		Noise Standard (dBA)		Exceed Noise Standard?		Average Ambient Noise Level (dBA L _{eq})		Ambient Noise Level Increase (dBA)	
				Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R-1	Banning	Residence	East	48.8	46.3	55	45	No	Yes	65.0	58.0	0.1	0.3
R-2	Banning	Residence	East	47.2	44.3	55	45	No	No	65.0	58.0	0.1	0.2
R-3	Banning	Residence	East	48.4	45.0	55	45	No	No	65.0	58.0	0.1	0.2
R-4	Banning	Residence	East	49.3	45.3	55	45	No	Yes	65.0	58.0	0.1	0.2
R-5	Banning	Residence	East	46.3	43.2	55	45	No	No	65.0	58.0	0.1	0.1
R-6	Banning	Residence	East	44.6	42.7	55	45	No	No	65.0	58.0	0.0	0.1
R-7	Banning	School ²	East	45.9	44.2	55	45	No	No	65.0	58.0	0.1	0.2
R-8	County ³	Residence	Southeast	43.3	42.2	65 ⁴	45 ⁴	No	No	60.7	45.9	0.1	1.5
R-9	County ³	Residence	South	46.8	44.4	65 ⁴	45 ⁴	No	No	60.7	45.9	0.2	2.3
R-10	County ³	Residence	South	44.8	42.4	65 ⁴	45 ⁴	No	No	60.7	45.9	0.1	1.6
R-11	County ³	Residence	South	47.2	45.6	65 ⁴	45 ⁴	No	Yes	60.7	45.9	0.2	2.9
R-12	County ³	Residence	South	45.5	43.9	65 ⁴	45 ⁴	No	No	60.7	45.9	0.1	2.1
R-13	County ³	Residence	Southwest	45.4	43.8	65 ⁴	45 ⁴	No	No	60.5	52.9	0.1	0.5
R-14	County ³	Residence	Southwest	42.8	41.1	65 ⁴	45 ⁴	No	No	60.5	52.9	0.1	0.3
R-15	Banning	Residence	West	42.6	40.9	55	45	No	No	60.5	52.9	0.1	0.3
R-16	Banning	Residence	West	42.7	40.9	55	45	No	No	60.5	52.9	0.1	0.3
R-17	Banning	Residence	West	42.5	40.8	55	45	No	No	60.5	52.9	0.1	0.3
R-18	Banning	Residence	West	41.4	40.0	55	45	No	No	55.9	54.9	0.2	0.1
R-19	Banning	Residence	West	41.7	39.3	55	45	No	No	55.9	54.9	0.2	0.1

Source: Compiled by LSA (2024).

¹ Noise level at the property line.

² Mount San Jacinto College San Gorgonio Pass campus.

³ Riverside County.

⁴ 10-minute L_{eq} noise standard.

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

There would be no modification to the conclusions on operational noise related to Alternatives 1 and 2. Noise generated from operations under Alternative 3 would be similar to or less than the Development Project because truck delivery and truck loading and unloading activities, HVAC equipment, drive-through speakerphones, parking lot activities, fueling activities, and outdoor eating activities are generally located in the same location as those planned for the Development Project. In addition, some of the noise generated from commercial activities would be replaced by noise generated from truck delivery and truck loading and unloading activities, which would either be fully or partially shielded by the proposed warehouse buildings similar to the other proposed warehouse buildings. Noise generated from operations under Alternative 4 would be less than the Development Project because there would be a reduction in warehouse buildings and a reduction in truck delivery and truck loading and unloading activities. Therefore, noise levels generated from operations under Alternatives 3 and 4 would be less than significant.

CONCLUSION

There would be no new significant impacts to disclose in the DEIR with the implementation of the PDFs described above. In addition, significant and unavoidable impacts identified in the DEIR from operational off-site traffic noise levels and off-site stationary noise levels generated from project operations under the Development Project and Alternatives 3 and 4 would be reduced to less than significant levels and there would be no significant noise impacts from operation of the Development Project or Alternatives 3 or 4 at off-site noise-sensitive land uses.

Attachment: A: SoundPLAN Printouts

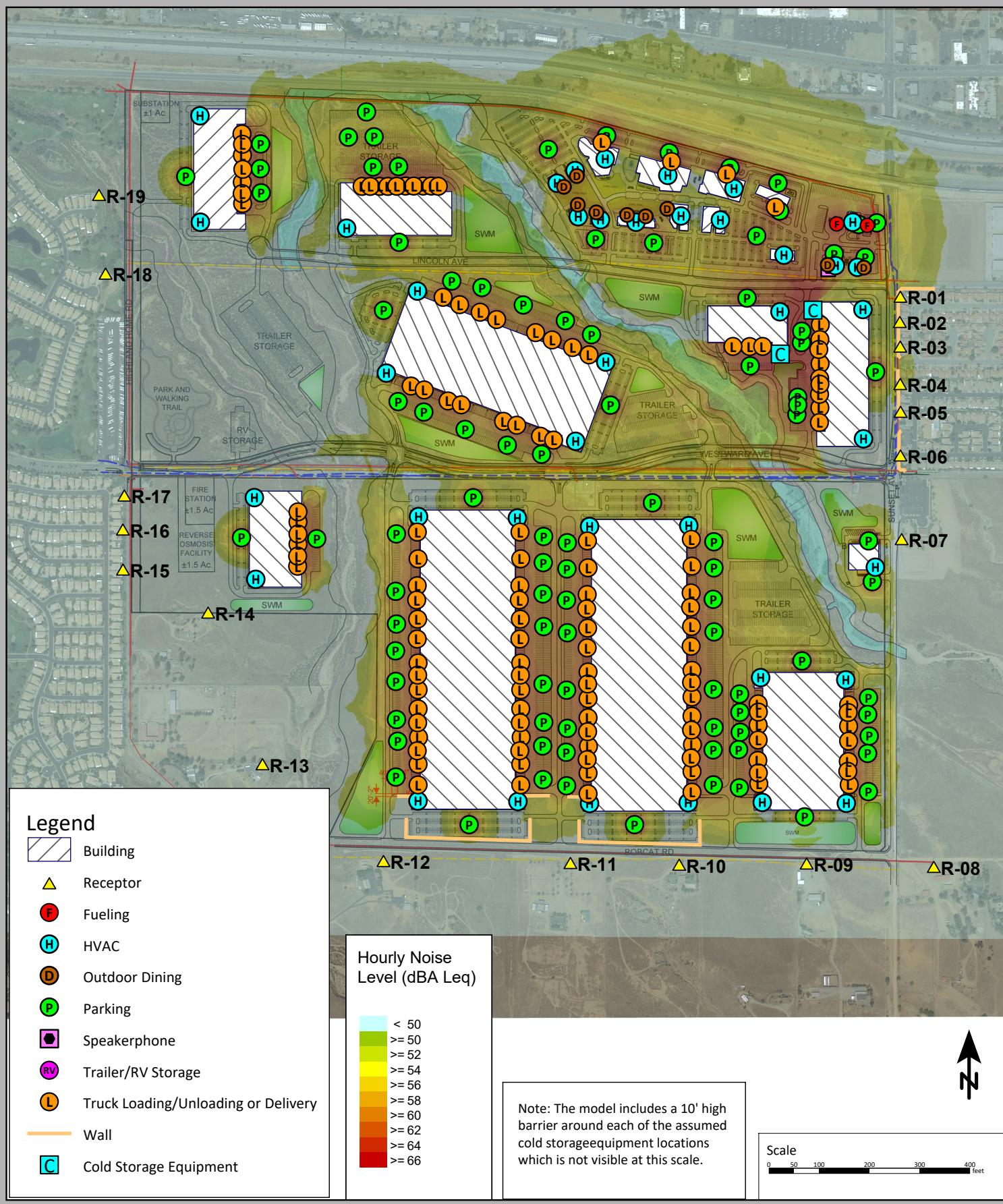
ATTACHMENT A

SOUNDPLAN PRINTOUTS

Sunset Crossroads

Project No. NPD2001

Project Operational Noise Levels - Daytime



Sunset Crossroads

Project No. NPD2001

Project Operational Noise Levels - Nighttime

