

**APPENDIX J2: RESIDENTIAL UPZONE PROJECT FOCUSED NOISE MEMO**

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May 14, 2021

Mr. Jeremy Krout  
EPD Solutions, Inc.  
2 Park Plaza, Suite 1120  
Irvine, CA 92614

**SUBJECT: RESIDENTIAL UPZONE PROJECT FOCUSED NOISE MEMO**

Dear Mr. Jeremy Krout:

Urban Crossroads, Inc. is pleased to submit this Noise Memo (Memo) to EPD Solutions, Inc. (Client) for the proposed Residential Upzone Project (Project), which is located east of Locust Avenue, between Hawthorne Avenue to the north and San Bernardino Avenue to the south, in the northern area of Bloomington in the County of San Bernardino.

**PROJECT DESCRIPTION**

The Bloomington Business Park Specific Plan would change the zoning of the Specific Plan site from Residential Single 1-Acre Minimum with Additional Agriculture Overlay RS-1-AA to Specific Plan, to a I/BP land use, there would be a corresponding net loss of residential unit capacity in the Bloomington area. Therefore, the Project would rezone an existing residential site to a higher residential density to allow for a greater number of dwelling units, which would offset the loss of dwelling unit potential at the Specific Plan area and thereby avoid a net loss of residential unit capacity in Bloomington.

A total of approximately 52 residential units could potentially be developed. The Project would change the zoning to Residential Multiple (RM), which permits a range of 5 to 20 dwelling units per acre. As a result, up to approximately 120 to 480 dwelling units could be developed at the Upzone site, which would be a net increase of approximately 68 to 428 dwelling units compared to the base zoning. Therefore, with the zone change, the Upzone site would be able to accommodate the 213 residential unit capacity that is currently provided by the Specific Plan site, plus up to an additional 215 residential units after accounting for the 52 dwelling units that could be developed under the base zoning. Therefore, the Project would result in an overall increase in residential capacity. The Project does not include physical construction or improvements to the Upzone site. Future redevelopment of the Upzone site would occur based on market conditions and independently of Specific Plan buildout.

## OPERATIONAL NOISE IMPACTS

The Residential Upzone Project is not expected to include any operational noise source levels beyond those typically associated with residential land use in the Project study area. This includes people moving around the site, parking lot vehicle movements, air conditioning units, play area, etc. and is considered a noise-sensitive receiving land use. Therefore, no potential operational noise impacts for the residential land use are analyzed in the noise study.

## OFF-SITE TRAFFIC NOISE IMPACTS

Traffic generated by the operation of the proposed Project is not expected to meaningfully influence the traffic noise levels in surrounding off-site areas. The expected Project traffic represents an incremental increase to the existing roadway volumes, which is not expected to generate a barely perceptible noise level increase of 3 dBA CNEL at nearby sensitive land uses adjacent to study area roadways, since a doubling of the existing traffic volumes would be required to generate a 3 dBA CNEL increase. (1) Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered *less than significant* and no further analysis is required.

If you have any questions, please contact me directly at (949) 584-3148.

Respectfully submitted,

URBAN CROSSROADS, INC.



Bill Lawson, P.E., INCE  
Principal



## REFERENCES

1. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.