

Appendix D

## Noise Technical Evaluation

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# TECHNICAL MEMORANDUM

**DATE:** July 8, 2025  
**TO:** Kory Lynch, Fivepoint  
**FROM:** Bill Lawson, Urban Crossroads, Inc.  
**JOB NO:** 16532-03 Addendum

## **SUBJECT: 2025 ADDENDUM #16 NOISE ASSESSMENT**

Urban Crossroads, Inc. has completed the following Noise Assessment for the Heritage Fields 2025 Addendum #16 (Project), which is in Planning Area 51 (PA 51) in the City of Irvine. The letter documents the off-site traffic noise level changes with the potential conversion of non-residential land uses to 1,300 condominium units.

### **BACKGROUND**

The Great Park Neighborhoods / Heritage Fields non-residential land uses were evaluated in the Heritage Fields Project 2012 General Plan Amendment and Zone Change Noise Impact Analysis prepared by Urban Crossroads (Project 2012 Noise Study), May 25, 2011. The Project 2012 Noise Study evaluated the existing noise conditions, the off-site traffic noise levels as well as the Project construction and operational noise and vibration impacts.

Non-Residential entitlements and land sales within PA 51 occurred between 2012 and 2024. The 2025 Addendum #16 includes those entitlements / land sales, the 1,300 multi-family residential units, and the remaining PA 51 non-residential land uses, which have not yet been developed. The Project 2012 Noise Study included 4,902,200 square feet of non-residential land uses in Planning Area 51. The 2025 Addendum #16 involves the conversion of 755,552 SF of non-residential to 1,300 condominium units, resulting in 4,146,648 square feet of non-residential land uses in PA 51.

### **OFF-SITE TRAFFIC NOISE IMPACTS**

To quantify the off-site traffic noise impacts on the surrounding off-site areas, the Project 2012 Noise Study evaluated the change in traffic noise levels on 363 roadway segments surrounding the Project Site. The change in traffic noise levels was estimated based on the Project trip generation and the change in the average daily traffic volumes. The Project 2012 Noise Study determined that the Project would generate project-related noise increases of up to 1.1 dBA CNEL on the 363 study area roadway segments. Since the Project's off-site traffic noise increases were all less than the 1.5 dBA screening significance threshold, the off-site traffic-related noise impacts were considered *less than significant*.

## CONCLUSIONS

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in the surrounding off-site areas and at the Project site consistent with the Project 2012 Noise Study. However, according to the *2025 Addendum #16 Trip Generation Assessment*, the potential conversion of non-residential land uses to 1,300 condominium units is anticipated to generate 3,528 fewer two-way trips per day as compared to the Project 2012 Traffic Study. Based on a comparison to the Project 2012 Noise Study, the 2025 Addendum #16 is anticipated to result in a net reduction in trips.

Therefore, since the 2025 Addendum #16 represents a net reduction in trips, the off-site traffic noise levels generated by the 2025 Addendum #16 are considered *less than significant* and no further analysis is required. If you have any questions, please contact me directly at (949) 584-3148.