

MEMORANDUM

To: Adam Robinson, RAF Pacifica Group
From: Michael Huff, Principal Fire Protection Planner
Subject: Wildfire Impact for the Eddie Jones Industrial Warehouse Project Multi-Building and Truck Bay Reduction Alternative
Date: July 24, 2024
cc:
Attachment(s): Figure 1 – Project Vicinity
Figure 2 – Multi-Building and Truck Bay Reduction Alternative Site Plan
Figure 3 – Project Site Plan

This technical memorandum summarizes the evaluation of potential wildfire impacts of the Multi-Building and Truck Bay Reduction Alternative for the Eddie Jones Industrial Warehouse Project (Project), located in the City of Oceanside, California (Figure 1 – Project Location). The Multi-Building and Truck Bay Reduction Alternative proposes an alternate site plan footprint that includes four (4) structures with a total of 56 dock-high doors (for semi-truck use), 45 grade-level doors (for smaller delivery truck use), and 593 parking stalls which include 22 ADA stalls and 90 EV stalls (Figure 2 – Multi-Building and Truck Bay Reduction Alternative Site Plan).

Background

The Eddie Jones Industrial Warehouse Environmental Impact Report (EIR) analyzes potential impacts relating to wildfire risks for the single building site plan footprint totaling 566,905-square-feet with 114 truck terminals, 590 parking spaces for employee/visitor parking, and 60 truck trailer parking stalls (Figure 3, Project Site Plan). The following provides a summary of the Project's impacts for each of the wildfire thresholds analyzed in the EIR:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

The project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of OFD, as detailed in Section 4.13, Public Services, and Chapter 4.14, Traffic and Circulation. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, impacts are determined to be **less than significant**.

- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The preliminary site plans and emergency access for the project have been reviewed by OFD and would be in compliance with the applicable Fire Code. Due to existing development in the vicinity, the relatively flat topography of the site and lack of slopes that would exacerbate fire risk, and updated building standards as part of the proposed development, implementation of the project is not expected to exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be **less than significant**.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Project development and associated on-site infrastructure would not exacerbate fire risks or result in temporary or ongoing impacts to the environment; therefore, impacts are determined to be **less than significant**.

- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Although the project site is located in a VHFHSZ, the project would not exacerbate fire risk on the project site due to the developed and the relatively flat nature of the site and the nature of the proposed improvements, which will comply with all applicable fire code requirements. Due to the project site location and topography, the project would not be subject to nor expose others to downhill flooding or landslides resulting from a fire in the project area. As described in Section 4.6, Geology and Soils, potential impacts associated with significant landslides or large-scale slope instability at the project site are considered to be less than significant. The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts are determined to be **less than significant**.

Multi-Building and Truck Bay Reduction Alternative Project Description

The Multi-Building and Truck Bay Reduction Alternative consists of four (4) separate buildings on-site with a total footprint of 491,582 sq/ft and a total building square footage of 497,822 sq/ft (inclusive of mezzanine areas). Table 1 provides the total building area for each of the proposed structures under this alternative. The proposed footprint would include 40,651 sf of office (ancillary) use, 334,275 sf of warehouse uses, and 122,896 sf of manufacturing uses. This Multi-Building and Truck Bay Reduction Alternative would include 56 dock-high doors (for semi-truck use), 45 grade-level doors (for smaller delivery truck use), and 593 parking stalls which include 22 ADA stalls and 90 EV stalls.

**Table 1. Multi-Building and Truck Bay Reduction Alternative
– Building Square Footage**

Building	Total Square Feet ¹
1	109,660
2	132,600
3	121,547
4	134,015
Total	497,822

¹ Under this alternative, each building would include 7% office space, 68% warehouse space, and 25% manufacturing space.

Fire Protection and Wildfire Risk Analysis

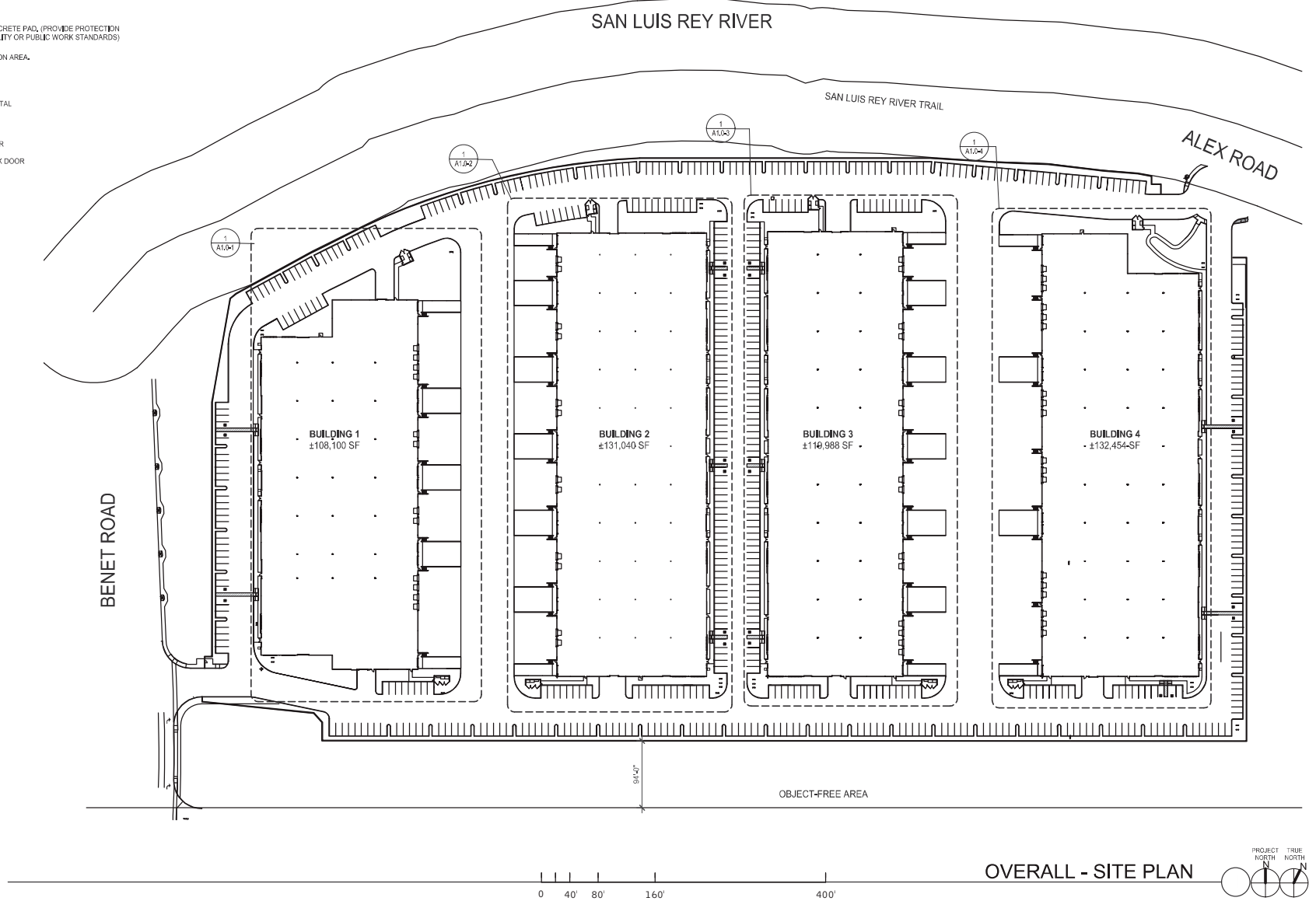
The Multi-Building and Truck Bay Reduction Alternative would reduce the overall building square footage, number of truck bays, parking and trailer stalls; therefore, the analysis in the EIR, which considers more intense development, would be applicable to the less intense development proposed under this alternative. Similar to the Project analyzed in the EIR, the Multi-Building and Truck Bay Reduction Alternative a) would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas; b) given existing development in the vicinity, the relatively flat topography of the site and lack of slopes that would exacerbate fire risk, and updated building standards implementation is not expected to exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; c) development and associated on-site infrastructure would not exacerbate fire risks or result in temporary or ongoing impacts to the environment; and d) potential impacts associated with significant landslides or large-scale slope instability at the project site are minimal given the relatively flat nature of the project site and proposed development. Further, given that the Multi-Building and Truck Bay Reduction Alternative will develop a smaller Project footprint and introduce an equal or smaller population, it is likely the emergency service demand will remain the same as the Project. Overall, the Multi-Building and Reduced Truck Bay Alternative would reduce potential impacts described in the EIR, and wildfire impacts would remain less than significant and no mitigation would be required.

Attachment 1 – Project Vicinity

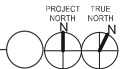
Attachment 2 – Alternative Site Plan

LEGEND

- ACCESSIBLE PATH OF TRAVEL, 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
- - - PROPERTY LINE.
-  POLE MOUNTED LIGHT FIXTURE.
-  WALLPACK LIGHT FIXTURE.
-  TRANSFORMER WITH CONCRETE PAD, (PROVIDE PROTECTION BOLLARDS PER LOCAL UTILITY OR PUBLIC WORK STANDARDS)
-  LANDSCAPE AND IRRIGATION AREA.
-  FIRE LANE (HATCHED)
-  PARKING STALL COUNT TOTAL
-  DOCK HIGH TRUCK DOOR
-  GRADE LEVEL TRUCK DOOR
-  FUTURE DOCK HIGH TRUCK DOOR
-  FIRE HYDRANT
-  P.I.V. WITH TAMPER



OVERALL - SITE PLAN



ATTACHMENT 2

Alternative Site Plan

Attachment 3 – Site Plan

SAN LUIS REY RIVER

SAN LUIS REY RIVER TRAIL

ALEX ROAD

BENET ROAD

PROPOSED BUILDING
FOOTPRINT: ±547,320 SF
36' CLR. HEIGHT
(28' MSL F.F.)

OBJECT-FREE AREA

1"=80'

0 40' 80' 160' 400'

SCALE: 1"=80'-0"



ATTACHMENT 3

Site Plan

Fire Protection Plan Memo for the Eddie Jones Warehouse, Manufacturing & Distribution Facility