

AGENDA NO. 5



PLANNING COMMISSION

STAFF REPORT

DATE: January 26, 2015

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A DEVELOPMENT PLAN (D13-00017) AND CONDITIONAL USE PERMIT (CUP13-00036) FOR THE CONSTRUCTION AND OPERATION OF A HELIPORT WITH AN ASSOCIATED CREW TRAILER AT THE OCEANSIDE FIRE DEPARTMENT TRAINING FACILITY LOCATED AT 110 JONES ROAD – REACH AIR – APPLICANT: REACH AIR MEDICAL SERVICES**

RECOMMENDATION

- (1) Adopt Planning Commission Resolution No. 2015-P05 adopting a Negative Declaration for the construction and operation of a heliport with an associated staff quarters modular building, in light of the whole record that the project will not have a significant effect on the environment; and
- (2) Staff recommends that the Planning Commission approve Development Plan (D13-00017) and Conditional Use Permit (CUP13-00036), and adopt Planning Commission Resolution No. 2015-P06 as attached.

BACKGROUND AND PROJECT DESCRIPTION

Background: The applicant (Reach Air Medical Services) requests consideration and approval of a Development Plan and Conditional Use Permit to allow the construction and operation of a heliport with an associated helipad, emergency helicopter, and modular building at the Oceanside Fire Department Training Facility located at 110 Jones Road.

Reach Air currently provides emergency air medical transportation services for the region from a temporary facility located at the Oceanside Airport. Reach Air wishes to operate and relocate the facility to 110 Jones Road under a more permanent agreement with the City of Oceanside.

On August 7, 2013 a property lease agreement between the City of Oceanside and Reach Air Medical Services was approved for the temporary operations at 110 Jones Road. The lease permits the proposed heliport operations for a term of 10 years until August 7, 2023. (Attachment 1)

The subject property has been under the City of Oceanside's ownership since April 15, 1932, and was originally utilized as the City's Water Utilities maintenance yard until 1992. The property is currently being utilized by the Oceanside Fire Department as a training facility. The site is approximately 6.52 acres (284,011 square feet) and is relatively flat in topography. The property currently has a fire training tower building, four modular buildings, a fire truck storage garage, a water reservoir, and two water lift station buildings used for storage and office use.

The subject site is within a Limited Industrial (IL) Zoning District and is surrounded by other Limited Industrial (IL) properties to the north and east. Public Space (PS) properties exist to the west and Commercial Professional (CP) properties exist to the south.

Project Description: The project application is comprised of two components; a Development Plan (D13-00017) and a Conditional Use Permit (CUP13-00036) as follows:

Development Plan (D13-00017) is a request for the following:

To permit the operation and construction of a heliport for emergency air transportation services with an associated 1,872-square foot modular crew trailer. The proposed heliport would consist of a 34' x 34' painted helipad square on the concrete to delineate the touch down and lift off (TLOF) area for the Reach Air helicopter. The TLOF area would be identified by a 12-inch solid white painted perimeter strip, glass delineator beads, and 16 green flush mounted ground lights. An 11.5-foot wide ring would be painted around the helipad to clearly designate the safety area while the helicopter is in operation. A certified (Airbus EC 135) turbine engine helicopter would be parked and stored on the proposed helipad, and would be available for emergency calls throughout the San Diego region. The helipad would be located at the northwest corner of the Fire Training Facility and at least 115 feet from any buildings on-site.

The heliport and support facilities would be located on an 8,024-square foot project area at the northwestern portion of the City of Oceanside's Fire Training Facility parcel adjacent to Jones Road. The crew trailer would include three bedrooms, a supply room, two bathrooms, a break room, a kitchen, and a flight plan room. In addition, an 8' x 10' shed would be installed on-site and used to store additional maintenance and

safety apparatus equipment for Reach Air. All necessary utilities (electrical, water, sewer, cable) are available for connection on-site. Access to the heliport and crew trailer would be from Jones Road, and the proposed six parking stalls would be located south and adjacent to the proposed modular crew trailer. The architecture of the crew trailer would be consistent with many of the modular buildings within the site and the trailer would be screened from public view by the proposed perimeter vegetation and existing slate fence located around the project site.

Conditional Use Permit (CUP13-00036) represents a request for the following: A Conditional Use Permit to allow the use of an emergency heliport service and an associated crew quarters building for a 24-hour emergency medical transportation service, as permitted by the Oceanside Zoning Ordinance sections 3036 and 1320. The proposed helipad would be operational 24 hours a day, seven days a week, and helicopter flights would be intermittent. Based on the current activity from the existing temporary heliport located at the Oceanside Airport, it is anticipated that helicopter trips would average 1.48 arrivals and departures per week. The primary departure flight path from the helipad would occur from east to west and the arrivals would occur from north to south. The flight path is restricted to this flight path, as approved by the Federal Aviation Administration. The approved flight path does not permit flying over the residential properties to the south.

Pursuant to Section 440(L), 1320, and 3036 of the Oceanside Zoning Ordinance (OZO), heliports, pads and facilities enabling takeoffs and landings by helicopters require the approval of a Conditional Use Permit. Section 3036 requires that the helipad and heliport not be used to serve offshore oil drilling or related exploration activities. The proposed emergency response transportation use does not intend to conduct offshore drilling operations nor conduct any type of exploration related activities. In addition, the heliport will be in compliance with OZO Section 3036 because the proposed emergency air transportation use has been previously approved by the California Department of Transportation Division of Aeronautics and the use would be located at least 1,000 feet from an R (Residential) District.

The subject heliport and associated facilities would be located at least 1,300 feet from the nearest residential property to the south. The proposed helipad and use of the emergency helicopter, the modular crew trailer, and 24-hour operational use of the site for emergency response purposes would provide the needed emergency service for the San Diego Region.

The helipad operations and design is subject to Zoning Ordinance Section 3036 for helicopter takeoff and landing areas. The proposed Conditional Use Permit for the helipad operations has been reviewed in compliance with Section 3036 of the Zoning Ordinance and the project is subject to the following Ordinances, City policies, and the State of California Government Code:

1. General Plan
2. Zoning Ordinance

ANALYSIS

KEY PLANNING ISSUES

1. General Plan Conformance

The General Plan Land Use Map designation on the subject property is Limited Industrial (IL). The proposed project is consistent with this designation and the goals and objectives of the City's General Plan as follows:

A. Land Use Element I

Goal 1.11 Balanced Land Use

Objective: To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.

Policy A: The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land uses so as to foster a sense of neighborhood, community, and regional identity.

The proposed emergency air medical service would provide a balance of land uses for the City of Oceanside and provide a use that is a necessity for the region. The 24-hour operations would provide an emergency response team to areas within the City and provide employment to the area.

Policy B: The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.

The emergency heliport service with associated facilities would be located within an existing City property currently utilized for the City of Oceanside Fire training purposes. The improvements to the site would be minimal and will not change the functionality of the approved fire training facility. The proposed heliport service would function within an ample proximity

from the fire training operations; therefore the proposed heliport use would not impact or interrupt the existing fire training operations on-site. Minor grading would be necessary to establish a suitable pad for the helipad and the area for the emergency modular crew building. The emergency air medical service would be similar in type as the Fire Emergency Training facility, and the use would be consistent within the General Plan for providing land uses that create benefits to the community and developing a balanced land use distribution.

Policy C: The City shall continuously monitor the impact and intensity of the land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.

This project site would be situated within an existing vacant area of the City of Oceanside's Fire Training Facility, located at the northwest portion of the site and closest to Jones Road. Jones Road is defined as a Local Collector with low speeds of 25 miles per hour (mph). Therefore, the limited traffic generated by the proposed emergency air medical use would be negligible and would not increase the vehicle trips to a level that would result in a negative level of service on the adjacent roadways and Jones Road. The traffic generated by the use would be approximately 3-5 cars per day, due to the low number of employees. A proposed 400-gallon mobile fueling pod would be used to refuel the helicopter and would be parked on-site as part of the use. The mobile fuel pod would be attached to a truck and refilled at least once a week. The 400-gallon pod is permitted by right per the zoning ordinance and as per the Oceanside Fire Chief approval. The fuel pod would be maintained and designed to meet Fire code requirements and the refilling of the fuel pod would occur off-site at the nearby Oceanside Airport fueling station located 1.5 miles away; refueling trips would be minimal.

2. Zoning Ordinance Compliance

This project is located in the Limited Industrial District (IL). The development will meet all the provisions of the Zoning Ordinance in terms of parking requirements, setbacks and all development regulations.

The following table summarizes proposed and applicable development standards for the Limited Districts and the project site:

	ZONING REQUIREMENTS	EXISTING AND PROPOSED
MINIMUM LOT SIZE	20,000 square feet	Approximately 8,024 square feet (Existing)
OFF-STREET PARKING	As specified by Use Permit	25+ (Existing); plus 5 (Proposed) stalls for a total of 30+ stalls on site
FRONT YARD	10'	18' + existing
SIDE YARD	0'	15' + existing
CORNERSIDE YARD	10'	10'
REAR YARD	0'	15'+ existing
HEIGHT	50'	15'+ existing

The proposed project meets the applicable requirements of the zoning ordinance, and the project as proposed, is compatible with existing and potential industrial uses in the neighborhood. The existing Fire Training facility has opportunities to park at least 25 to 50 vehicles on-site; parking shall not be an issue.

3. Land Use Compatibility with surrounding developments

The table below describes the property and the surrounding land uses:

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	Light Industrial (LI)	Limited Industrial (IL)	City of Oceanside Fire Training Facility
North of Subject Property	Light Industrial (LI)	Limited Industrial (IL)	North County Transit Parking lot and office
East of Subject Property:	Light Industrial (LI)	Limited Industrial (IL)	North County Transit Parking lot and office
South of Subject Property:	Light Industrial (LI)	Limited Industrial (IL)	City of Oceanside Fire Training Facility & Human Society
West of Subject Property:	Light Industrial (LI)	Limited Industrial (IL) & Commercial Professional (CP)	Vacant land and two single family homes

The proposed emergency air medical service with associated modular crew building and helipad has been determined to be compatible with the surrounding existing uses and the respective General Plan and Zoning Ordinance designations. The project has been reviewed and analyzed for compatibility with the existing and surrounding land uses, and based on the surrounding light industrial uses and commercial uses the proposed emergency air medical heliport would be compatible with the surrounding land uses. A majority of the uses in the area are limited industrial uses with the exception of four legal, non-conforming residential properties located to the south west. The proposed use would be located at least 1,300 feet from the nearest residential district and the use would be screened from public view by the existing fence and proposed vegetation.

ANALYSIS AND DISCUSSION

Staff review of the project proposal focused on three items: impacts from the proposed operations, noise, and safety.

The General Plan designation for the project site is Light Industrial, and as per Section 2.12 of the Land Element, Light Industrial uses shall provide and protect industrial lands to accommodate moderate to low intensity industrial uses capable of being located adjacent to residential lands. The land use impacts are minimal to none. The proposed emergency heliport operations would be limited and a majority of the operations would occur indoors within the proposed modular trailer. A majority of the facility would operate similar to a Fire Station, in that the emergency response team would be on call within the modular trailer for emergency purposes. The use of the helicopter for emergency pick up and drop off would occur off-site, and the emergency helicopter would be used on an as-needed basis; facility operations would be limited.

The proposed noise generated by the use would be limited due to the limited operations. The noise created by the use of the helicopter has been analyzed within the Negative Declaration and the submitted Noise Assessment Study. The anticipated noise generated by the facility and the helicopter operations would produce an average noise level that would be under the maximum industrial permissible levels, due to the limited use of the helicopter. In addition, the Noise Assessment Study analyzed the noise levels received at the closest residential district and revealed that the noise generated would be less than the maximum allowable thresholds for residential districts. The analyzed maximum noise generated to the closest residential property would be 54.9 dBA, which is under the maximum allowable 55 dBAs for residential properties. The proposed helicopter operations have been analyzed at a more restrictive threshold than a typical industrial use to alleviate any future noise impacts.

The operations and proposed use would not generate a public safety impact, due to the minimal construction that is required to construct the helipad and anchor the modular crew building to the ground. The use of a 2013 Airbus (EC135) Helicopter for off-site medical emergency pick up and drop off operations would be stored on-site within a designated helipad area and the emergency response team and pilot would be on stand by within the proposed modular crew trailer. The take off, landing, and helicopter fly zone areas have been reviewed and approved by the San Diego Regional Airport Authority and the Federal Aviation Administration. The Negative Declaration has analyzed the operations per public safety impacts and the impacts have been determined to be limited to none. The safety training for the employees, the approved flight plan, the safety fueling procedures, and the design of the heliport would result in a safe operating facility.

The construction and operation of a heliport with an associated 24-hour modular crew trailer will be compatible with the surrounding eclectic industrial land uses and will provide an emergency medical use that would benefit the community and the region.

PUBLIC NOTIFICATION

Legal notice was published in the newspaper and notices were sent to property owners of record within a 300-foot radius of the subject property, individuals and/or organizations requesting notification, the applicant and other interested parties. As of January 26, 2015 no communication regarding the request had been received.

ENVIRONMENTAL DETERMINATION

The proposed project has been reviewed pursuant to the California Environmental Quality Act (CEQA) and a Negative Declaration (ND) was prepared. The environmental analysis concluded that the project will not have significant effects on the environment with the implementation of project conditions. The project conditions address noise issues related to construction and operation of the proposed facility. The environmental impacts will be minimal due to the design and intermittent use of the helicopter and associated emergency facilities. The ND analyzed the potential impacts (i.e. noise, traffic, greenhouse gas emissions, and aesthetics) to the neighborhood and the surrounding areas, and determined that the impact is so minimal that no environmental analysis is necessary.

SUMMARY

The proposed emergency heliport service as conditioned will be in compliance with development regulations, the Zoning Ordinance and applicable land use policies of the General Plan. The use will be consistent and compatible with the surrounding uses and

the existing fire and emergency training facility on-site. Therefore, staff recommends that the Planning Commission approve the subject Development Plan and Conditional Use Permit. The Planning Commission's action should be:

- Adopt Planning Commission Resolution No. 2015-P05 adopting Negative Declaration for the subject medical emergency heliport use, in light of the whole record that the project will not have a significant effect on the environment.
- Move to approve Development Plan (D13-00017) and Conditional Use Permit (CUP13-00036) and adopt Planning Commission Resolution No. 2015-P06 as attached.

PREPARED BY:

SUBMITTED BY:



Scott Nightingale
Associate Planner

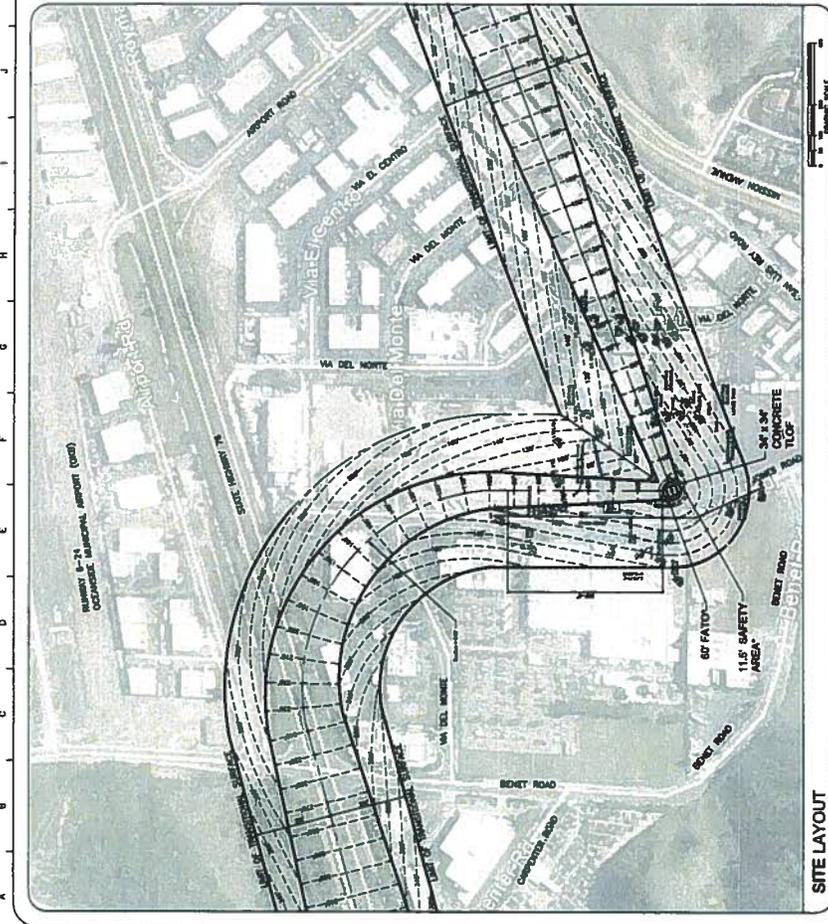
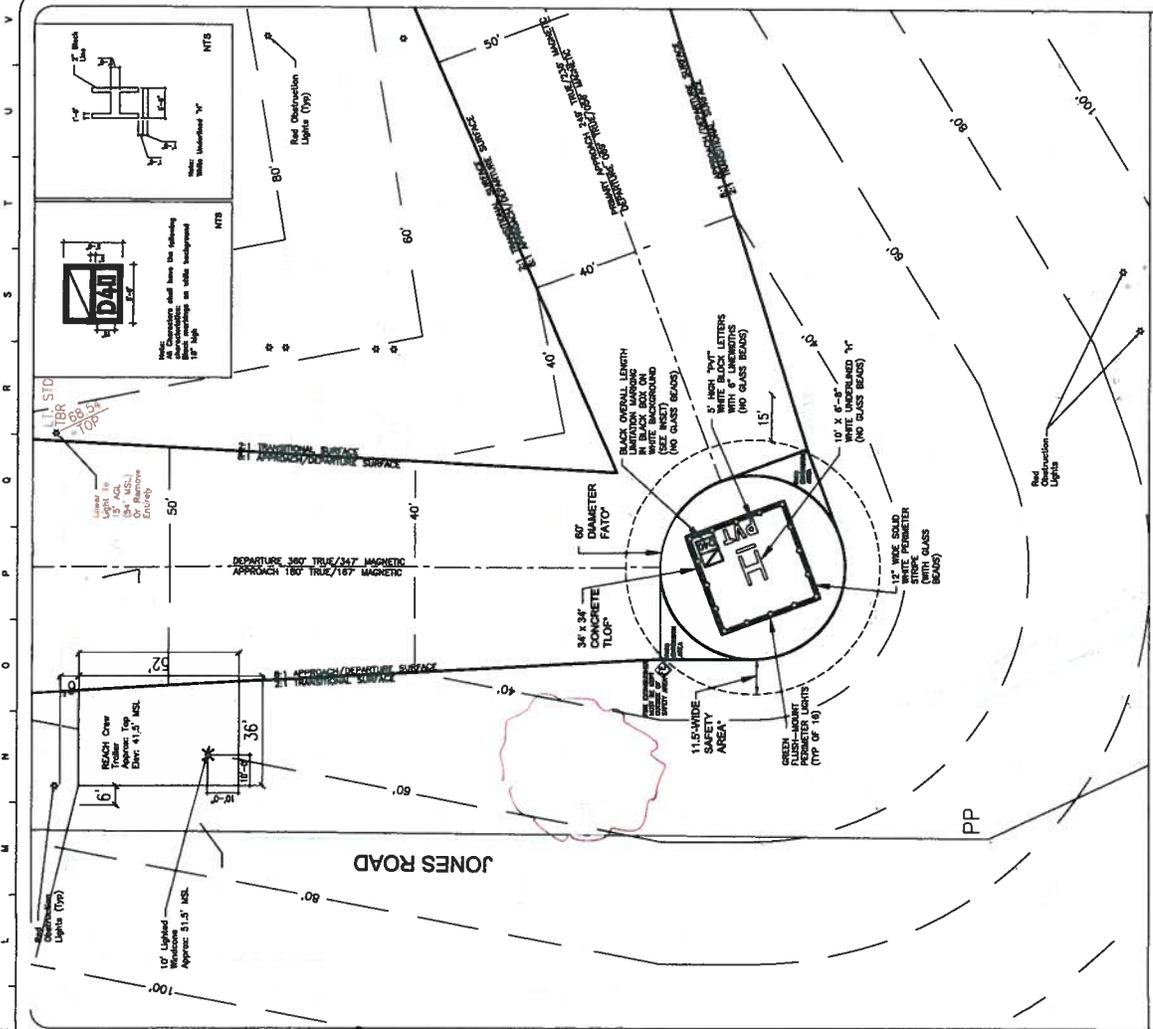


Jeff Hunt
Interim City Planner

JH/SN/fil

Attachments:

1. Site Plans & Floor Plans
2. Planning Commission Resolution No. 2015-P05
3. Planning Commission Resolution No. 2015-P06
4. Lease agreement Staff Report dated August 7, 2013
5. San Diego County Regional Airport Authority approval
6. Federal Aviation Administration approval
7. Notice of Determination
8. Final Negative Declaration
9. Other Attachments (Application Page, Description and Justification, Legal Description)



HELIPORT DATA PANEL

Project Name	Donnellan EIA Department Heliport	Drawn	John Smith and David Lee
Client Address	110 Jones Road, Donnellan, CA 92025	Checked	Stacy Smith
Scale	AS SHOWN (Scale 1/8" = 1'-0")	Scale	AS SHOWN
EIA Address	110 Jones Road, Donnellan, CA 92025	Project No.	2013-001
EIA Title	Donnellan EIA Department Heliport	Sheet No.	11
EIA Description	Donnellan EIA Department Heliport	Revision	11-01: Initial Design
City or County Name	San Diego, CA	Revision	11-02: Final Design
Local Agency/Department	San Diego County	Revision	11-03: Construction
Approach course dimensions (feet)	34' x 34'	Revision	11-04: Final
Approach course dimensions (meters)	10.4 x 10.4	Revision	11-05: Final
Approach course dimensions (feet)	34' x 34'	Revision	11-06: Final
Approach course dimensions (meters)	10.4 x 10.4	Revision	11-07: Final

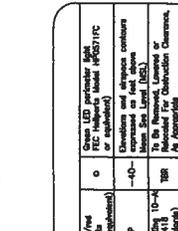
Item	Description	Quantity	Unit
1	Green LED perimeter light (10' x 10' x 10')	216	lights
2	Red obstruction light (10' x 10' x 10')	1	light
3	White perimeter light (10' x 10' x 10')	1	light
4	Black and white reflective paint (10' x 10' x 10')	1	unit
5	Black and white reflective paint (10' x 10' x 10')	1	unit
6	Black and white reflective paint (10' x 10' x 10')	1	unit
7	Black and white reflective paint (10' x 10' x 10')	1	unit
8	Black and white reflective paint (10' x 10' x 10')	1	unit
9	Black and white reflective paint (10' x 10' x 10')	1	unit
10	Black and white reflective paint (10' x 10' x 10')	1	unit
11	Black and white reflective paint (10' x 10' x 10')	1	unit
12	Black and white reflective paint (10' x 10' x 10')	1	unit

LEGEND

- Green LED perimeter light (10' x 10' x 10')
- Red obstruction light (10' x 10' x 10')
- White perimeter light (10' x 10' x 10')
- Black and white reflective paint (10' x 10' x 10')
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Collins Aeronautics Approved Box



HELIPORT DETAIL

THIS SHEET FOR GENERAL REFERENCE AND AGENCY APPROVALS ONLY. NOT FOR CONSTRUCTION.

Client: 581 Aviation Boulevard, Ste. #201, San Diego, CA 92104
 Project: 2013-001
 Sheet: 11 of 11

Donnellan EIA Department Heliport
 110 Jones Road, Donnellan, CA 92025
 Project No. 2013-001
 Sheet No. 11 of 11

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Heliplanners
 Aviation Planning Consultants
 31110 Avenida del Rio, Suite 200, San Diego, CA 92108
 Phone: (619) 663-5000
 Fax: (619) 663-5002

SHEET NO. WS

PROJECT NAME
175 Jones Rd.
Oceanside CA 92058
PROJECT NO. 30399

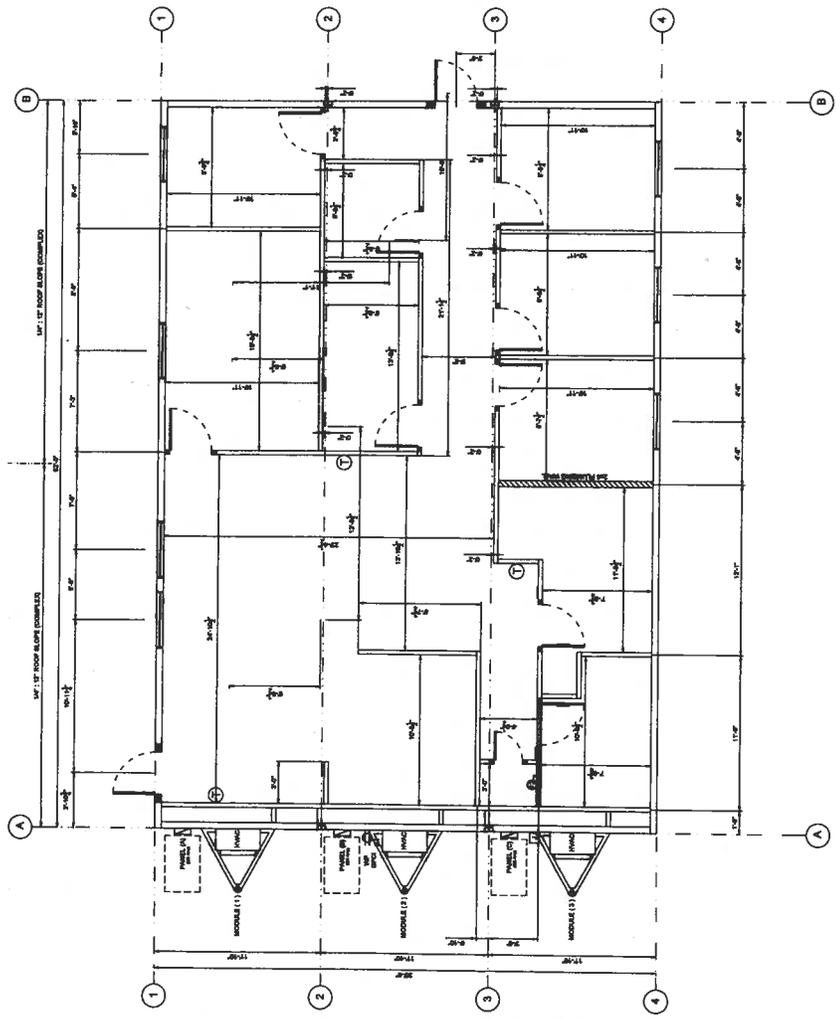
DATE
DRAWN BY
CHECKED BY
DATE

WALL SET PLAN
PROJECT NO. 30399
DATE 08-20-13
DRAWN BY J. THOMPSON
CHECKED BY M. THOMPSON

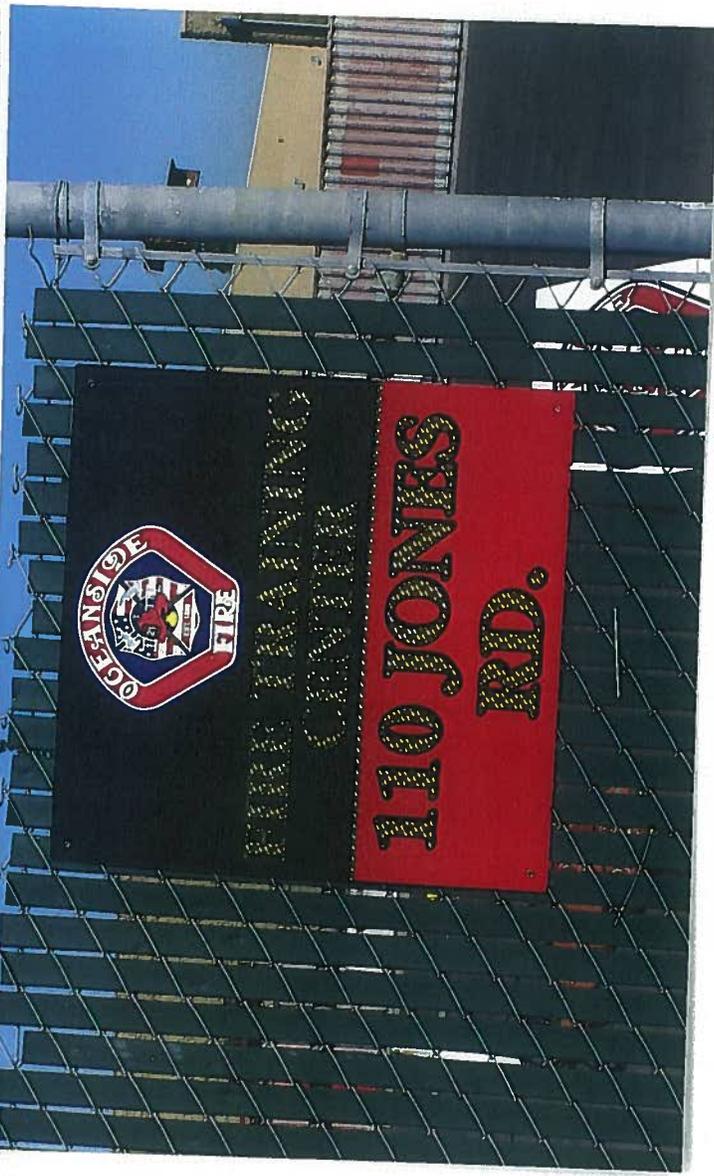
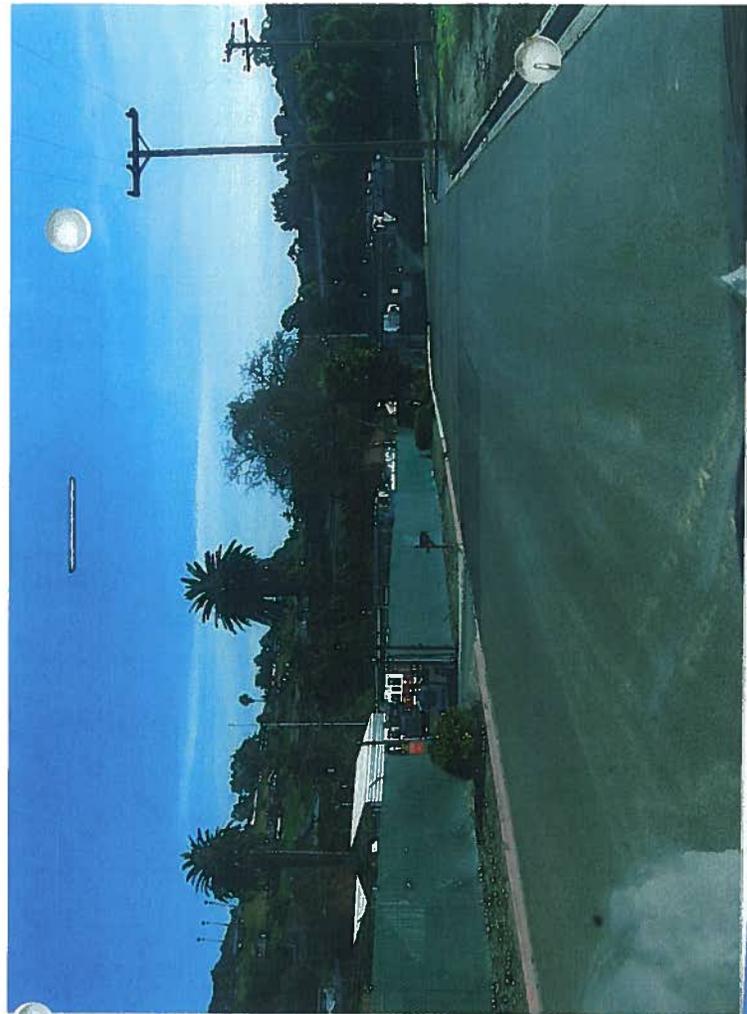
PACIFIC
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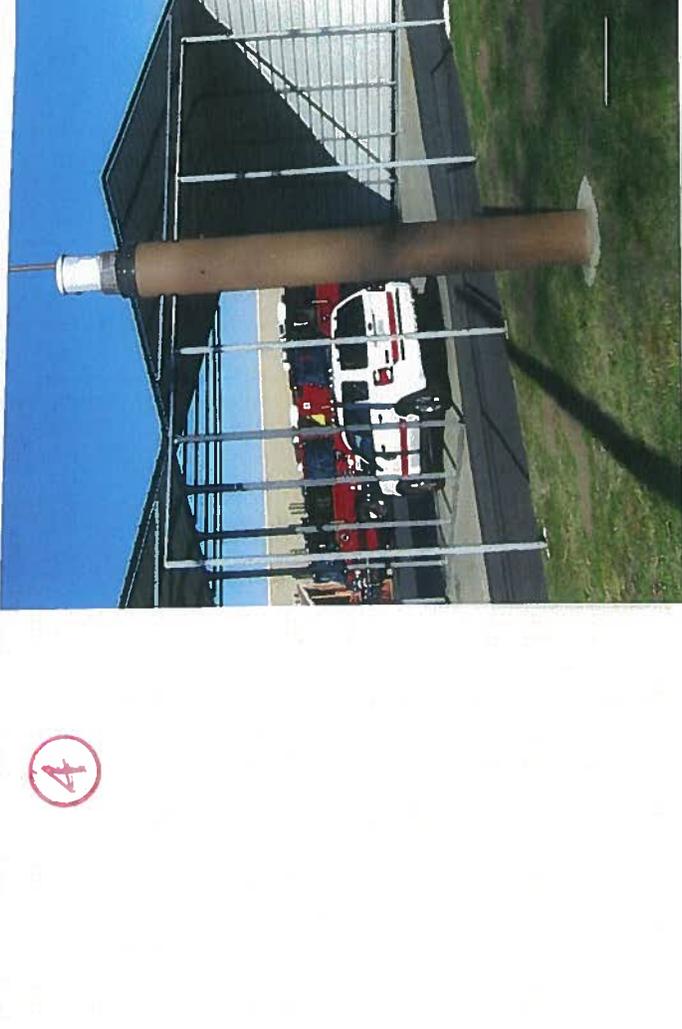
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DATE: 08-20-13
DRAWN BY: J. THOMPSON
CHECKED BY: M. THOMPSON



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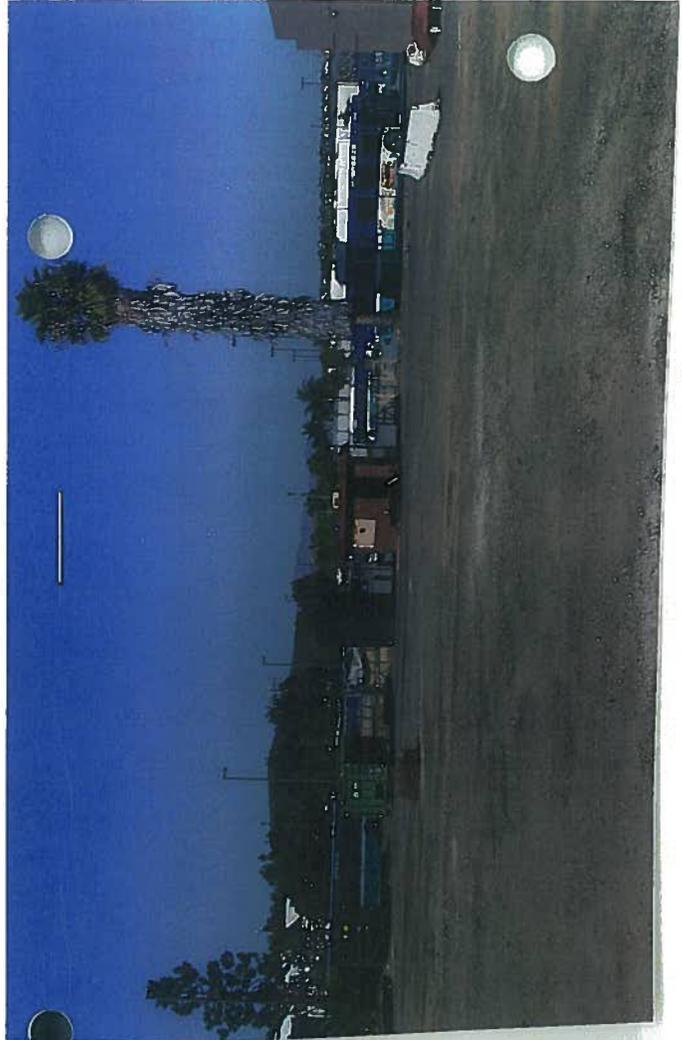
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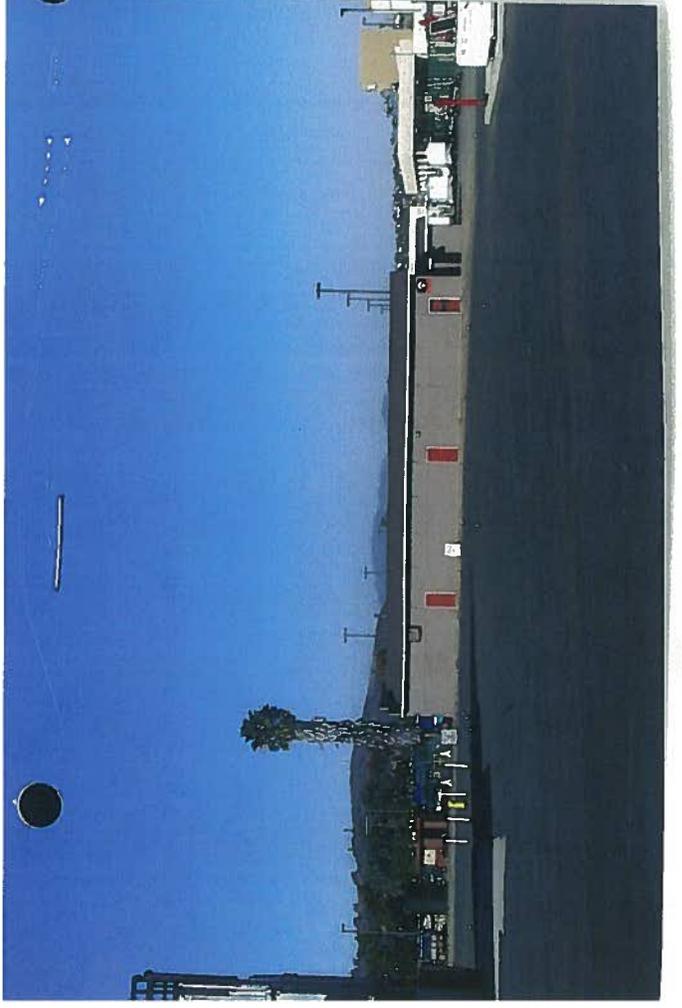
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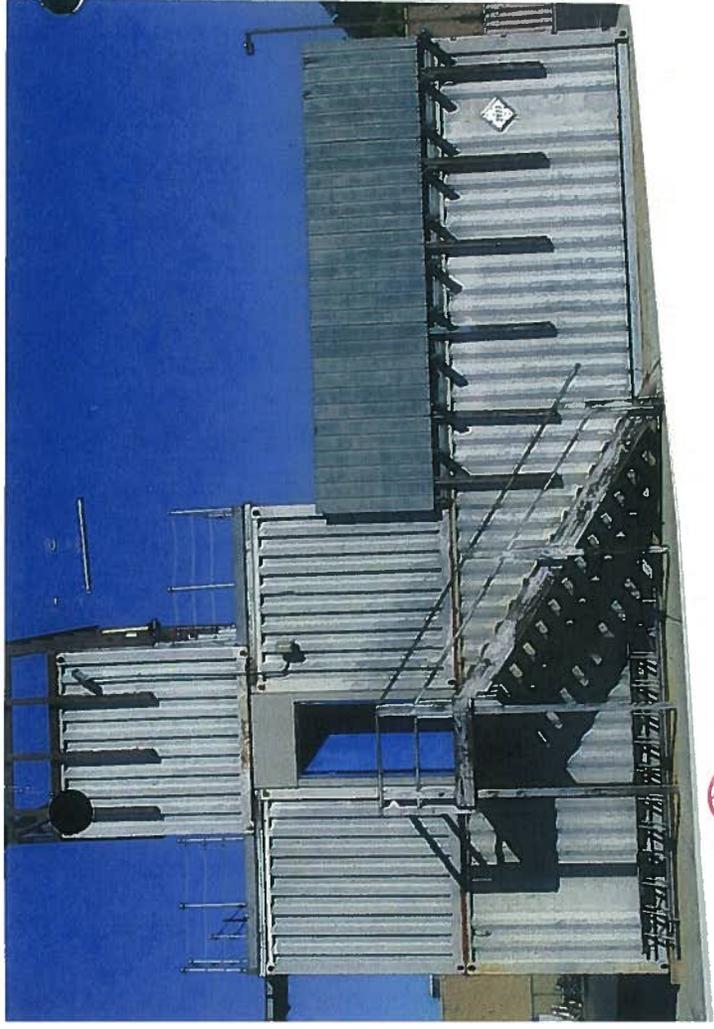
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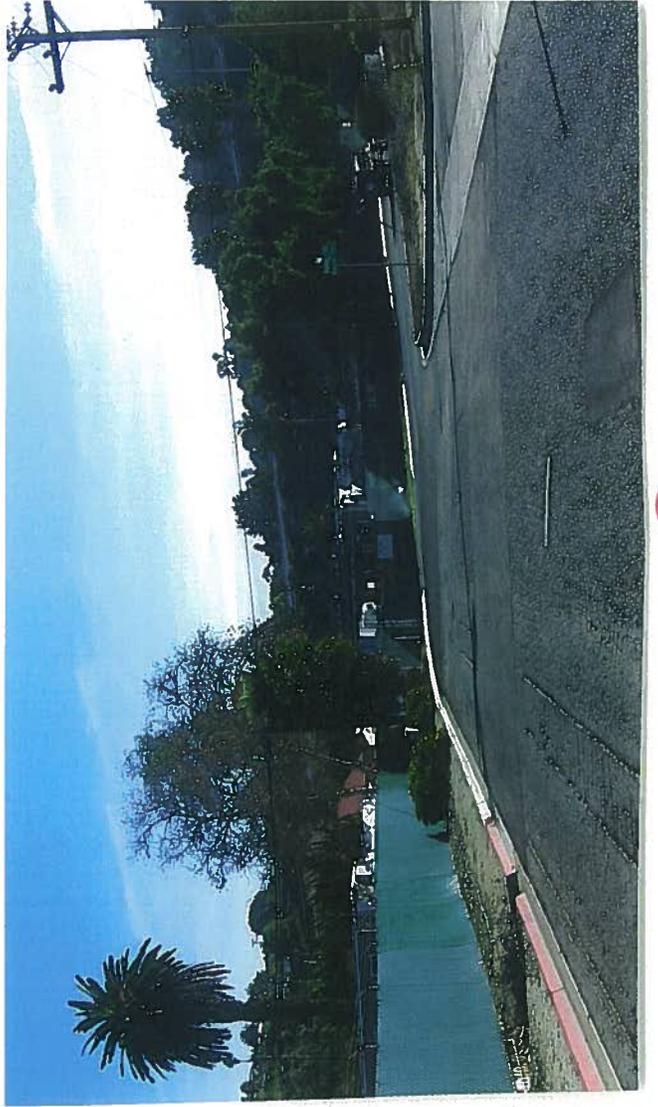
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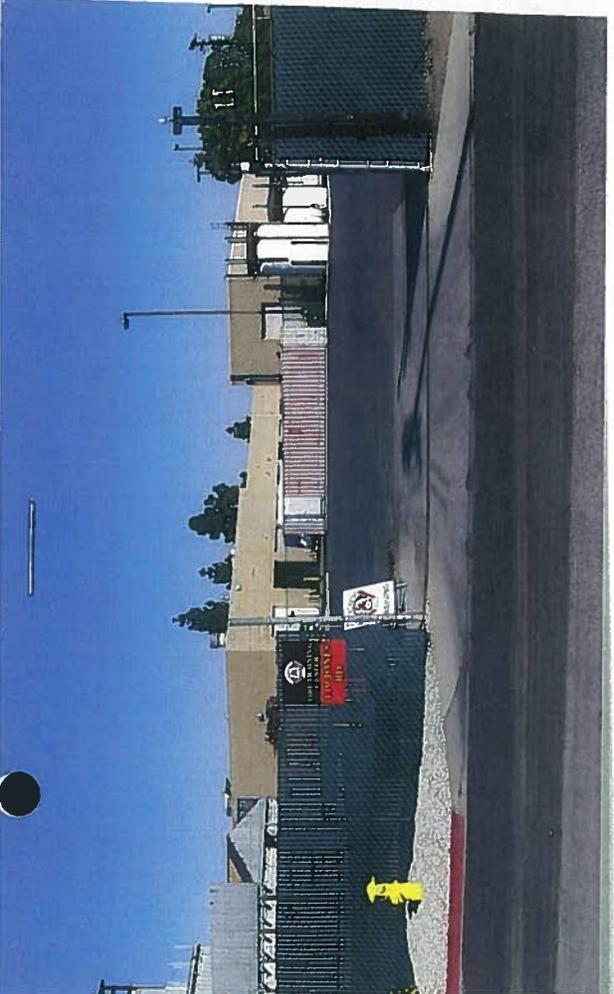
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1 PLANNING COMMISSION
2 RESOLUTION NO. 2015-P05

3 A RESOLUTION OF THE PLANNING COMMISSION OF THE
4 CITY OF OCEANSIDE, CALIFORNIA ADOPTING A
5 NEGATIVE DECLARATION FOR THE CONSTRUCTION
6 AND OPERATION OF A HELIPAD FOR EMERGENCY AIR
7 TRANSPORTATION SERVICES ON CERTAIN REAL
8 PROPERTY IN THE CITY OF OCEANSIDE

8 APPLICATION NO: D13-00017 & CUP13-00036
9 APPLICANT: Reach Air Medical Services
10 LOCATION: 110 Jones Road

10 THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES
11 RESOLVE AS FOLLOWS:

12 WHEREAS, there was filed with this Commission a verified petition on the forms
13 prescribed by the Commission requesting a Development Plan and Conditional Use Permit under
14 the provisions of Articles 40, 41, and 43 of the Zoning Ordinance to permit the following:

15 to permit the operation and construction of a helipad for emergency air transportation
16 services with an associated 1,872-square-foot modular crew trailer;
17 on certain real property described in the project description.

18 WHEREAS, a Notice of Intent to Adopt a Negative Declaration was prepared and
19 circulated for public and agency review and proper notification was given in accordance with the
20 California Environmental Quality Act; and

21 WHEREAS, the Planning Commission, after giving the required notice, did on the 26th
22 day of January, 2015 conduct a duly advertised public hearing on the content of the Negative
23 Declaration; and

24 WHEREAS, studies and investigations made by this Commission and in its behalf reveal
25 the following facts:

26 FINDINGS:

27 For the Negative Declaration:

- 28 1. The Negative Declaration together with all comments received incorporated into the
29 conditions of approval for the project, were presented to the Planning Commission, and

1 the Planning Commission reviewed and considered the information contained in these
2 documents prior to making a decision on the project.

3 2. On the basis of the entire record before it, the Planning Commission finds that there is
4 no substantial evidence that the project will have a significant effect on the
5 environment, and that the Negative Declaration reflects the independent judgment and
6 analysis of the Planning Commission.

7 3. The location and custodian of the documents and other material which constitute the
8 record of proceedings upon which the Planning Commission's decision is based are as
9 follows: City Planner
10 Development Services Department
11 300 North Coast Hwy.
12 Oceanside, CA. 92054

13 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby
14 adopt the Negative Declaration.

15 PASSED AND ADOPTED Resolution No. 2015-P05 on January 26, 2015 by the following
16 vote, to wit:

17 AYES:

18 NAYS:

19 ABSENT:

20 ABSTAIN:

21 _____
22 Robert Neal, Chairperson
23 Oceanside Planning Commission

24 ATTEST:

25 _____
26 Jeff Hunt, Secretary

27 I, JEFF HUNT, Secretary of the Oceanside Planning Commission, hereby certify that this is a
28 true and correct copy of Resolution No. 2015-P05.

29 Dated: January 26, 2015

1 PLANNING COMMISSION
2 RESOLUTION NO. 2015-P06

3 A RESOLUTION OF THE PLANNING COMMISSION OF THE
4 CITY OF OCEANSIDE, CALIFORNIA APPROVING A
5 DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT ON
CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

6 APPLICATION NO: D13-00017 & CUP12-00017
7 APPLICANT: Reach Air Medical Services
8 LOCATION: 110 Jones Road

9 THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES
10 RESOLVE AS FOLLOWS:

11 WHEREAS, there was filed with this Commission a verified petition on the forms
12 prescribed by the Commission requesting a Development Plan and Conditional Use Permit under
13 the provisions of Articles 13, 41, and 43 of the Zoning Ordinance of the City of Oceanside to
14 permit the following:

15 to permit the operation and construction of a helipad for an emergency helicopter
16 transportation service with an associated 1,872-square-foot modular crew trailer;
17 on certain real property described in the project description.

18 WHEREAS, the Planning Commission, after giving the required notice, did on the 26th day
19 of January, 2015 conduct a duly advertised public hearing as prescribed by law to consider said
20 application.

21 WHEREAS, pursuant to the California Environmental Quality Act of 1970, a Negative
22 Declaration (ND) has been prepared for this application, addressing environmental impacts; and

23 WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that
24 the 90-day period to protest the imposition of any fee, dedication, reservation, or other exaction
25 described in this resolution begins on the effective date of this resolution and any such protest must
26 be in a manner that complies with Section 66020;

27 WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes
28 effective 10 days from its adoption in the absence of the filing of an appeal or call for review;

WHEREAS, studies and investigations made by this Commission and in its behalf reveal
the following facts:

1 FINDINGS:

2 For the Development Plan:

- 3 1. The proposed location of the use is in accord with the objectives of this ordinance and the
4 purposes of the district in which the site is located within an industrial district and because
5 the development plan proposal for the construction and operation of a heliport for the use of
6 a helicopter for emergency response calls throughout the region with an associated 1,872-
7 square-foot modular crew trailer is consistent with the intent of the General Plan Land Use
8 Designation and Zoning designation.
- 9 2. The use of an emergency helicopter, helipad, and associated emergency staff trailer is
10 consistent with the Zoning Ordinance and the General Plan Land Use Element, because
11 the proposed site development has been designed in a manner that consistent with the
12 existing City of Oceanside's Fire Training Facility on-site.
- 13 3. The project design and its physical aspects pertaining to site screening, limited
14 operations, landscaping, site planning, and the ancillary facilities have incorporated a site
15 layout design which are sensitive to the adjacent land uses and City's Subarea Plan (SAP)
16 requirements.
- 17 4. That the area covered by the Development Plan can be adequately and conveniently
18 served by existing and planned public services and utilities, and the use would not require
19 any additional services or utilities beyond what exist as part of the overall development.
- 20 5. That the site plan and physical design of the project is consistent with the policies
21 contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the
22 Development Guidelines for Hillside, and Section 3039 of the Oceanside Zoning
23 ordinance, because the project site is relatively flat and Hillside guidelines are not
24 applicable to this site.

23 For the Conditional Use Permit:

- 24 1. The proposed heliport facility with associated staff/crew quarter trailer is located within
25 the Limited Industrial zone and is in accord with the objectives of Zoning Ordinance and
26 with the purposes of the district in which the site is located. The heliport will be located
27 within the City owned Fire Training Facility and the use will be located an ample
28 distance from residential areas. The proposed heliport and design meets the provisions

1 and findings as specified within Zoning Ordinance Section 3036 (C) for location
2 requirements, site development standards, and conformance with the California
3 Department of Transportation Division of Aeronautics.

4 2. The proposed heliport would be compatible with the surrounding area, environment, and
5 the existing City of Oceanside Fire Training Facility on-site, in terms of providing an
6 emergency response use to the meet the public, health safety and welfare needs for the
7 City of Oceanside and the region. It has been analyzed through the project description
8 and the negative declaration that the propose use will not be detrimental to properties or
9 improvements in the vicinity or to the general welfare of the City.

10 3. The proposed heliport with an ancillary crew trailer is required to comply with all
11 provisions of the Zoning Ordinance. The heliport would not be used to serve offshore oil
12 drilling or related exploration activities, therefore compliance with Zoning Ordinance
13 Section 3036 (C) would be met. The heliport is subject to the operations as specified
14 within the project description and staff report, and the proposed use is subject to specific
15 operational conditions that will cause the use to operate in compatibility with the
16 surrounding land uses.

17 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby
18 approved Development Plan (D13-00017) and Conditional Use Permit (CUP13-00036) subject
19 to the following conditions:

20 **Building:**

21 1. The granting of approval under this action shall in no way relieve the applicant/project
22 from compliance with all Current State and local building codes. Applicable Building
23 Codes and Ordinances shall be based on the date of submittal for Building Division plan
24 check. (Currently the 2001 California Building Code, and 2004 California Electrical
25 Code)

26 2. The project shall comply with the 2010 edition of the California Code of Regulations
27 (CCR); Title 24, (which is composed of 12 parts) referred to as the California Building
28 Standards Code, and adopts the following model codes only with California
Amendments:

- i. The 2009 International Building Code (IBC);
 - ii. The 2009 International Fire Code (IFC);
 - iii. The 2008 Building Energy Efficiency Standards; (effective date 01/01/2010 for submittals)
 - iv. The 2009 Uniform Mechanical Code (UMC);
 - v. The 2009 Uniform Plumbing Code (UPC); and
 - vi. The 2008 National Electrical Code (NEC).
3. The project plans shall contain the following notation: "All equipment shall be UL listed equipment"
 4. The building plans for this project shall be prepared by a licensed architect or engineer and shall be in compliance with the Building Code prior to submittal for building plan review.
 5. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution Ordinance) and shall be shielded appropriately. Where color rendition is important, high-pressure sodium, metal halide or other such lights may be utilized and shall be shown on final building and electrical plans.
 6. All electrical, communication, CATV, etc. service lines within the exterior lines of the property shall be underground (City Code Sec. 6.30).
 7. Compliance with the Federal Clean Water Act Best Management Practices (BMP's) shall be demonstrated on the plans. Separate/unique addresses may be required to facilitate utility releases. Verification that the addresses have been properly assigned by the City's Planning Division shall accompany the Building Permit application.
 8. A complete Soils Report, Structural Calculations, & Energy Calculations/documentation shall be required at time of plans submittal to the Building Division for plan check.
 9. A private sewer system design shall be submitted to the Building Division and approved prior to the construction of the sewer system. If a gravity flow system is not used, an engineered mechanical system shall be submitted and approved by all City of Oceanside Departments.

1 10. Site development, parking, Restrooms, access into buildings and building interiors shall
2 comply with Part 2, Title 24, C.C.R. (Disabled Access – Non-residential buildings -
3 D.S.A.).

4 11. The developer shall monitor, supervise and control all building construction and
5 supportive activities so as to prevent these activities from causing a public nuisance,
6 including, but not limited to, strict adherence to the following:

7 a) Building construction work hours shall be limited to between 7:00 a.m. and 6:00
8 p.m. Monday through Friday, and on Saturday from 7:00 a.m. to 6:00 p.m. for
9 work that is not inherently noise-producing. Examples of work not permitted on
10 Saturday are concrete and grout pours, roof nailing and activities of similar noise-
11 producing nature. No work shall be permitted on Sundays and Federal Holidays
12 (New Year’s Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day,
13 Christmas Day) except as allowed for emergency work under the provisions of the
14 Oceanside City Code Chapter 38 (Noise Ordinance).

15 b) The construction site shall be kept reasonably free of construction debris as
16 specified in Section 13.17 of the Oceanside City Code. Storage of debris in
17 approved solid waste containers shall be considered compliance with this
18 requirement. Small amounts of construction debris may be stored on-site in a neat,
19 safe manner for short periods of time pending disposal.

20 **Fire:**

21 12. Fire Department requirements shall be placed on plans in the notes section.

22 13. Project is described as “helipad”. Correct description should be “heliport”.

23 14. Fueling of aircraft must comply with CFC Chapter 20 and 57. Specific items required:

24 a) Submit manufacturer’s specification on proposed fueling pod. Pod must comply
25 with CFC 2006.3.

26 b) Aircraft fueling pod must be stored minimum 50 ft. from buildings. Show pod
27 storage location on the site plan.

28 c) Method to prevent leakage of fuel from fueling pod while in storage from reaching
buildings or storm drains required. Specify method proposed.

- 1 d) Refueling of pod via tank vehicle must be conducted minimum 200 ft. from aircraft.
2 e) Two 20BC rated fire extinguisher required to be located on the fueling pod, one on
3 each side.

4 15. A minimum 80 BC fire extinguisher is required at the heliport.

5 16. A Hazardous Materials Business Plan must be submitted and the plan must reference the
6 City of Oceanside Hazardous Division and the San Diego County Department of
7 Environmental Health CUPA.

8 17. A NFPA 13D Fire sprinkler system or equivalent is required in the R occupancy (Crew
9 Trailer).

10 18. Hardwired and interconnected smoke alarms are required in each sleeping room and in the
11 hallway outside of sleeping rooms.

12 19. Hardwired carbon monoxide alarms are required in the hallway if fuel gas appliances are
13 installed in the building.

14 Landscaping:

15 20. A Landscape Exhibit shall be submitted to the Planning Division and shall meet the criteria
16 of the City of Oceanside Landscape Guidelines and Specifications for Landscape
17 Development (latest revision), Water Conservation Ordinance No.(s) 91-15 and 10-
18 Ordinance 0412, Engineering criteria, City code, City Ordinances, including the
19 maintenance of such landscaping.

20 21. The Landscape Exhibit shall be reviewed by the Engineering Division – Landscape Section.
21 The final approval of the Landscape Exhibit shall be stamped approved by the City Planner
22 prior to the issuance of a building permit.

23 22. A landscape pre-construction meeting shall be conducted by the landscape architect of
24 record, City Public Works Inspector, developer or owner’s representative and landscape
25 contractor prior to commencement of the landscape and irrigation installation.

26 23. A final landscape walk through shall be conducted by the landscape architect of record,
27 owner or owner’s representative, landscape contractor, and Public Works Inspector to
28 observe/ inspect the installation of the landscape and irrigation prior to the request for
permanent certificate of occupancy.

1 24. A required 90-day maintenance period shall be performed by the landscape maintenance
2 installing contractor prior to the termination of the 90-day maintenance period. Thereafter,
3 the City Public Works Department will assume maintenance responsibly of the landscaped
4 parkway parallel to Jones Road.

5 25. The following landscaping conditions shall be required prior to the Landscape Exhibit
6 approval and certificate of occupancy:

- 7 a) The final Landscape Exhibit shall accurately show placement of all plant material
8 such as but not limited to trees, shrubs, and groundcovers.
- 9 b) Landscape Architect shall be aware of all utility, sewer, gas and storm drain lines
10 and utility easements and place planting and tree locations accordingly to meet City
11 of Oceanside requirements.
- 12 c) All required landscape areas shall be maintained by the owner, his assigns or
13 successor of the project (including public rights-of-way (parkways) parallel with
14 Jones Rd.). The landscape areas shall be maintained per City of Oceanside
15 requirements.
- 16 d) Proposed landscape species shall fit the site and meet climate changes indicative to
17 their planting location. The selection of plant material shall also be based on
18 cultural, aesthetic, and maintenance considerations. In addition proposed landscape
19 species shall be low water users as well as meet all fire department requirements.
- 20 e) All planting areas shall be prepared and implemented to the required depth with
21 appropriate soil amendments, fertilizers, and appropriate supplements based upon a
22 soils report from an agricultural suitability soil sample taken from the site.
- 23 f) Ground covers or bark mulch shall fill in between the shrubs to shield the soil from
24 the sun, evapotranspiration and run-off. All the flower and shrub beds shall be
25 mulched to a 3" depth to help conserve water, lower the soil temperature and reduce
26 weed growth.
- 27 g) The shrubs shall be allowed to grow in their natural forms. All landscape
28 improvements shall follow the City of Oceanside Guidelines.
- h) Root barriers shall be installed adjacent to all paving surfaces where a paving
surface is located within 6 feet of a tree trunk on-site (private) and within 10 feet of

1 a tree trunk in the right-of-way (public). Root barriers shall extend 5 feet in each
2 direction from the centerline of the trunk, for a total distance of 10 feet. Root
3 barriers shall be 24 inches in depth. Installing a root barrier around the tree's root
4 ball is unacceptable.

- 5 i) For the planting and placement of trees and their distances from hardscape and other
6 utilities/ structures the Landscape Exhibit shall follow the City of Oceanside's Tree
7 Planting Distances and Spacing Standards (most current edition).
- 8 j) All required street trees within the public rights-of-way (parkways) along Jones Rd.
9 shall be planted as a 24-inch box size container and shall comply with the City of
10 Oceanside Street Tree Standard 211A. The proposed *Cercis occidentalis*/ Western
11 Redbud trees have been approved by SDG&E Sempra Utilities under the portion of
12 the overhead power lines parallel with Jones Rd.
- 13 k) An automatic irrigation system shall be installed to provide coverage for all planting
14 areas shown on the plan. Low volume equipment shall provide sufficient water for
15 plant growth with a minimum water loss due to water run-off.
- 16 l) Irrigation systems shall use high quality, automatic control valves, controllers and
17 other necessary irrigation equipment. All components shall be of non-corrosive
18 material. All drip systems shall be adequately filtered and regulated per the
19 manufacturer's recommended design parameters.
- 20 m) If the existing irrigation controller cannot accommodate additional irrigation remote
21 control valves, a master valve, and rain sensor, then a new irrigation controller shall
22 be provided.
- 23 n) All irrigation improvements shall follow the City of Oceanside Guidelines and
24 Water Conservation Ordinance.
- 25 o) The Landscape Exhibit shall match all plans affiliated with the project.
- 26 p) Landscape Exhibit is required to implement approved Fire Department regulations,
27 codes, and standards at the time of Landscape Exhibit approval.
- 28 q) Landscape Exhibit shall comply with Biological and/or Geotechnical reports, as
required, shall match the grading and improvement plans, comply with Best
Management Practices and meet the satisfaction of the City Engineer.

1 r) Existing landscaping on and adjacent to the site shall be protected in place and
2 supplemented or replaced to meet the satisfaction of the City Engineer.

3 26. All landscaping, fences, walls, or retaining walls on the site, within the public right-of-way
4 and within any adjoining public parkways on Jones Rd. shall be permanently maintained by
5 the owner, his assigns or any successors-in-interest in the property. The maintenance
6 program shall include:

- 7 a) Normal care and irrigation of the landscaping
8 b) Repair and replacement of plant materials (including interior trees and street trees)
9 c) Irrigation systems as necessary
10 d) General cleanup of the landscaped and open areas e) parking lots and walkways,
11 walls, fences, etc. f) pruning standards for street trees shall comply with the
12 International Society of Arboriculture (ISA) Standard Practices for Tree Care
13 Operations – ANSI A300, Appendix G: Safety Standards, ANSI Z133; Appendix H;
and Tree Pruning Guidelines, Appendix F (most current edition).

14 27. In the event that the Landscape Exhibit does not match the conditions of approval, the
15 resolution of approval shall govern.

16 28. Failure to maintain landscaping shall result in the City taking all appropriate enforcement
17 actions including but not limited to citations. This maintenance program condition shall be
18 recorded with a covenant as required by this resolution.

19 **Planning:**

20 29. This Development Plan and Conditional Use Permit shall expire on January 26, 2017 unless
21 implemented as required by the Zoning Ordinance.

22 30. This Development Plan and Conditional Use Permit approves only the operation and
23 construction of a heliport for an emergency helicopter transportation service with an
24 associated 1,872-square-foot modular crew trailer located at 110 Jones Road s as described
25 in the project description and justification and as shown on the plans and exhibits presented
26 to the Planning Commission for review and approval. No deviation from the project
27 description and justification, approved plans and exhibits shall occur without Planning
28 Division approval. Substantial deviations shall require a revision to the Conditional Use
Permit or a new Conditional Use Permit.

- 1 31. Entitlements granted for Development Plan (D13-00017) and Conditional Use Permit
2 (CUP13-00036) approved by this resolution, shall be valid until August 6, 2023 and as
3 specified in the Lease agreement with the City of Oceanside.
- 4 32. A lease agreement with the City of Oceanside's Property Management Department shall be
5 approved and established prior to operation of the heliport, emergency helicopter, and the
6 use of the crew/staff quarters modular building.
- 7 33. This Development Plan (D13-00017) and Conditional Use Permit (CUP13-00036) may be
8 called for review by the Planning Commission if complaints are filed and verified as valid
9 by the City Planner or Code Enforcement Officer concerning the violation of any of the
10 approved conditions or the project assumptions demonstrated under the application
11 approval.
- 12 34. Equipment storage, fueling and staging areas shall be located to minimize risks of direct
13 drainage into riparian areas or other environmentally sensitive habitats. These designated
14 areas shall be located in such a manner as to prevent runoff from entering sensitive habitats.
15 All necessary precautions shall be taken to prevent the release of cement or other toxic
16 substances into surface waters. All project related spills of hazardous materials shall be
17 reported to appropriate entities including but not limited to the City of Oceanside, FWS,
18 CDFG, and SWQCB, and shall be cleaned up immediately and contaminated soils removed
19 to approved disposal areas.
- 20 35. "No fueling zones" shall be established within a minimum of 10 meters (33 feet) from all
21 drainages and fire sensitive areas.
- 22 36. The transportation of hazardous materials (including fuels) is regulated by the federal and
23 state laws, and the handling of hazardous materials shall meet the Hazardous Materials
24 Transportation ACT 1994 administered by DOT and the Federal Resource Conservation
25 and Recovery Act 1996 administered by the U.S. Environmental Protection Agency
26 (USEPA).
- 27 37. Artificial lighting adjacent to the preserve area shall be eliminated except where essential
28 for roadway, facility use and safety and security purposes. Where use of artificial lighting is
necessary it shall be limited to low-pressure sodium sources. Use of low voltage outdoor or

1 trail lighting, spotlights or bug lights is prohibited. All light sources shall be shielded so
2 that lighting is focused downward to restrict any light spillover onto sensitive habitat.

3 38. During all site preparation, grading and construction, contractors shall minimize the staging
4 of construction equipment and unnecessary idling of equipment in the vicinity of residential
5 land uses.

6 39. A covenant or other recordable document approved by the City Attorney shall be prepared
7 by the applicant and recorded prior to the issuance of building permits where no final map is
8 required. The covenant shall provide that the property is subject to this resolution, and shall
9 generally list the conditions of approval.

10 40. The subject property is required to remove all graffiti on the property within 24 hours of
11 occurrence.

12 41. Prior to the transfer of ownership and/or operation of the site the owner shall provide a
13 written copy of the applications, staff report and resolutions for the Development Plan and
14 Conditional Use Permit to the new owner and or operator. This notification provision shall
15 run with the life of the project and shall be recorded as a covenant on the property.

16 42. Failure to meet any conditions of approval for this development shall constitute a violation
17 of the Conditional Use Permit.

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1 43. Unless expressly waived, all current zoning standards and City ordinances and policies in
2 effect at the time building permits are issued are required to be met by this project. The
3 approval of this project constitutes the applicant's agreement with all statements in the
4 Description and Justification and other materials and information submitted with this
5 application, unless specifically waived by an adopted condition of approval.

6 PASSED AND ADOPTED Resolution No. 2015-P06 on January 26, 2015 by the
7 following vote, to wit:

8 AYES:

9 NAYS:

10 ABSTAIN:

11 _____
12 Robert Neal, Chairperson
13 Oceanside Planning Commission

14 ATTEST:

15 _____
16 Jeff Hunt, Secretary

17 I, JEFF HUNT, Secretary of the Oceanside Planning Commission, hereby certify that this is a
18 true and correct copy of Resolution No. 2015-P06.

19 Dated: January 26, 2015

20
21 Applicant accepts and agrees with all conditions of approval and acknowledges impact fees may
22 be required as stated herein:

23 _____
24 Applicant/Representative Date

STAFF REPORT



ITEM NO. 11
CITY OF OCEANSIDE

DATE: August 7, 2013
TO: Honorable Mayor and City Councilmembers
FROM: Fire Department

SUBJECT: APPROVAL OF A PROPERTY LEASE AGREEMENT BETWEEN THE CITY OF OCEANSIDE AND REACH AIR MEDICAL SERVICES FOR REAL PROPERTY AND FACILITIES AT 110 JONES ROAD

SYNOPSIS

Staff recommends that the City Council approve of a property lease agreement with REACH Air Medical Services, LLC, of Santa Rosa, California, for the operation of emergency air medical transportation services in the amount of \$240,000 in rent for the initial term of five years for the use of a portion of City-owned property at 110 Jones Road for crew quarters and helipad base operation and for the use of a portion of the fire training center; an additional \$10,000 per year for branded name program and branding license fee, and \$156,000 per year for program coordination as set forth in the integrated fire department air ambulance agreement for a total revenue of \$1,070,000 during the five-year term; and authorize the City Manager to execute the lease and related documents.

BACKGROUND

REACH Air Medical Services ("REACH"), headquartered in Santa Rosa, provides aeromedical transportation via helicopter and airplane for critically ill or injured patients to local hospitals. REACH has bases in Concord, Imperial, Lakeport, Marysville, Redding, Sacramento, Santa Rosa, Stockton, Thermal, and Upland, California, as well as Corvallis, Oregon.

In November 2012, REACH contacted the Oceanside Fire Department ("Fire Department") to discuss the possibility of a public-private partnership between the City of Oceanside and REACH. The arrangement proposed would require REACH to provide the helicopter, pilots, mechanics, medical director, flight nurses, billing, and facilities, with the helicopter and staff to operate out of the Fire Training Facility at 110 Jones Road ("Property"). The vision of this public-private partnership proposed that Fire Department firefighter/paramedics be assigned to the helicopter, but fully funded by REACH.

At the May 1, 2013, City Council meeting, staff brought forward for approval a property lease agreement for the use of a portion of the Property and a professional services

agreement to pay for the firefighter/paramedics provided by the Fire Department and other related administrative services. After discussion, the City Council directed staff to only move forward with an agreement that did not provide City paramedics on the private helicopter. The lease agreement will require that REACH fully staff the emergency medical helicopter with REACH employees.

ANALYSIS

Following City Council direction, staff renegotiated the proposed lease agreement and abandoned the proposed use of Fire Department personnel in the aeromedical transportation services thereby eliminating the need for the previously proposed professional services agreement with REACH.

Under the property lease agreement ("Lease"), a portion of the Property consisting of approximately 8,024 SF shall be used exclusively by REACH for helipad, crew quarters and parking ("Premises"). Additionally, under the Lease, REACH would also have the non-exclusive use of a portion of the Fire Training Center building ("Building"). Use of the Building would consist of the use of a 100 SF office area for classroom and training activities. The term of the Lease with REACH would be for a period of five years, commencing on September 1, 2013, with an opportunity for an additional five-year extension.

As a condition of the Lease, REACH would be required to install improvements to the Premises consisting of installation of the temporary mobile living quarters, asphalt paving and construction of a concrete helipad. Under the terms of the Lease, REACH would be required to obtain all of the necessary regulatory approvals within one year of the date the Agreement is approved by the City Council and complete the construction of the improvements within six months after receiving the project entitlements.

During the time between approving the Lease and REACH completing the tenant improvements to the Premises, REACH will be based and operating out of the Oceanside Municipal Airport (a/k/a Bob Maxwell Memorial Airfield). However, during that time REACH will be required to pay rents and other amounts due the City under the Lease and Air Ambulance Agreement.

A part of the Lease is an integrated fire department air ambulance agreement ("Air Ambulance Agreement") which, in addition to the terms and conditions of the Lease, further sets forth the operations of the emergency air transportation services. Under the terms and conditions of the Air Ambulance Agreement, REACH would be fully responsible for providing all of the staffing and equipment for the operation for the emergency air transportation program, including the helicopter(s), pilots, mechanics, medical director, registered nurses, flight safety equipment, general manager, and billing and records services.

The services provided by REACH will be a branded flight program under with the City and REACH will jointly select a unique name for the flight program that will include the

Oceanside name ("Branded Flight Program"). The helicopter(s) will be painted with the Branded Flight Program name and logo, REACH will be identified as the owner and operator of the helicopters in the color scheme that is mutually agreed upon by the City and REACH. REACH will pay the City an annual license fee of \$10,000 for the use of the Oceanside mark.

The City shall designate one or more existing staff positions/individuals to act as the coordinator for the Branded Flight Program. The program coordinator duties shall include: scheduling and use of City training facilities, identifying and determining the need for air service in the City, oversight of contractor payments, mediating any disputes or concerns over joint use of City facilities, assist in responding to concerns of other agencies, assist in management of team service delivery in communications and dispatch, and incidental and related tasks. The program coordinator will be City employee(s) or contractor(s) and under the control of the City. REACH will reimburse the City \$13,000 per month for the cost of providing these base management, supervision and administrative duties. This rate will be reassessed and adjusted accordingly by agreement of the parties.

REACH will provide a minimum of 25 hours for the first year and 20 hours of flight time annually thereafter for Branded Flight Program marketing and public relations. In addition, REACH will provide 20 hours flight time annually for Fire Department Incident Command platform use for aerial reconnaissance in connection with widespread natural disasters. At City's request, REACH will provide additional flight time hours for these services at the rate of \$1,000 per hour.

In addition to providing a revenue source during the term of the Lease and Air Ambulance Agreement, REACH will be providing a local base of operations for an air medical transportation service. The closest trauma centers to Oceanside are Scripps La Jolla and Palomar Hospital. Patients requiring a trauma facility are oftentimes sent by helicopter to ensure they receive the most expedient and appropriate medical care possible.

San Diego County aeromedical resources respond in accordance with closest available unit concept. An air medical services helicopter based in Oceanside would provide the community faster, more expedient service and will result in shorter response times. This will provide first responders the ability to return to service more rapidly. Neighboring communities will also benefit by having an additional medical helicopter in North San Diego County.

FISCAL IMPACT

The Agreement with REACH provide for annual lease payments in the amount of \$42,000 for the crew housing and helipad area and \$6,000 per year for use of a portion of the fire training center facility for a total of \$240,000 over the five-year term. The \$48,000 annual payments will be appropriated to the general fund revenue account 1101.4351.0009. In addition, under the Agreement, \$10,000 per year will be received for the Branded Flight Program and the branding license fee and will be appropriated to the Fire Training account 550553101. The \$156,000 annual amount generated through the program coordinator portion of the Branded Fight Program will be appropriated to the Fire Department Admin account 550010101 to offset management salary costs associated with the program coordinator functions.

Staff request that the City Council approve Fiscal Year 2013-2014 budget adjustments in the prorated amounts of \$40,000 to the general fund revenue account, \$8,333 to the Fire Training account, and \$130,000 to the Fire Department Admin account, as payments of the annual amounts will commence as of September 1, 2013. REACH is also responsible for payment of the utility costs for the Premise.

INSURANCE REQUIREMENTS

REACH will be required to maintain insurance as follows: i) for death, bodily injury, property damage and for personal injury and aviation liability insurance covering injury to passengers or third parties and damage to property for any one occurrence or series of occurrences arising out of one event in the amount of \$30,000,000; ii) professional medical liability insurance per claim and annual aggregate in the amount of \$5,000,000; iii) comprehensive automobile liability (including hired, owned and non-owned vehicle) per occurrence for bodily injury and for property damage in the amount of \$1,000,000; iv) worker's compensation in compliance with statutory limits; and v) all risk insurance covering all of the Lessee Improvements, trade fixtures, merchandise and personal property in the Premises, alterations and additions made by Lessee, in an amount not less than 100% of their full replacement, providing protection against perils included in the standard state form of all-risk insurance policy, plus insurance against vandalism and malicious mischief. Insurance coverage provided by REACH shall name the City as an additional insured in a form satisfactory to the City Attorney.

COMMISSION REPORT

The Police and Fire Commission recommended approval of the lease and professional services agreement at its April 28, 2013, meeting. Since the City Council altered the direction at its May 1, 2013, meeting further commission action does not apply.

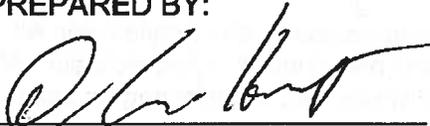
CITY ATTORNEY'S ANALYSIS

The referenced documents have been reviewed by the City Attorney and approved as to form.

RECOMMENDATION

Staff recommends that the City Council approve of a property lease agreement with REACH Air Medical Services, LLC, of Santa Rosa, California, for the operation of emergency air medical transportation services in the amount of \$240,000 in rent for the initial term of five years for the use of a portion of City-owned property at 110 Jones Road for crew quarters and helipad base operation and for the use of a portion of the fire training center; an additional \$10,000 per year for branded name program and branding license fee, and \$156,000 per year for program coordination as set forth in the integrated fire department air ambulance agreement for a total revenue of \$1,070,000 during the five-year term; and authorize the City Manager to execute the lease and related documents.

PREPARED BY:



Darryl Hebert
Fire Chief

SUBMITTED BY:



Peter A. Weiss
City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager
Douglas Eddow, Real Estate Manager
Michael Blazenski, Interim Director of Financial Services





U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

February 27, 2014

Mr. Jeffrey W. Wright
Heliplanners
31110 Avenida Del Reposo
Temecula, CA 92591

Oceanside Fire Department Heliport
Oceanside, California
Airspace Case No. 2013-AWP-1787-NRA
Lat. 33-12-41.7 N, Long. 117-21-15.00 W (NAD 83)

Dear Mr. Wright:

The Federal Aviation Administration (FAA) has completed an airspace study in response to your proposal submitted on FAA Form 7480-1, *Notice of Landing Area Proposal*, for the activation and establishment of the subject private heliport in Oceanside, California. Our analysis determined that the proposal is acceptable from an airspace utilization standpoint and will not adversely affect the safe and efficient use of airspace by aircraft. **Therefore, the FAA does not object to the establishment of the proposed landing area, provided the following conditions are met:**

- a. The landing area is operated for private-use only.
- b. Operations conducted at this facility shall be consistent with the submitted Heliport Layout Plan with a northern flight path consisting of a 500-foot straight segment with a 645-foot curved radius to a westbound departure along Highway 76.
- c. The landing area operator shall ensure and maintain obstruction-free routes of ingress/egress to the landing area.
- d. Coordinating simultaneous arrival and departure helicopter operations with the fixed-wing operations at the public-use Oceanside Municipal Airport (OKB) approximately .5 NM to the north are advised.
- e. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, and in accordance with the restriction/communication requirements of the overlying class of airspace.

Contact should be made with the California Department of Transportation, Aeronautics Division (CALTRANS) in order for their office to make an evaluation and determination in regards to obtaining a state heliport permit. Your point of contact is:

Mr. Jeff Brown
Senior Aviation Safety Officer
California Department of Transportation
Division of Aeronautics, MS40
P.O. Box 942874
Sacramento, CA 94274
916-654-4565

This airspace study did not include an environmental review to determine whether or not the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act (NEPA) of 1969 (Public Law 91-190), as amended.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effect it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal. Also, this determination in no way preempts or waives any ordinances, laws, or regulations of any other government body or agency.

The FAA cannot prevent the construction of structures near heliports. The facility environs can only be protected through such means as local zoning ordinances or acquisition of property rights. We are enclosing a graphic depiction (Figure 2) entitled "Airport Imaginary Surfaces for Heliports" of the proper vertical clearances, which should be maintained between the approach/departure surfaces to a landing area and highways for rotor wing operations. Please note that a 17-foot minimum clearance is required for interstate highways. Figure 2 is incorporated herein and made a part of this determination.

This determination expires on August 27, 2015, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. An extension may be requested through our office, if necessary, up to 15-days prior to this expiration date.

Also enclosed is the Airport Master Record, FAA Form 5010-5 for establishment of a "private use" landing area within our database system. Within 30-days after the landing area becomes operational, we would appreciate you completing this form for the heliport by signing, dating and returning it to me at this office, so your facility can be added into the FAA Airport Data System.

If you have any questions, I may be contacted at 310/725-3628.

Sincerely,


Margie Drilling
Airport Planner

cc: California Department of Transportation
Mr. Jeff Brown
Senior Aviation Safety Officer
Division of Aeronautics, MS 40
P.O. Box 942874
Sacramento, CA 94274

S77.29 - Airport Imaginary Surfaces for Heliports

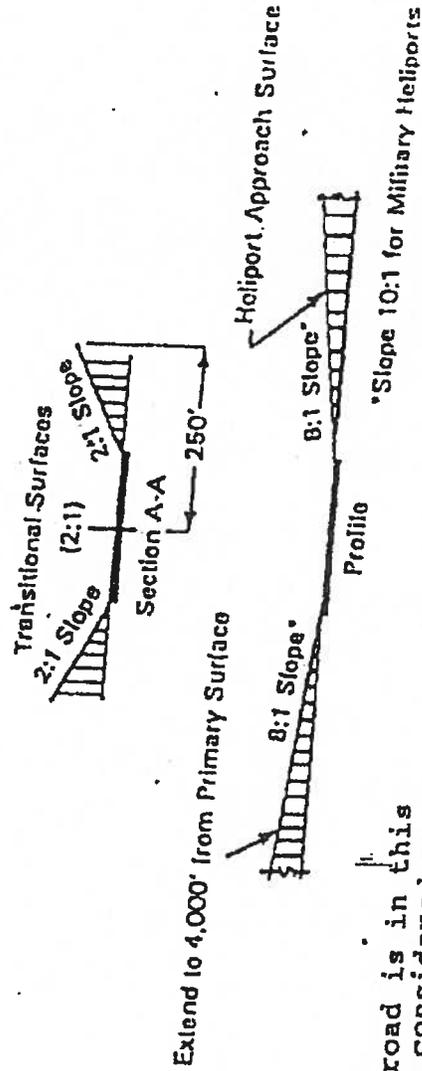
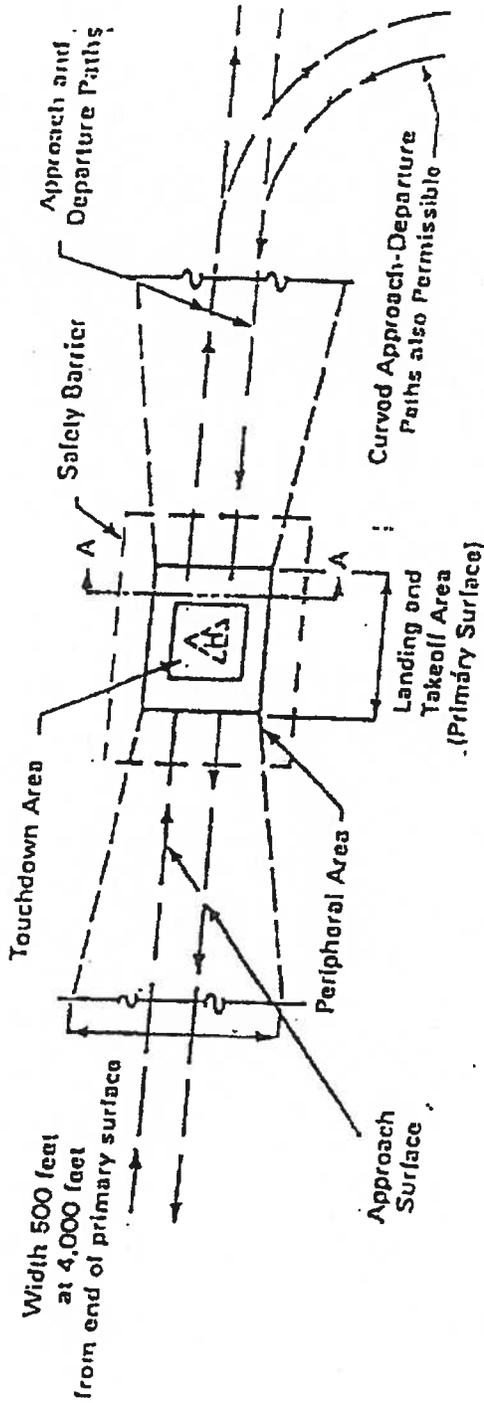


Figure 2

If a highway or railroad is in this area, they should be considered as having a 17' obstruction for an interstate highway, 15' obstruction for other highways, and a 23' obstruction for a railroad.



NOTICE OF DETERMINATION

City of Oceanside, California

TO:
Recorder/County Clerk
County of San Diego
P.O. Box 1750
San Diego, CA. 92112-4147

FROM:
City of Oceanside
Environmental Coordinator
300 N. Coast Highway
Oceanside, CA 92054

Subject: Filing of Notice of Determination in compliance with Public Resources Code, Sections 21108 and 21152.
SCH No.: 2012061073
Lead Agency: City of Oceanside
Project Manager: Scott Nightingale, Associate Planner
Applicant: Reach Air Medical Services
Address: 451 Aviation Blvd. #101 Santa Rosa, CA. 95403
Project Location: City of Oceanside Fire Training Facility, 110 Jones Rd. Oceanside CA. 92054
Project Title: Reach Air

Description: To permit the operation and construction of a helipad for emergency air transportation services with an associated 1,872-square foot modular crew trailer. The proposed helipad would consist of a 34-foot by 34-foot painted square on the concrete to designate the touch down and lift off (TLOF) area for the Reach Air helicopter.

The TLOF area would be identified by a 12-inch solid white painted perimeter strip, glass beads, and 16 green flush mounted ground lights. An 11.5-foot wide ring would be painted around the helipad to clearly designate the safety area while the helicopter is in operation. The certified (Airbus EC 135) turbine engine helicopter would be parked and stored on site on the proposed helipad, and would be available for emergency calls through out the San Diego region. The helipad would be located at the northwest corner of the Fire Training Facility and at least 111-feet from any buildings on site. The proposed helipad would be operational 24 hours a day, seven days a week, and helicopter flights would be intermittent. Based on current activity of the existing and temporary helipad located at the Oceanside Airport, it is anticipated that helicopter trips would average 1.48 arrivals and departures per week.

The helipad and support facilities would be located on an 8,024-square foot project area at the northwestern portion of the City of Oceanside's Fire Training facility parcel adjacent to Jones Road. The crew trailer would include three bedrooms, a supply room, two bathrooms, a break room, a kitchen, and a flight plan room. In addition, an 8 foot x 10 foot shed would be installed on site and used to store additional maintenance and safety apparatus equipment for Reach Air. All necessary utilities (electrical, water, sewer, cable) are available for connection on site. Access to the helipad and crew trailer would be via Jones Road, and the proposed six parking stalls would be located south and adjacent to the proposed modular crew trailer. The architecture of the crew trailer would be consistent with many of the modular buildings within the site and the trailer would be screened from public view by the proposed perimeter vegetation and existing slate fence around the project site.

This is to advise that the Planning Commission of the City of Oceanside, as Lead Agency, approved the above described project on January 26, 2015 and determined that:

1. The project will not have a significant effect on the environment.
2. A Negative Declaration was prepared pursuant to the provisions of CEQA.

3. A Statement of Overriding Consideration was not adopted.
4. Findings were not made pursuant to CEQA.

Furthermore, this certifies that the Negative Declaration with comments and responses and the record of project approval is available to the general public at the Development Services Department, Planning Division Counter, 300 N. Coast Highway, Oceanside, California.

Scott Nightingale, Associate Planner

Date: January 26, 2015

REACH AIR MEDICAL HELIPAD

Final Initial Study/Negative Declaration



City of Oceanside

October 2014

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ACRONYMS

BMPs	best management practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association's
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	Community Noise Equivalent Level
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
dBA	A-weighted decibels
DOT	U.S. Department of Transportation
DPLU	County of San Diego Department of Planning and Land Use
EIR	Environmental Impact Report
EDMS	Emissions and Dispersion Modeling System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FATO	final approach and takeoff area
GHGs	greenhouse gases
HCP/NCCP	Habitat Conservation Plan/Natural Communities Conservation Plan
INM	Integrated Noise Model
LID	Low Impact Development
MHCP	Multiple Habitat Conservation Program
OPR	California Office of Planning and Research
RAQS	Regional Air Quality Strategy
REACH	Air Medical Services
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SCAQMD	South Coast Air Quality Management District
SDAPCD	San Diego Air Pollution Control District
SEP	Strategic Energy Plan
SR	State Route
SUSMP	Standard Urban Stormwater Mitigation Plan

SWRCB State Water Resources Control Board

TLOF touchdown and liftoff

UBC Uniform Building Code

USEPA U.S. Environmental Protection Agency



INITIAL STUDY

City of Oceanside California

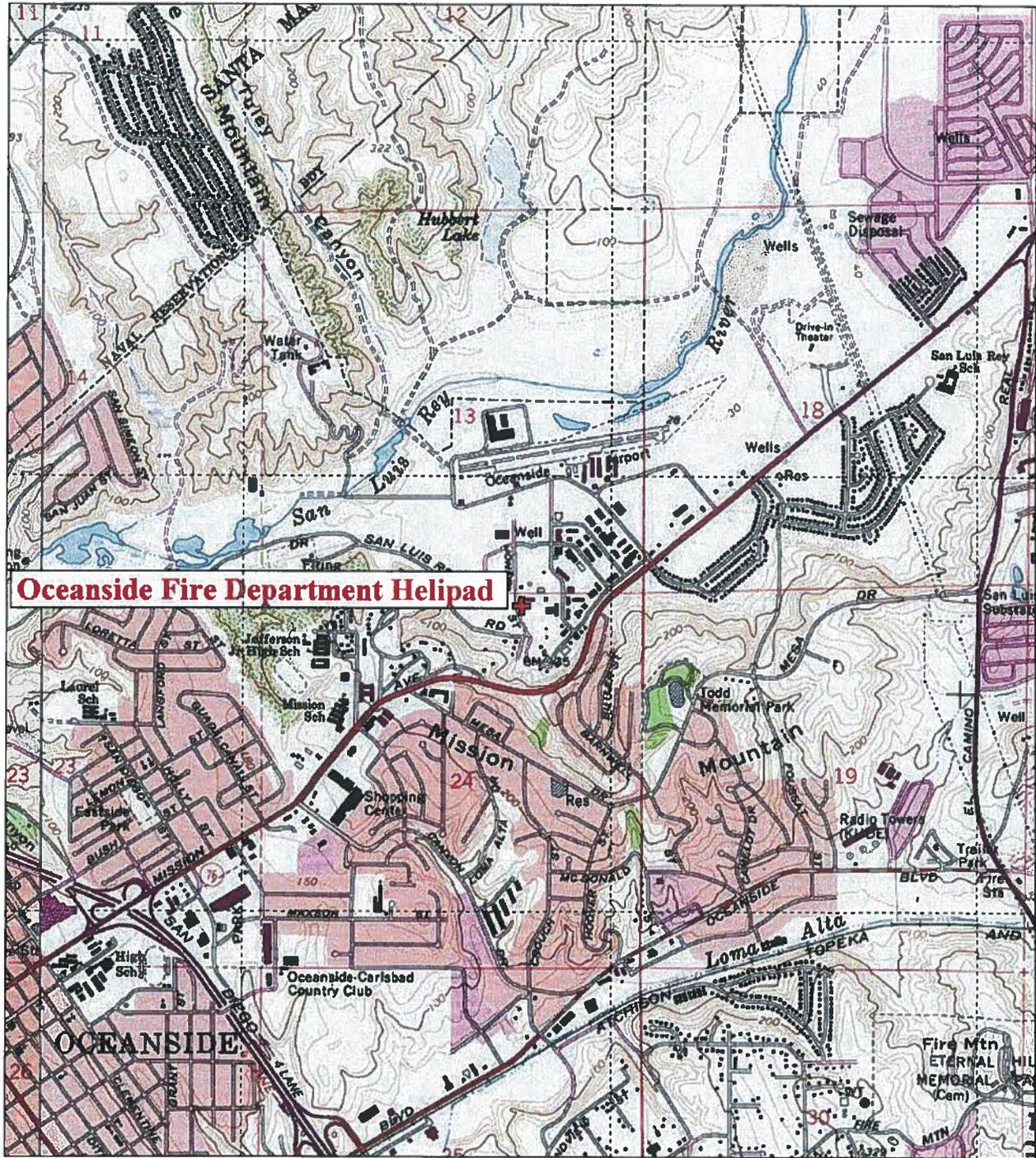
1. **PROJECT:** Oceanside Fire / REACH Air Medical Helipad – Project File: D13-00017 and CUP 13-00025
2. **LEAD AGENCY:** City of Oceanside
3. **CONTACT PERSON & PHONE:** Scott Nightingale, Planner, (760) 435-3526
4. **PROJECT LOCATION:** 110 Jones Road, Oceanside
5. **APPLICANT:** REACH Air Medical Services, 451 Aviation Blvd., Suite 101, Santa Rosa, CA 95403
6. **GENERAL PLAN DESIGNATION:** Light Industrial (LI)
7. **ZONING:** Limited Industrial (LI)
8. **PROJECT DESCRIPTION:** REACH Air Medical Services (REACH) currently provides emergency air medical transportation services for the region from a temporary facility located at the Oceanside Airport. The proposed project would develop and operate a new permanent helipad, air medical crew trailer and supporting facilities at the City of Oceanside Fire Training Center located at 110 Jones Road (**Figure 1**). The helipad and support facilities would be located on an 8,024 square foot (0.18 acre) project area at the northwestern portion of the City of Oceanside Fire Training Center parcel adjacent to Jones Road (**Figure 2**). The services provided by REACH would be the same as currently provided, which includes 24-hour operation and storage of a fully certified turbine engine helicopter seven days a week with three crew members – a pilot, a registered paramedic, and a registered nurse (collectively, the "flight team"); on-site aircraft maintenance; and aircraft fueling activities.

The project includes installation of a crew trailer located north of the helipad. The crew trailer would be approximately 36 feet by 52 feet (1,872 square feet) and would provide storage for medical supplies, work space, and living quarters for the flight team while on duty. The crew trailer would include: three bedrooms, a supply room, two bathrooms, a break room with a kitchen, and flight plan room. Six parking spaces, including one ADA accessible space, would be provided adjacent on the south side of the crew trailer

An 8 foot by 10 foot shed with an overhang would also be installed on-site to store maintenance equipment and safety apparatus. All necessary utilities (electrical, water, sewer, cable, etc.) are available for connection onsite. Water service would be provided through a connection to the existing 10-inch water line that is located in Jones Road adjacent to the proposed crew trailer location. The project involves installation of a 286 linear foot 4-inch sewer line that would connect the crew trailer to the existing 10-inch sewer line on the eastern portion of the project site.

Helipad Design

Pursuant to California Department of Transportation (Caltrans) Division of Aeronautics obstruction-clearance criteria, the helipad design would consist of a 34-foot by 34-foot square (1,156 square foot) touchdown and liftoff (TLOF) area from which helicopters would land, be parked, and take off. The TLOF area would be identified by a 12-inch solid white painted perimeter stripe, glass beads, and 16 green flush mounted lights. **Figure 3** shows the 60-foot diameter final approach and takeoff area (FATO) with a surrounding 11.5-foot wide safety area, which would both be centered on the TLOF area. The safety area is to ensure that objects remain out of the TLOF and FATO area boundaries (except for the lights that identify the TLOF area). White legends would be painted on the helipad identifying that the stop as "PVT" for private use, as the helipad would be operated by REACH.



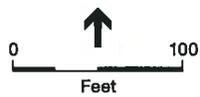
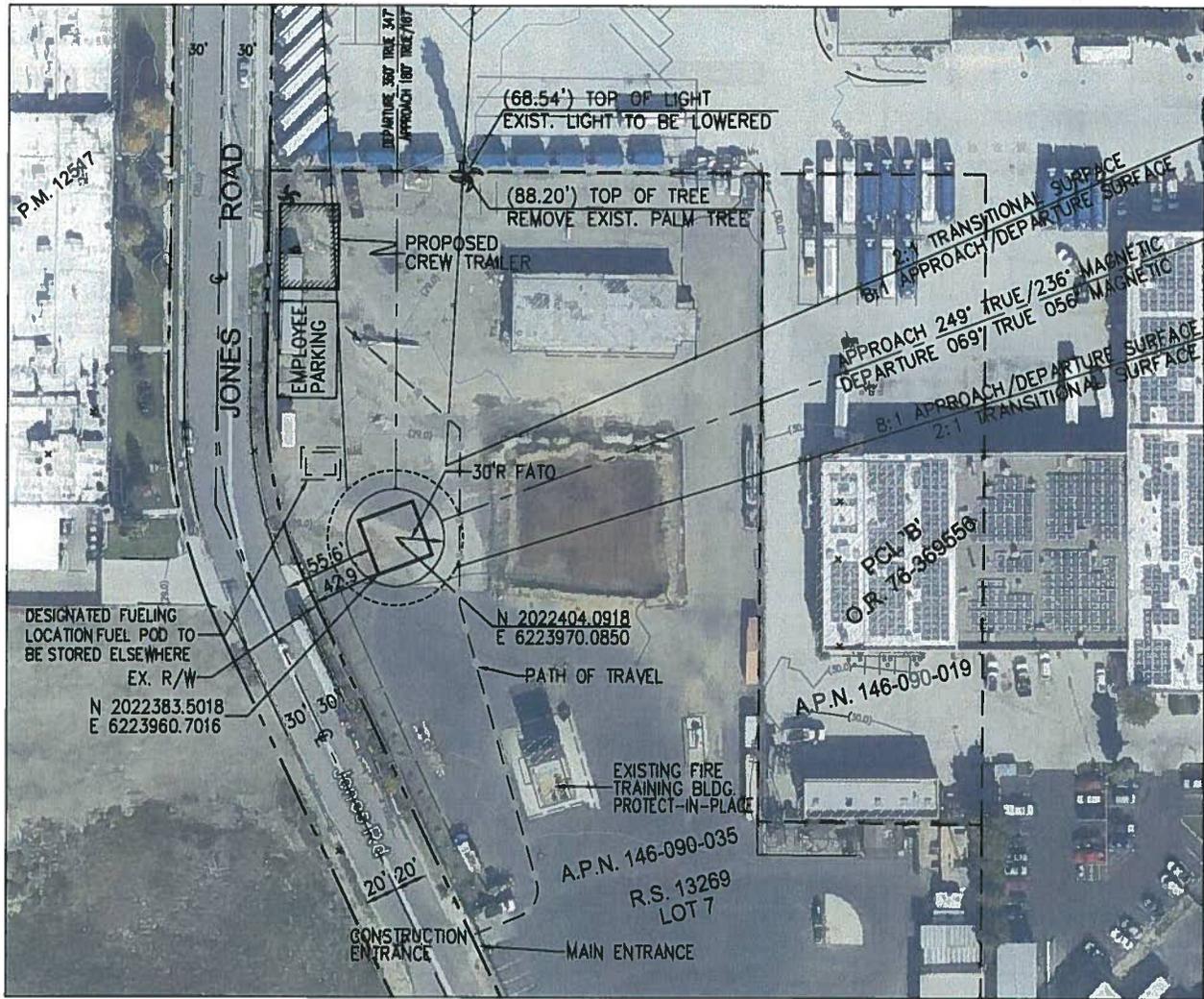
Oceanside Fire Department Helipad



SOURCE: National Geographic Holdings

City of Oceanside Helipad Facility Relocation . 130865

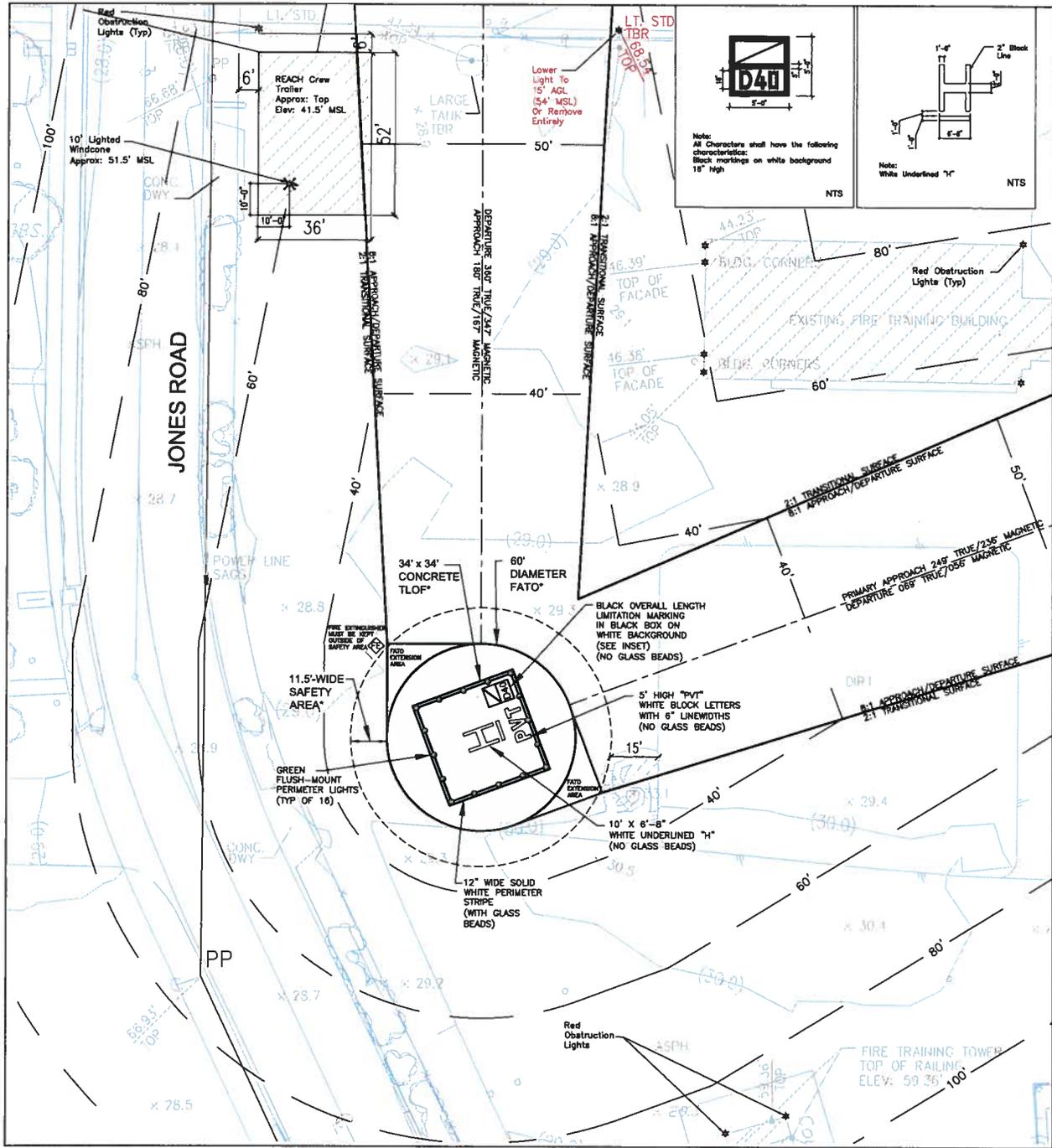
Figure 1
Project Location



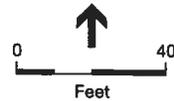
SOURCE: Cozad & Fox, Inc.

City of Oceanside Heliport Facility Relocation . 130865

Figure 2
Project Aerial



- † * Internally Lighted Windcone with Red Obstruction Light
- * Red LED Obstruction Light
- Green LED Perimeter Light
- ☒ Portable Fire Extinguisher
- 40- Elevations and Airspace Contours
- TBR To Be Removed, Lowered, or Relocated for Obstruction Clearance, as Appropriate



SOURCE: Heliplanners

City of Oceanside Helipad Facility Relocation . 130865

Figure 3
Helipad Detail

Lighting

The helipad would require installation of lighting fixtures for nighttime flight operations. The project includes eight red obstruction lights on top of the fire training structures, two on light standards, and one lighted windcone on the roof of the crew trailer to provide pilots with local wind speed and direction information. Lighting at the landing location would include 16 green flush-mounted perimeter lights surrounding the TLOF. Lighting for use of the helipad (perimeter lights, obstruction lights and lighted windcone) would be activated only for nighttime landings or takeoffs and is proposed in accordance with Caltrans Division of Aeronautics standards. The project also includes lowering two of the existing parking lot light standards that are located adjacent to the north of the project site in the North County Transit bus parking lot to ensure clearance for helicopter operations. Additional, exterior lighting will be installed to illuminate the walkway between the crew trailer and the helipad, and provide security around the crew trailer and parking area. The lighting in the parking lots and around the project structures and walkways would be shielded and directed downward, and installed pursuant to the City of Oceanside municipal code, which requires that all lighting use shielded luminaries with glare control to prevent light spillover onto adjacent areas.

Landscaping

The project includes removal of one mature very tall Mexican Fan Palm (*Washingtonia robusta*) tree from the northern boundary of the site. In addition, approximately 3,907 square feet of area along the east side of Jones Road, adjacent to the project site, would be landscaped with various tree, shrub and groundcover vegetation species, such as: Strawberry Tree (*Arbutus unedo*), Foxtail Agave (*Agave attenuata*), Mexican Sage (*Salvia leucantha Santa Barbara*), Century Plant (*Agave americana*), Hopseed Bush (*Dodonaea viscosa*), Point Reyes Ceanothus (*Ceanothus gloriosus*), Dwarf Coyote Brush (*Baccharis pilularis*), Atlas Fescue (*Festuca maerei*), Blue Chalk Sticks (*Senecio mandralascae*), and Asian Star Jasmine (*Trachelospermum*). Low-flow irrigation equipment would be installed to support the new landscaping. The landscape would be drought tolerant comply with the City of Oceanside Landscape Guidelines and Specifications for Landscape Development.

Operation

The helipad would be operational 24 hours a day, seven days a week, and helicopter flights would be intermittent. Based on the current activity of the existing helipad, it is anticipated that helicopter trips would average 1.48 arrivals and 1.48 departures seven days per week, although actual frequency would vary depending on the timing of medical emergencies and needed transport for critical care patients.

As shown in **Figure 4**, the proposed primary flight path for the helipad is from east to west with a 249 degree true heading, and the secondary flight path is from the north to the south with a 180 degree true heading. The primary departure flight path is from the south to the north with a 0 degree true heading, and enters into a 645 foot radius and 107 degree left turn after 500 feet. The secondary departure flight path is from the west to the east with a 69 degree true heading. The proposed flight path would travel along State Route (SR) 76 and over industrial land uses on Jones Road, Via Del Norte, Via Del Monte, and Via El Centro.

REACH has a new (2013) Airbus Helicopter (EC135) that is co-branded with both the City of Oceanside and REACH logos and is being used at the temporary facility at the airport and would also be used at the proposed facility. The EC 135 is a twin-engine helicopter that is widely used by police and ambulance services because of its high performance, maneuverability, and is quieter than many other helicopters (eurocopterus, 2014).

The helicopter would be fueled at the helipad facility. A transportable 600-gallon U.S. Department of Transportation (DOT) approved fuel pod would be used to fuel the helicopter. When not in use, the fuel pod would be stored in a covered storage area located near the fire trucks on the fire training facility portion of the site. The fuel pod would be transported to the airport to be filled and returned to the helipad two to three times per week.

Upon commencement of operations of the proposed helipad facility, the existing helipad facility at the Oceanside Airport would be removed and no longer operated.

Construction

Construction of the project would involve an area less than one acre in size, approximately 8,024 square feet (0.18 acre) and would include: removal of existing materials or structures (tanks, trailer, bus, shed, etc.), minor trenching for utility connections, cleaning existing asphalt in the project area, construction of the concrete helipad, installation of the crew trailer, lighting, and associated equipment, installation of landscaping, and post construction clean up.

Construction would begin with clean-up and removal of trailers and old fire department equipment from the project area. The soil and rock debris on top of the existing degraded asphalt would be removed. Clean-up activities would take approximately one week and would include cleaning of the existing asphalt surface. Cut and cover trench would be required for sewer, water, lighting and power conduits.

Construction activities would also include installation of the helipad components, crew building, ramps, stairs, and relocation of the existing base facilities (furniture, medical equipment, shed, tools, maintenance equipment, etc.) from the temporary facility at the Oceanside Airport to the proposed new helipad location. Obstruction and other lights would be installed at the end of construction, along with pavement striping. Installation of 3,907 square feet of irrigated landscaping along Jones Road would involve removal of existing vegetation, rocks, and top soils within the landscaping area. Thereafter, trenching and installation of an irrigation system with a moisture sensing device to provide sufficient water coverage for plant growth with a minim water loss due to run-off. The new landscape plant material would then be installed with site soils that have been prepared with soil conditioners and fertilizers appropriate for the new plant species. In addition, the new landscaped areas would be mulched to help conserve water and reduce weed growth.

Construction would last approximately four to six weeks including installation of landscaping and post construction clean up. Construction equipment that would be required includes a front loader, backhoe, scrapers, trenching equipment, and dump trucks. All construction related storage of materials and staging of construction equipment would occur within the Fire Department Training Facility site. The staging of vehicles at the Fire Department Training Facility site would be done in cooperation with Fire Training Facility staff and would not block access for the existing Fire Department vehicles and equipment to, from, or through the site. The City's Standard Urban Stormwater Mitigation Plan (SUSMP) requires implementation of appropriate source control best management practices (BMPs), Low Impact Development (LID) practices and construction BMPs that include typical housekeeping protocols to ensure that soils, pollutants, and other waste is not transported offsite during construction and operation activities. For construction, BMP examples include: providing a stabilized construction entrance and exit to prevent the tracking of sediment off the project site and onto adjacent roads and installing fiber rolls around the perimeter of the work areas to prevent sediment and debris from eroding.

During the peak construction period, 8-12 construction workers would be required by the project. All construction activities would be conducted during normal construction hours per the Oceanside Municipal Code from Monday through Friday. Construction would not occur on Sundays or holidays.

- 9. SURROUNDING LAND USE(S) & PROJECT SETTING:** The project site consists of a portion of a parcel that is owned by the City of Oceanside and used as the Oceanside Fire Department Training Center. The northwestern portion of the parcel (approximately 8,024 square feet or 0.18 acre) is the location of the proposed helipad facility (Figure 2). The project site is paved with asphalt and developed with several fire training structures. The northwestern portion of the parcel is primarily vacant with the exception of a bus, trailer, storage tank, and shed that have been used for fire training exercises.

The project site is designated for LI uses by the General Plan and is zoned for LI uses. Likewise, the City of Oceanside Fire Training Center is surrounded by lands that are designated for LI land uses and zoned LI. The proposed helipad facility (in the northwestern portion of the parcel) is bound to the north and east by the North County Transit District office, bus parking and maintenance facility; on the south by the Fire

Training Center uses; and further south by the City of Oceanside Water Works; and on the west and southwest by Jones Road. A light industrial office and manufacturing facility is located directly across Jones Road to the west and a vacant parcel zoned for LI uses exists to the southwest.

10. OTHER REQUIRED AGENCY APPROVALS:

- Development Permit from the City
- Conditional Use Permit (CUP) from the City, which is a discretionary action and is subject to the California Environmental Quality Act (CEQA).
- California Department of Transportation (Caltrans) Division of Aeronautics
- Federal Aviation Administration (FAA)

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION:

None

12. CONSULTATION:

- San Diego County Airport Land Use Commission
- CALTRANS Division of Aeronautics
- FAA

13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The project would not affect any environmental factors resulting in a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated. A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, include:

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geological |
| <input type="checkbox"/> Hazards | <input type="checkbox"/> Water | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Utilities Systems | | |

14. ENVIRONMENTAL CHECKLIST

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the Initial Study Checklist (Section 2) are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, there are four possible responses. They include:

1. **No Impact.** Future development arising from the project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.
2. **Less Than Significant Impact.** The development associated with project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant and no additional analysis is required.
3. **Potentially Significant Unless Mitigated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.

4. **Potentially Significant Impact.** Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
14.1 AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Have a substantial adverse effect on a scenic vista?* **No Impact.** The proposed project would add a helipad, crew trailer, small shed, and landscaping to the City of Oceanside Fire Training Center which has an industrial appearance and is located within an industrial area of the City. The project area is not considered to be scenic, and the City of Oceanside General Plan (City of Oceanside 2002) does not designate any scenic vistas. As a result, impacts to scenic vistas would not occur from implementation of the proposed project.
- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* **No Impact.** No scenic resources, including trees, rock outcroppings or historic buildings are located on or adjacent to the project site. In addition, the project site is not situated within a state designated scenic highway. The closest Eligible State Scenic Highway is State Route (SR) 76 (Caltrans, 2013), which is not visible from the project site. Similarly, the project site is not visible from vehicles traveling along SR 76. Therefore, impacts to scenic resources within a state scenic highway would not occur.
- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* **Less Than Significant Impact.** The project site and surrounding area has an industrial appearance that is consistent with the existing LI land uses. The project site is completely surrounded by chain-link fencing with slats for visual screening from off-site areas. The ground surface of the site is paved and covered with rock debris on top of the existing degraded asphalt. The proposed helipad site is nearby the existing fire training structures, which have an industrial character. The project area currently contains an aged trailer, bus, shed, and storage tank that have also been used for fire training purposes. The industrial appearance of the North County Transit District office, bus parking, and maintenance facility is viewed to the north and east of the proposed helipad location. Fire Training Center uses (including fire training structures) are located to the south; and a light industrial office and manufacturing facility located across Jones Road is visible from the project site. In addition, the power lines located along Jones Road contributes to the industrial character of the project area.

The proposed project would improve the existing pavement in the project area, and add a helipad that would contain the helicopter when not in service, crew trailer, shed, equipment area, and a fuel pod. The project would remove one mature palm tree that is not located in a landscaping area. The tree stands

alone surrounded by asphalt. The degraded rocky asphalt surface would be cleaned and repaired. New landscaping would be installed along the east side of Jones Road, which would include trees, shrubs and groundcover, as listed in the project description. The new landscaping along with these facilities on the project site is consistent with the existing industrial appearance of the area, and consistent with the Fire Training Center character (such as the helicopter being the same character as fire engines and other lifesaving equipment). In addition, the helicopter has been branded with the City of Oceanside logo, which is consistent with signage related to the Fire Training Center. As a result the inclusion of the proposed project facilities on the project site would not degrade the existing visual character or quality of the site and its surroundings.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **Less Than Significant Impact.*** As described above, the project site is a developed parcel within a fully developed urban area. Existing sources of nighttime lighting in the project area are typical of developed urban areas and include: street lighting, parking lot lighting, building exterior security lighting, lighted signs, and headlights from traffic. The project includes lowering two existing lights in the North County Transit Center bus parking lot, which is adjacent to the project. In addition, the project would install eight red obstruction lights on top of the fire training structures and two on light standards. In addition, one lighted windcone would be installed on the roof of the crew trailer and 16 green ground flush-mounted perimeter lights would surround the TLOF. The perimeter lights, obstruction lights and lighted windcone would only be on for nighttime landings or takeoffs and are in accordance with FAA and Caltrans Division of Aeronautics standards. The REACH helicopter uses typical running lights, which include red and green position lights on the sides of the aircraft and anti-collision lights to indicate the helicopter's position. The helicopter also uses a landing light to light the helipad site at landing. In addition to the helipad and helicopter lighting, exterior lighting around the crew trailer and crew parking area would be provided for security. The lighting that is not regulated by the FAA and Caltrans Division of Aeronautics standards are regulated by the City of Oceanside municipal code, which requires that all lighting use shielded luminaires with glare control to prevent light spillover onto adjacent areas.

While some lights related to the proposed onsite facilities and helicopter take offs and landings would be visible from some nearby residences and other land uses, topography changes, trees in the project vicinity, the existing screened fence that surrounds the project site, and the landscaping (including trees) that would be installed with the project would reduce the visibility of the project's lighting. Overall, lighting generated from the project would be similar to, and blend into, the existing lighting in the project vicinity. Because helipad and helicopter lighting would only be on intermittently during nighttime operations and would be similar to existing lighting in the developed area, lighting related to the project would not substantially affect day or nighttime views in the area. Therefore, the project would result in a less than significant impact related to light and glare.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.2 AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?* **No Impact.** The project site is located in an urban area that is completely developed and the site is used as the City of Oceanside Fire Training Center. Existing and designated land uses within the project area do not include agricultural uses and project implementation would not result in conversion of existing farmland to non-agricultural uses. Therefore, the project does not affect an agricultural resource area and thus does not impact designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* **No Impact.** The proposed project is located in an area zoned LI. The project area is developed and used for Fire Department training activities. Agricultural uses and designations do not exist within the project area and no Williamson Act contracts apply. Therefore, implementation of the project would not result in any conflicts with existing zoning for agricultural use or a Williamson Act Contract. No impacts related to conflict with an existing agricultural use or Williamson Act contract would occur.
- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?* **No Impact.** The proposed project is located in an area zoned LI. The project area is developed and used for fire department training activities. Forest and timberland uses and designations do not exist within the project area. Therefore, implementation of the project would not result in any conflicts with existing zoning or cause rezoning of forest land or timber land. No impacts would occur.
- d) *Result in the loss of forest land or conversion of forest land to non-forest use?* **No Impact.** The project site is completely developed and used by the City of Oceanside Fire Training Center. Existing and designated

land uses within the project area do not include forest land and project implementation would not result in conversion of existing forest land to non-forest uses.

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? **No Impact.*** As previously described, the proposed project area is not located within an agricultural, forest or timberland area. Thus, implementation of this project would not result in changes in the environment, which would result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts related to agricultural or forest would occur from implementation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.3 AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Conflict with or obstruct implementation of the applicable air quality plan?* **No Impact.** The project site is located within the San Diego Air Basin (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1992, and is updated on a triennial basis. The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The most recent update to the RAQS is the 2009 RAQS Revision. The RAQS relies on information from the California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County, to project future emissions and then establish the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the County as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the County General Plan would be consistent with the RAQS.

The proposed project consists of relocating the existing emergency air medical helicopter transportation services from a current location at the Oceanside Airport to a new location at the City of Oceanside Fire Training Center, which is approximately one mile driving distance from the Oceanside Airport. Upon commencement of operations of the proposed helipad facility, the existing helipad facility at the Oceanside Airport would be removed and no longer operated. As such, because the proposed project would provide the same emergency transportation services as is currently provided, no new sources of operational emissions would be introduced as part of the project. Additionally, as a helipad facility providing emergency transportation services, the proposed project would not be introducing any new land uses at the project site that would be growth-inducing or attract vehicle trips. The new facility would not increase the number of employees. Thus, implementation of the project would not affect the growth anticipated in the County General Plan. Therefore, the proposed project would not interfere or obstruct the implementation of the RAQS, and no impacts would occur.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* **Less Than Significant Impact.** To determine whether a significant air quality impact would occur from a project during construction and operation, the SDAPCD informally recommends quantifying these

emissions and comparing them to significance thresholds (pounds per day) found in the SDAPCD regulations for stationary sources (pursuant to Rule 20.2) and shown in **Table 14.3-1**.

**TABLE 14.3-1
SDAPCD AIR QUALITY SIGNIFICANCE THRESHOLDS**

Pollutant	Pounds per day
VOCs (or ROG)	75
NO _x	250
CO	550
SO _x	250
PM ₁₀	100
PM _{2.5}	55

NOTE: In the absence of pounds per day PM_{2.5} and VOC significance thresholds in the SDAPCDs rules, the PM_{2.5} and VOC thresholds from the County of San Diego *Department of Planning and Land Use, Guidelines for Determining Significance and Report Format and Content Requirements, Air Quality* document were used.

SOURCE: SDAPCD, 1998; County of San Diego, 2007

SHORT-TERM CONSTRUCTION EMISSIONS

Construction of the project would involve an area less than one acre in size, a maximum of 8,024 square feet (0.18 acre) and would include: removal of existing materials or structures (tanks, trailer, bus, shed, etc.), trenching for utility connections, cleaning of existing asphalt paving, construction of the concrete helipad, and installation of the crew trailer and associated equipment.

The proposed project would generate pollutant emissions from the following construction activities: (1) site preparation, pavement clean up, and trenching; (2) construction workers traveling to and from the project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by onsite construction equipment; and (5) helipad and crew trailer installation. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously at the time. For the purpose of this analysis, construction of the project is anticipated to commence in the fall of 2014 and be completed over an approximately four to six week period.

The maximum daily construction emissions for the proposed project were estimated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Project-generated emissions of criteria air pollutants (e.g., PM₁₀) and precursors (i.e., ROG and NO_x) were modeled based on project-specific information provided by REACH as well as model defaults. For the purpose of this analysis, the following construction phases for the proposed project and their respective schedules were assumed, with some activities overlapping:

- Site Preparation: 2 days total
- Clean AC Pavement of Soil & Gravel: 10 days total
- Cut and Trench: 5 days total
- Facility Construction : 15 days total
- Trench Patch & Striping: 5 days total
- Relocation of Facilities and Equipment: 7 days total
- Landscaping Installation: 5 days total

- Construction Clean Up: 2 days total

A summary of the anticipated amount and types of construction equipment used during each phase of project construction is provided in **Table 14.3-2**.

**TABLE 14.3-2
ANTICIPATED CONSTRUCTION EQUIPMENT FOR PROJECT**

Construction Phase and Equipment	Number of Equipment Pieces	Hours of Operation
Site Preparation		
Scrapers	1	8
Loaders	1	8
Soil and Gravel Removal		
Scrapers	1	8
Loaders	1	8
Cut and Trench		
Trenchers	2	8
Facility Construction		
Forklifts	2	6
Backhoes	1	8
Loaders	1	8
Trench Patch and Striping		
Striping Equipment	1	7
Paving Equipment	1	7
Rollers	1	8
Relocation		
Forklifts	4	6

Table 14.3-3 summarizes the modeled worst-case daily emissions of criteria air pollutants and ozone precursors associated with the proposed project's construction activities. As shown in **Table 14.3-3**, the maximum daily construction emissions generated by the proposed project over the course of the construction schedule would not exceed any of the SDAPCD's recommended threshold levels. Thus, air quality impacts from construction are considered to be less than significant.

It should also be noted that all construction projects in the SDAB would be required to comply with SDAPCD Rule 55 for controlling fugitive dust. Although the emissions reductions are not shown in **Table 14.3-3** for the purpose of presenting a conservative analysis, the incorporation of Rule 55 into the project would be mandatory and would further reduce the project's total PM₁₀ and PM_{2.5} construction emissions below those shown in **Table 14.3-3**.

**TABLE 14.3-3
PROPOSED PROJECT REGIONAL CONSTRUCTION EMISSIONS (UNMITIGATED)**

Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation						
Fugitive Dust Emissions	–	–	–	–	0.13	0.01
Off-Road Emissions	1.84	22.68	14.40	0.02	1.05	0.97
On-Road Emissions	0.39	4.43	4.29	0.01	0.42	0.16
Total Emissions	2.23	27.11	18.69	0.03	1.60	1.14
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Soil and Gravel Removal						
Fugitive Dust Emissions	–	–	–	–	0.08	0.01
Off-Road Emissions	0.74	7.07	4.85	0.01	0.56	0.51
On-Road Emissions	0.55	6.52	5.89	0.01	0.55	0.22
Total Emissions	1.29	13.59	10.74	0.02	1.19	0.74
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Cut and Trench						
Off-Road Emissions	1.16	10.23	5.67	0.01	0.80	0.73
On-Road Emissions	0.08	0.10	0.99	0.00	0.15	0.04
Total Emissions	1.24	10.33	6.66	0.01	0.95	0.77
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Facility Construction						
Off-Road Emissions	1.11	10.29	6.77	0.01	0.83	0.76
On-Road Emissions	0.14	0.62	1.67	0.00	0.19	0.06
Total Emissions	1.25	10.91	8.44	0.01	1.02	0.82
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Trench Patch and Striping						
Off-Road Emissions	1.21	12.48	7.44	0.01	0.68	0.63
On-Road Emissions	0.28	3.22	3.06	0.01	0.29	0.12
Total Emissions	1.49	15.70	10.5	0.02	0.97	0.75
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No
Relocation						
Off-Road Emissions	0.75	6.45	3.84	0.00	0.54	0.50
On-Road Emissions	0.18	1.75	1.94	0.00	0.20	0.07
Total Emissions	0.93	8.20	5.78	0.00	0.74	0.57
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No

LONG-TERM OPERATIONAL EMISSIONS

Implementation of the proposed project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with helicopter operations as well as area sources related to the proposed crew trailer, such as natural gas consumption, applications of architectural coatings (i.e., periodic repainting), and consumer products. Additionally, emissions associated with mobile sources by the transport of fuel from the Oceanside Airport to the site and the crew members of the flight team driving to and from the project site would be generated. The helipad would be operational 24 hours a day, seven days a week.

Operations emissions associated with the proposed project's area, energy, and mobile sources were modeled using CalEEMod, with model defaults adjusted to reflect project-specific data, where available, including the size and type of the proposed land use. Operational emissions associated with the helicopter were estimated using the most recent version of the FAA Emissions and Dispersion Modeling System (EDMS) (Version 5.1.4.1), which is designed to assess the air quality impacts of airport emission sources, particularly aviation sources. The EDMS model defaults were adjusted to reflect project-specific data, where available. In particular, the input for the annual amount of helicopter arrivals and departures were adjusted based on information provided by REACH, where it is anticipated that the project's helicopter trips would average 1.48 arrivals and 1.48 departures seven days per week. The EDMS defaults for land/takeoff cycles were used in the modeling. The overall operational emissions associated with the proposed project from the various aforementioned emissions sources are presented in **Table 14.3-4**.

**TABLE 14.3-4
PROPOSED PROJECT OPERATIONAL EMISSIONS**

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources	0.06	0.00	0.09	0.00	0.00	0.00
Energy Sources	0.00	0.01	0.00	0.00	0.00	0.00
Mobile Sources	0.03	0.21	0.24	0.00	0.03	0.01
Helicopter	2.53	0.26	10.89	0.15	0.08	0.08
Total Emissions	2.62	0.48	11.22	0.15	0.11	0.09
SDAPCD Significance Threshold	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No

As shown in Table 14.3-4, implementation of the proposed project would result in long-term regional emissions of criteria air pollutants and ozone precursors that are below the SDAPCD's recommended threshold levels. The proposed project consists of the relocating the existing air medical helicopter transportation services from a current location at the Oceanside Airport to a new location at the City of Oceanside Fire Training Center. Upon commencement of operations of the proposed helipad facility, the existing facility at the Oceanside Airport would be removed and no longer operated. Because the proposed project would replace the existing medical helicopter transportation service, the only new sources of emissions would be from transport of fuel two to three times per week from the airport, which is a driving distance of approximately one mile. The total emissions shown in Table 14.3-4 would be well below the SDAPCD's recommended significant thresholds. Therefore, the project's operational emissions would be less than significant.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? **Less Than Significant Impact.** A cumulative impact arises when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the project's incremental effects*

must be viewed in connection with the effects of past, current, and probable future projects.

Due to the non-attainment of federal and state ozone standards and the state PM₁₀ and PM_{2.5} standards in the SDAB, the generation of daily construction and operational emissions associated with cumulative development could result in a cumulative significant impact associated with the cumulative net increase of any criteria pollutant for which the region is in non-attainment. However, the approach for assessing the project's contribution to cumulative impacts is based on the RAQS forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state clean air acts. As discussed previously under Item a), the proposed project would be consistent with the RAQS, which is intended to bring the SDAB into attainment for all criteria pollutants. In addition, as discussed above and shown in Tables 14.3-3 and 14.3-4, the daily emissions generated during construction and operation of the project, respectively, would not exceed the SDAPCD's significance thresholds. Furthermore, because the proposed project would replace the existing emergency helicopter transportation service at the Oceanside Airport, and because the only new sources of operational emissions are related to the fuel transport trips that are less than one mile in distance, the project's contribution to cumulative air quality impacts would be less than significant.

- d) *Expose sensitive receptors to substantial pollutant concentrations? **Less Than Significant Impact.*** A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the populations at large, and typically include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The nearest off-site sensitive receptors to the project are the residences on Benet Road and Benson Place that are located approximately 450 feet southwest from the project site. The next nearest residence is approximately 610 feet to the southeast adjacent to Mission Avenue.

As discussed previously, the proposed project consists of the relocation of existing emergency air medical helicopter transportation services from a location at the Oceanside Airport to a new location at the City of Oceanside Fire Training Center. Thus, because the proposed project would only serve to replace the existing emergency helicopter transportation service, and the only new sources of operational emissions are related to the fuel transport trips that are less than one mile in distance and occur two to three times per week, the project's operational emissions of criteria pollutants (Table 14.3-4) would be minimal and would be well below the SDAPCD's recommended thresholds. With helicopter trips that would only average 1.48 arrivals and 1.48 departures daily and fuel transport trips that would occur two to three times per week, the emissions generated by the proposed project would not be substantial to the degree where the nearby off-site sensitive receptors would be exposed to substantial pollutant concentrations. Furthermore, no substantial CO concentrations from motor vehicle activity would result from implementation of the project. As a result, operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

While the construction emissions associated with the proposed project would be new emissions, these emissions would only be temporary and would cease upon completion of the helipad facilities. Because of the short duration of the project's construction activities (i.e., approximately four to six week period) and the low daily pollutant emissions that would be generated (refer to Table 14.3-3), which would be well below the SDAPCD's recommended significance thresholds, impacts related to the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

- e) *Create objectionable odors affecting a substantial number of people? **Less Than Significant Impact.*** A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As a helipad facility providing medical transportation services, the proposed project does not include any of these uses that have been identified as being associated with odors. In addition, although odors associated with helicopter exhaust would be temporarily generated

during mobilization of the helicopter during operations, the project is anticipated to only average 1.48 arrivals and 1.48 departures daily. With the low amount of daily helicopter trips and the rapid dispersal of these exhaust odors once the helicopter leaves the project site, the proposed project is not expected to result in objectionable odors that would affect a substantial number of people.

During construction of the proposed project, exhaust from off-road equipment may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but would not affect a substantial number of people. As odors associated with project construction would be temporary and intermittent in nature, the odors would not be considered to be a significant environmental impact. Therefore, impacts associated with objectionable odors would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.4 BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (DFW) or the United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the DFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the DFW or the USFWS? Less Than Significant Impact.* The project site is completely developed for urban uses, the ground surface is disturbed and paved and no native habitat or vegetation exists within the project site. There are no sensitive or special status species on or immediately adjacent to the project site. One ornamental Mexican Fan palm tree is the only vegetation that currently exists within the project site. Similarly, areas surrounding the project site are developed with urban uses and do not contain native habitat or open space areas. The project would remove the one ornamental palm tree that is on the project site and trim an ornamental palm tree that is located on the North County Transit Department property, which is adjacent to the project site. The project would also install landscaping along Jones Road that would include trees, shrubs, and groundcover. Removal of the palm tree, trimming the pine tree, and installation of new landscaping would not have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the DFW or USFWS. The project site would remain fenced; hence, the project would not create conditions in which special status species could enter into the helipad area. The new landscaping would be installed on the exterior side of the existing fence adjacent to Jones Road, which is consistent with existing roadside landscaping in the area. Therefore, impacts related to special status species would be less than significant.
- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the DFW or USFWS? No Impact.* The project site is completely developed and paved. The project site does not contain any federal or state jurisdictional areas, riparian habitat, or other sensitive natural communities. The project would develop the helipad within an existing developed area and would not result in a substantial adverse effect on any riparian

habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the DFW or USFWS. Thus, no impacts would occur.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **No Impact.*** No wetlands, as defined by Section 404 of the Clean Water Act, exist on-site or adjacent to the site. Thus, the project would not result in impacts to wetlands.
- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **No Impact.*** Project implementation would relocate the existing helipad to the City Fire Training Center, which is completely developed, paved, and surrounded by fencing and urban development. The project site is not currently part of a wildlife corridor or wildlife nursery. One ornamental palm tree would be removed, one pine tree would be trimmed, and landscaping along Jones Road would be installed with the project. The one tree to be removed and the tree to be trimmed do not provide for substantial nursery habitat or area for wildlife movement. As a result, the project would not interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and impacts would not occur.
- e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance? **No Impact.*** The project site is completely developed and surrounded by developed and urban land uses and ornamental vegetation. Implementation of the project would require removal of one large palm tree on the project site, and trimming a pine tree that is located on the North County Transit District property adjacent to the site. Both of these trees are ornamental and are not protected by any local policies or ordinances. As a result, the project would not result in impacts related to conflict with policies and ordinances protecting biological resources.
- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No Impact.*** The City of Oceanside is located within the North San Diego County Multiple Habitat Conservation Program (MHCP). The MHCP encompasses the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The program goals are to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46 percent) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species (City of Oceanside, 2000).

Pursuant to the MHCP, the City of Oceanside has prepared a Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) that identifies areas within the City that are planned for natural community conservation or require special considerations. Figure 4-1 of the Oceanside HCP/NCCP shows that the project site is not located within or adjacent to any habitat or planned conservation areas. In addition, the project site and adjacent areas are developed and do not include habitat areas that could be used for conservation. As a result, implementation of the project would not conflict with provisions of an HCP or NCCP.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.5 CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA? **No Impact.*** The existing project area has been completely disturbed, paved, and is adjacent to non-historic structures that include the North County Transit District offices, bus parking and maintenance facility; the City of Oceanside Fire Training Center; and is across the street from an industrial manufacturing office facility. No historic resources are located within or adjacent to the project site. As a result, implementation of the project would not impact historic resources.
- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA? **No Impact.*** The project site is developed and paved. Activities associated with the project entail minimal trenching to connect new utility lines and soils disruption for landscaping. Trenching of the utility lines and landscaping would not occur at depths beyond previous ground disturbance from the original development of the project site. Therefore, due to the lack of movement of native soils, impacts to archaeological resources would not occur.
- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **No Impact.*** The project site is developed and paved. Activities associated with the project entail minimal trenching to connect new utility lines and limited soils disruption for landscaping. Trenching of the utility lines would not occur at depths beyond previous ground disturbance from the original development of the project site. Therefore, due to the lack of movement of native soils, impacts to paleontological resources would not occur.
- d) *Disturb any human remains, including those interred outside of formal cemeteries? **No Impact.*** The project site is developed and paved. Project activities entail minimal trenching to connect new utility lines to the project site and landscaping activities. Trenching of the utility lines would not occur at depths beyond previous ground disturbance. Additionally, there are no known grave sites within the project limits, and disturbance of human remains is not anticipated. However, in the unlikely event that human remains are encountered, State Health and Safety Code Section 7050.5 states that the County Coroner must be notified immediately, and that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.6 GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **No Impact.** The Alquist-Priolo Act requires the California State Geologist to identify areas in the state that are at risk from surface fault rupture. These areas are known as Earthquake Fault Zones. The project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone, and there are no known surface traces of any active, potentially active, or inactive faults crossing through or extending toward the project site (USGS, 2013). Furthermore, the City's General Plan Public Safety Element (City of Oceanside 2002) states that since there are no known active or potentially active faults within the City's planning area, there is considered to be no potential for localized ground rupture. As a result, impacts related to fault rupture would not occur.*
- ii) *Strong seismic ground shaking? **Less Than Significant Impact.** Southern California is a seismically active region likely to experience, on average, one earthquake of magnitude 7.0, and ten earthquakes of magnitude 6.0 over a period of ten years. Active faults are those faults that are considered likely to undergo renewed movement within a period of concern to humans. These include faults that are currently slipping, those that display earthquake activity, and those that have historical surface rupture. The California Geological Survey (CGS) defines active faults as those which have had surface displacement within Holocene times (about the last 11,000 years). Such displacement can be recognized by the existence of sharp cliffs in young alluvium, un-weathered terraces, and offset stream courses.*

There are no faults within the City; however, there are several active and potentially active faults in the region that could affect the project site. This includes the Newport-Inglewood, Whittier, San Andreas, San Jacinto, Malibu-Coast-Raymond, Palos Verdes, San Gabriel, and Sierra Madre-Santa Susana-Cucamonga faults. The proposed project would be required to be in conformance with the Uniform Building Code (UBC), the City's Seismic Hazard Mitigation Ordinance, and other applicable standards that would be implemented prior to receipt of construction or grading permits. Conformance with standard engineering practices and City design requirements pursuant to the UBC would reduce the effects of seismic groundshaking to less than significant levels.

- iii) *Seismic-related ground failure, including liquefaction? **Less Than Significant Impact.*** Liquefaction is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, density of the sandy soils, confining pressure, and the intensity and duration of groundshaking. Liquefaction occurs primarily in saturated, loosely consolidated, and fine to medium-grained sandy soils in areas where the groundwater table is generally 50 feet or less below the surface. Other important factors contributing to liquefaction include the earthquake's magnitude and the duration of the ground movement. Liquefaction is not known to have occurred historically in San Diego County; seismic shaking levels within the County have not been sufficient to trigger liquefaction (San Diego County, 2011). The Oceanside General Plan Public Safety Element (2002) does not identify the project site as located with a potential liquefaction zone and liquefaction has not historically occurred in the project area. However, the County of San Diego Hazard Mitigation Plan (2004) identifies that the project site may be in an area susceptible to liquefaction. Because the project would obtain building permits after identifying compliance with the UBC, the City's Seismic Hazard Mitigation Ordinance, and other applicable standard engineering practices and City design criteria potential impacts related to liquefaction would be less than significant.
- iv) *Landslides? **No Impact.*** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is not located on a hill or adjacent to a hillside. In addition, the landslide hazards map for the Oceanside and San Luis Rey Quadrangles shows that the project site is not located within a landslide hazard zone. The project site is a flat location and implementation of the project would not result in hillside or other conditions that could create landslides. As a result, implementation of the project would not result in impacts related to landslides.
- b) *Result in substantial soil erosion or the loss of topsoil? **Less Than Significant Impact.*** Construction of the project would involve an area less than one acre in size, approximately 8,024 square feet (0.18 acre) and would include: removal of existing materials or structures (tanks, trailer, shed, etc.), limited trenching for utility line connections, cleaning of existing asphalt paving, construction of the concrete helipad, installation of landscaping, and installation of the crew trailer and associated equipment. The limited trenching activities for utility connections would necessitate minimal temporary exposure of small areas of soil or small piles of stockpiled soils which, if left uncovered, could result in soil erosion or loss of topsoil in the event of wet weather.

However, the project includes housekeeping BMP activities, per the City's SUSMP, that would be implemented at the project site during construction. Such activities include providing a stabilized construction entrance and exit to prevent tracking soils off the project site and onto adjacent roads and surrounding work areas with fiber rolls to prevent sediment and debris from eroding the project site, in addition to other BMPs that would be required to be implemented by the contractor to ensure that temporarily exposed soils do not enter the on-site drainage system. These BMPs in combination with the limited amount of soil exposure that would occur with the project would result in less than significant impacts related to soil erosion and the loss of topsoil.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* **Less Than Significant Impact.** Refer to Response 4.6a.iii. and 4.6a.iv., regarding liquefaction and landslides. No water extractions or similar practices that are typically associated with project-related subsidence effects are part of the project. The Oceanside General Plan, Public Safety Element, does not identify the project site as located with a potential lateral spreading zone or subsidence zone. Adherence to standard engineering practices and the City's required design guidelines would result in less than significant impacts.
- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?* **Less Than Significant Impact.** Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. The project site is underlain by Visalia Sandy Loam soils zero to two percent slopes (Databasin.org, 2013), which have a low shrink swell behavior (USDA, 1973). Because of the low shrink swell behavior of the onsite soils, the project would not result in substantial risks to life or property related to expansive soils. In addition, implementation of the project would require compliance with applicable City building standards related to soils. As a result, impacts related to expansive soils would be less than significant.
- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* **No Impact.** The proposed project does not include the implementation of septic tanks or alternative wastewater disposal systems.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.7 GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Less Than Significant Impact.*** Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities, which alter the composition of the global atmosphere.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" (CO₂e) measures. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

On March 18, 2010, the California Office of Planning and Research (OPR) submitted amendments to the CEQA Guidelines for GHG emissions, as required by Public Resources Code section 21083.05 (Senate Bill 97) became effective. These CEQA Guideline amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents.

The proposed project would contribute to global climate change as a result of emissions of GHGs, primarily CO₂, emitted during construction and operations. First, GHG emissions would be generated during construction of the project. Once fully operational, the project's operations would generate GHG

emissions from fuel transportation operations. GHG impacts are considered to be exclusively cumulative impacts (CAPCOA, 2008); there are no non-cumulative GHG emission impacts from a climate change perspective. Thus, the purpose of this GHG analysis is to determine whether the proposed project impact is cumulatively considerable.

Currently, no formally adopted CEQA significance thresholds for GHG emissions or guidelines for GHG analysis have been established by the City, County of San Diego, or SDAPCD. While the County is currently proposing a GHG emissions screening threshold of 2,500 metric tons (MT) of CO₂e emissions per year for projects, this screening threshold has not been formally adopted at the time of this writing. However, the County of San Diego is currently using an interim screening GHG threshold of 900 MT of CO₂e emissions per year, which is derived from the California Air Pollution Control Officers Association's (CAPCOA) CEQA & Climate Change report (dated January 2008), to determine whether further GHG analysis and mitigation with regard to climate change will be required for a project. As such, in the absence of formally adopted significance thresholds for GHG emissions by the City, County, and SDAPCD, the estimated GHG emissions generated by the proposed project was evaluated against this interim screening GHG threshold.

The project's construction-related GHG emissions were estimated using the most recent version of CalEEMod. CalEEMod estimates the emissions of CO₂, CH₄, and N₂O associated with construction-related GHG sources such as off-road construction equipment, material delivery trucks, haul trucks, and construction worker vehicles. For construction GHG emissions, the County of San Diego Department of Planning and Land Use (DPLU) follows recommendations by the South Coast Air Quality Management District (SCAQMD) in their interim guidance for evaluating GHGs under CEQA, where it is recommended that the emissions be amortized over 30 years and added to a project's operational emissions. As such, this approach to quantifying the project's construction-related GHG emissions is used in this analysis.

Operational emissions of GHGs associated with the proposed project's area and mobile sources were also estimated using CalEEMod. CalEEMod calculates GHGs generated by both direct and indirect sources. Direct sources include emissions such as vehicle trips, natural gas consumption, and landscape maintenance. Indirect sources include off-site emissions occurring as a result of a project's operations such as electricity and water consumption and solid waste disposal. Operational GHG emissions associated with the helicopter were estimated using the FAA's EDMS model. Modeling using CalEEMod and EDMS was based on project-specific data, where available.

A conservative estimate of the project's total annual GHG emissions are shown in **Table 14.7-1**. The total GHG emissions that are anticipated to be generated from construction of the proposed project would be approximately 33 MT CO₂e. This would equal to approximately 1.1 MT of CO₂e per year after amortization over 30 years per County of San Diego DPLU methodology.

As shown in **Table 14.7-1**, the proposed project's total annual GHG emissions resulting from construction and operational activities would be approximately 76 MT CO₂e per year. Thus, the project's construction and operational GHG emissions would not exceed the County's interim screening threshold of 900 MT of CO₂e per year. Therefore, the proposed project would not result in the generation of substantial levels of GHG emissions and would not result in emissions that would adversely affect the statewide attainment of GHG emission reduction goals of AB 32. This impact would be less than significant.

**TABLE 14.7-1
ESTIMATED PROJECT CONSTRUCTION AND OPERATIONS-RELATED GHG EMISSIONS**

Emission Source	Proposed Project Emissions CO₂e (MT/yr)
Construction	
Total	33
Construction (Amortized over 30 years)	1.1
Operations	
Mobile Sources	10.59
Energy Consumption	1.19
Water Consumption	0.08
Solid Waste	0.21
Area Source	0.01
Helicopter	62.95
Subtotal	75.03
TOTAL PROJECT EMISSIONS	76.13
County Screening Threshold	900
Significant Impact?	No

NOTES: CO₂e= carbon dioxide equivalent; MT/yr = metric tons per year; see Appendix B for CalEEMod and EDMS model outputs.

It should also be noted that the proposed project replaces the existing medical helicopter transportation service that is currently operated at the Oceanside Airport. Upon commencement of operations of the proposed helipad facility, the existing helipad facility at the Oceanside Airport would be removed and no longer operated. As such, the operational GHG emissions generated by the helicopter and employee vehicle trips would not represent any new emissions that would be introduced in the SDAB. Only the construction-related GHG emissions generated by the proposed project (i.e., 1.1 MT of CO₂e per year) and pod fueling trips during project operation would be considered to be new emissions. Nonetheless, even if the operational GHG emissions shown in Table 14.7-1 were to be considered to be net new emissions under a conservative analysis, the total emissions would be well below the screening threshold of 900 MT of CO₂e per year. Thus, implementation of the proposed project would not hinder the ability of the state to achieve AB 32's goal of achieving 1990 levels of GHG emissions by 2020.

b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Less Than Significant Impact.*** The City of Oceanside has completed a Greenhouse Gas Emissions Inventory as well as an Energy Roadmap in collaboration with SANDAG and San Diego Gas & Electric to reduce energy use in municipal operations and in the community. The City is currently seeking funding to undertake a Climate Action Plan (CAP). Although a CAP for the City is not currently available, the County adopted a CAP in June 2012. The County of San Diego CAP addresses the issues of growth and climate change, and serves to safeguard the environment for residents and visitors. The County's CAP was designed to support the following primary functions:

- Mitigate the impacts of climate change by achieving meaningful GHG reductions within the County, consistent with AB 32, the governor's Executive Order S-3-05, and CEQA guidelines;
- Allow lead agencies to adopt a plan or program that addresses the cumulative impacts of a project;
- Provide a mechanism that subsequent projects may use as a means to address GHG impacts under CEQA, in accordance with the 2011 statement by the Attorney General; and

- Comply with the 2011 adopted County General Plan Environmental Impact Report (EIR) Mitigation Measure CC-1.2, Preparation of a Climate Action Plan.

The County's CAP incorporates already-established goals described in the County's General Plan and in the County Strategic Energy Plan (SEP), which identifies measures to develop a cohesive, long-term strategy that addresses climate change. The CAP includes more specific approaches for the actions outlined by the General Plan, and broadens the SEP's scope to include water conservation, waste reduction, land use strategies, and adaptation, while also extending the County's emissions reduction goals to 2020 and beyond. The CAP set a target to reduce community-wide GHG emission emissions by 15 percent below 2005 levels by 2020, which is consistent with the California statewide reduction goals in AB 32 (County of San Diego, 2012).

As discussed previously, the proposed project consists of relocating the existing air medical helicopter transportation services from the current location at the Oceanside Airport to a new location at the City of Oceanside Fire Training Center, which is located approximately 1 mile driving distance from the Oceanside Airport. Upon commencement of operations of the proposed helipad facility, the existing helipad facility at the Oceanside Airport would be removed and no longer operated. The only new source of operational GHG emissions would be from fuel pod transport which would total approximately six miles per week. The construction-related GHG emissions generated by the proposed project would also represent net new emissions, which at 1.1 MT of CO₂e per year would be well below the County's screening threshold of 900 MT of CO₂e per year. Additionally, as a helipad facility providing emergency transportation services, the proposed project would not be introducing any new land uses at the project site that would be growth-inducing or attract vehicle trips. Thus, implementation of the project would not affect the growth anticipated in the County General Plan. In turn, the proposed project would not conflict with the County's adopted CAP objective of reducing GHG reductions in the County.

Overall, implementation of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions nor would it hinder the ability of the state to achieve AB 32's goal of achieving 1990 levels of GHG emissions by 2020. As a result, this impact would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.8 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Less Than Significant Impact.*** The project would relocate the existing helipad from the Oceanside Municipal Airport to a new location at the existing City of Oceanside Fire Training Center. The helipad would include fueling, maintenance, parking of the helicopter, and storage of related helicopter and medical equipment. As part of fueling the helicopter on the project site a 600 gallon DOT approved fuel pod would be located at the helipad to fuel the helicopter. The fuel pod would be transported to the airport, which is approximately 1 mile away to be filled and returned to the helipad two to three times per week. The helicopter would use, and the fuel pod would contain, Jet-A fuel, which has low volatility and a low explosion potential. Jet-A fuel is a kerosene-based fuel used most helicopter and jet engines and is listed as a "combustible liquid," as opposed to a "flammable liquid". Combustible liquids are defined as having flash points above 100 degrees Fahrenheit, while flammable liquids (such as gasoline) have flash points below 100 degrees Fahrenheit (CFR Title 29). Combustible liquids have a low risk of ignition because they cannot ignite under normal atmospheric conditions. Jet-A fuel cannot be ignited from a single source; it must be heated to the flashpoint temperature and then exposed to an ignition source for ignition to take place (City of Los Angeles, 2003). Therefore, spilled or released Jet-A fuel is less likely than gasoline to ignite and cause an explosive hazardous condition.

Transportation of hazardous materials (including fuels) are strictly regulated by federal and state laws, which includes the Hazardous Materials Transportation Act of 1994 that is administered by DOT, and

provides standards for labeling containers and vehicles, equipment and vehicle standards, standards for training of transport personnel and incident reporting. The Federal Resource Conservation and Recovery Act of 1996 also established a program that is administered by the U.S. Environmental Protection Agency (USEPA) for the regulation of transportation and storage of hazardous materials in 40 CFR 263. USEPA regulations require a transporter to:

- Take immediate action to protect human health and the environment (e.g., notify local authorities or initiate interim measures) in the case of a discharge.
- Notify the National Response Center and submit a report to the DOT Office of Hazardous Materials Regulations in the event of a hazardous waste discharge.
- Clean up any discharges to the environment and take any actions required by the appropriate government officials for mitigating the discharge effects on human health and environment.

With an increase in the transportation of Jet-A fuel on public roadways, the potential for a ground transport accident would increase. However, the likelihood of ground transport accidents would be minimized by properly training drivers and employees in handling procedures, having a fuel pod that meets DOT guidelines, and the limited distance of transport between the new helipad and the Oceanside Airport where fueling would occur. Compliance with the federal and state regulations related to the transport of combustible liquids would reduce potential impacts to the public and the environment to a less than significant level.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **Less Than Significant Impact.*** Refer to response to 14.8.a. above. The proposed project is subject to federal and state requirements related to the transport of Jet-A fuel and training of employees that would handle the fuel. As a result, the project is not anticipated to result in a release of hazardous materials into the environment. However, fuels, oils, lubricants, and other hazardous substances would be used during project construction and operation; and a possibility of accidental release of hazardous substances could occur. If these substances are unmanaged or in the event of an accidental spill, these substances could be released and impact surface and/or groundwater. However, as described in the Project Description and Response 4.6.b), the BMPs that would be required by the City's SUSMP would be implemented during construction and operational activities to prevent substances from leaving the project site. The level of risk associated with the accidental release of these hazardous substances would be reduced with implementation of the SUSMP required BMPs and compliance with federal and state regulations related to hazardous materials.
- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **No Impact.*** The project site is located within the Oceanside Unified School District. The closest schools to the project site are Jefferson Middle School which is approximately 0.4 mile west of the project site; Mission Elementary which is approximately 0.6 mile southwest of the project site; E.G. Garrison Elementary School, located approximately 1.0 mile southeast of the project site; Laurel Elementary School, which is approximately 1.2 miles west of the project site, and Oceanside High School that is approximately 1.5 miles west of the project site. No existing or proposed school facilities are located within a one-quarter mile radius of the project site, or within the travel route of the fuel pod. As a result, impacts would not occur.
- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? **No Impact.*** According to the DTSC EnviroStor Hazardous Waste and Substance Site List, the proposed project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project would not impact a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not result in a significant hazard to the public or to the environment.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? **Less Than Significant Impact.*** The closest public airport to the project site is the Oceanside Municipal Airport, approximately 0.25 mile north (by air) of the project site, and is within the airport influence area (Oceanside, 2010). The proposed project would construct and operate a helipad that would involve air traffic; however, the proposed flight path is designed around the airport's air space, and as planned the helicopters would not enter into the airport's airspace. Thus, the project would not result in changes to the airport's flight patterns.

The design of the helipad and the flight path are regulated by the FAA. Federal Aviation Regulations (FAR) contain prescriptive standards for flight paths and other safety requirements that are designed to provide adequate maneuvering room for pilots. The proposed flight paths have been reviewed for consistency with FAR standards by the FAA. The FAA has also reviewed the airspace of the Oceanside Municipal Airport to consider the effects the helipad would have on existing or planned air traffic patterns, safety of persons or property on the ground, existing and proposed man-made objects on file with the FAA, and known natural objects in the affected area. The FAA has provided an airspace determination letter that expresses no objection to the use of the project site for a helipad and the proposed flight path. With this review, the determination letter, and compliance with existing helipad and airspace regulations, the potential for the project to result in a safety hazard for people residing or working in the project area has been determined to be less than significant.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? **No Impact.*** The proposed project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.
- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **No Impact.*** The proposed project would relocate the existing helipad facility from the Oceanside Airport to the project site. The proposed facility and service relocation would not impair or physically interfere with an emergency response or evacuation plan. No revisions to adopted emergency plans would be required as a result of the proposed project, and impacts would not occur.
- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? **No Impact.*** The project is located within a completely paved and developed within an urbanized environment. The project site is not located within or adjacent to a wildland area. The project is located adjacent to the City's Fire Training Center and two miles from the closest fire station, which is located at 3350 Mission Avenue. Furthermore, the project does not include structures or activities that would expose people or structures to a significant risk of wildland fires. As a result, impacts related to wildland fires would not occur.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.9 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Result in significant alternation of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Could the proposed project result in increased erosion downstream?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n. Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o. Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
p. Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
r. Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
s. Have a potentially significant adverse impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
t. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
u. Impact aquatic, wetland, or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Potentially impact stormwater runoff from construction or post construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
w. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
x. Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
y. Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
z. Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Violate any water quality standards or waste discharge requirements? **Less Than Significant Impact.***
 The entire project site is covered with impervious surfaces including asphalt and above ground objects or structures. Minimal changes to the impervious surface of the site would occur with the project. The City's SUSMP requires all projects to include implementation of appropriate source control BMPs and inclusion of Low Impact Development (LID) practices to reduce storm water impacts by conserving natural features, minimizing site imperviousness, maximizing infiltration and retaining and slowing runoff. The project trenching activities would be minimal and very localized; however, the activities would necessitate temporary exposure of soil which, if left uncovered, could result in runoff contamination in the event of rain. In addition fuels, oils, lubricants, and other hazardous substances would be used during construction and operation. If these substances are unmanaged, or in the event of an accidental spill, these substances could be released and impact surface and/or groundwater. However, the City's SUSMP requirements include source control BMPs and LID practices that would be implemented during construction and operation of the project to prevent sediment and hazardous materials and substances from leaving the project site or violating water quality standards. As a result, impacts related to violation of water quality standards or waste discharge requirements would be less than significant.
- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land*

uses or planned uses for which permits have been granted)? **Less Than Significant Impact.** The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The proposed project includes installation of drought tolerant landscaping with low-flow irrigation and a crew trailer that provides restrooms and kitchen facilities that would be used by the three person flight crew and would connect to the existing City's water system. The demand for water supplies from the three person flight crew from use of the crew trailer and the landscaping would be minimal and would not result in a substantial increase in demand for water supplies. In addition, the project site is completely developed with impervious surfaces. Hence, addition of a 1,872 square foot structure and equipment on the already developed/impervious site would not affect groundwater recharge. As a result, impacts related to groundwater supplies and groundwater recharge, are considered less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?* **Less Than Significant Impact.** No significant changes in drainage patterns associated with the proposed project are anticipated to occur. The proposed project would not include the alteration of the course of a stream or river. The entire project site is covered with impervious surfaces including asphalt and above ground objects or structures. The proposed project would add a 1,872 square foot structure and equipment to the developed site on an impervious area that would not alter drainage of the site. As a result, the proposed project would not substantially alter the existing drainage pattern of the site or area and impacts would be less than significant.
- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?* **Less Than Significant Impact.** No significant changes in drainage patterns associated with the proposed project would occur from implementation of the proposed project. The proposed project would not include the alteration of a course of a stream or river or increase the amount or rate of stormwater flow. The entire project site is currently covered with impervious surfaces including asphalt and above ground objects or structures. The proposed project would add a 1,872 square foot structure and equipment to the existing paved areas. The addition of this equipment to the site is similar to the existing condition, and would not increase paved areas or change the existing condition of stormwater drainage. The project would not result in an increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, impacts would be less than significant.
- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* **Less Than Significant Impact.** Refer to response 14.9.c) and d) above. As previously stated, installation of 1,872 square foot structure and equipment on the impervious paved site would not result in substantial changes to stormwater runoff. The area is currently paved and the project would not increase the rate or amount of surface runoff into the local storm drain system. As a result, the proposed project would not exceed the capacity of existing or planned storm water drainage systems.

Implementation of the helipad and associated structures and uses would generate additional pollutants on the project site. The maintenance and fueling activities would introduce additional metals, petroleum, grease, oils, and other hazardous materials to the project site, which are already present on the project site for the Fire Training Center. These substances, if not properly contained, can wash into the drainage system and impair water quality and associated beneficial uses.

The project includes a number of operational BMPs and LID practices that would be implemented to prevent additional sources of polluted runoff from leaving the project site, including:

- Storage of materials in watertight containers and within the proposed shed or similar structure that prevents contact with rain, runoff or spillage off-site;
- The proposed shed would include a roof or awning to minimize precipitation running into the shed containment area;

- Waste and recyclable materials would be stored in a completely enclosed designated container provided by the commercial waste hauler serving the project;
- Outdoor storage, shed, and waste areas would be paved and sufficiently impervious to contain leaks and spills;
- Regular inspections for leaks and spills would be conducted;
- Training to employees regarding waste and hazardous spill containment and clean up would be provided;
- Washing the helicopter would be completed on a paved location by a professional helicopter cleaner that utilizes mobile equipment to temporarily dike/berm around the helicopter, wash the helicopter and then vacuume up the wash water to ensure that runoff of wash water does not occur;
- Fueling the helicopter would be completed on a paved location that is bound by a temporary dike/berm. A spill kit that containing containment, absorbant, and hazardous clean up material and equipment would be located near fueling activities; and
- Efficient irrigation system and drought tolerant landscape would be installed to minimize runoff of excess irrigation water.

Implementation of the BMPs and LID practices listed above would prevent sediment and hazardous materials and substances from leaving the project site in polluted runoff. As a result, the project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

- f) *Otherwise substantially degrade water quality? **Less Than Significant Impact.*** Refer to response 14.9.a) through e) above.
- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **Less Than Significant Impact.*** The project area is located within a 100-year special flood hazard area. The proposed project does not include the construction of housing, but does include a location for the flight crew when not on a medical flight. Similar employment-related uses exist in the project area, and as a result, impacts would be less than significant.
- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **Less Than Significant Impact.*** Refer to response 14.9.d) above. The proposed project would install a structure within a 100-year special flood hazard area that could impede or redirect flood flows. However, as previously stated, the addition of pervious pavement to the project site would result in a potential decrease in the rate or amount of surface runoff discharging into the local storm drain system based on the absorption rate of the pervious pavement. The addition of the equipment and crew trailer to the developed project site would not impede or redirect flood flows. As a result, impacts would be less than significant.
- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? **Less Than Significant Impact.*** As identified by Figure PS-10 Inundation Map for Henshaw Dam in the Oceanside General Plan Public Safety Element, the project site is not located within the dam inundation area. As a result, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a dam. Impacts are anticipated to be less than significant.
- j) *Inundation by seiche, tsunami, or mudflow? **No Impact.*** The project site is located approximately 2.2 miles from the Pacific Ocean and as shown in the Tsunami Inundation Map for Emergency Planning for the Oceanside and San Luis Rey Quadrangles, the project site is not located within a tsunami inundation area. Thus, impacts related to tsunamis would not occur. Similarly, the closest water body is the Pacific Ocean, which would not be subject to inundation by seiche. Seiches or "sloshing" is generated by captive bodies of water such as a lake and the occurrence of seismic activity. Seiches may raise and lower a water surface from a few inches to several feet, and may occur several thousand miles away from the

earthquake epicenter. There are no closed bodies of water near the project site that would generate a seiche. As a result, impacts from a seiche would not occur.

The project site is not located on a hill or adjacent to a hillside. In addition, landslide hazards map for the Oceanside and San Luis Rey Quadrangles shows that the project site is not located within a landslide hazard zone. The project site is in a flat location and implementation of the project would not result in potential impacts related to mudflows other conditions that could create mudflows. As a result, implementation of the project would not result in impacts related to mudflows.

- k) *Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?* **Less Than Significant Impact.** Refer to response 14.9.a) through e) above. Implementation of the helipad and associated structures and uses would generate additional pollutants on the project site that could potentially be discharged to receiving waters. The receiving water for the project site is the San Luis Rey River. Operation of the helipad, including maintenance and fueling activities would introduce additional limited amounts of metals, petroleum, grease, oils, and other hazardous materials to the project site. These substances would be contained and/or stored pursuant to existing federal and state regulations related to the specific substances. For example, waste and materials would be stored in watertight containers in the shed or completely enclosed designated areas; regular inspections would be conducted for leaks and spills, and training would be provided to employees regarding waste containment. In addition, the City's SUSMP requires appropriate operational BMPs that would include typical housekeeping protocols, as described in detail in response 14.9.e) above. Furthermore, the substances would be stored on the Fire Training Center in appropriate areas such that release would not occur. The Fire Department is the first responder to hazardous materials incidents in the City, and would ensure materials are properly contained on the site, and that pollutant discharges into receiving waters would not occur. Therefore, the proposed project would result in a less than significant impact.
- l) *Result in significant alternation of receiving water quality during or following construction?* **Less Than Significant Impact.** Refer to response 14.9.a) through e) above. Construction of the proposed project would result in limited trenching activities for utilities connections. As described, the City's SUSMP requirements include BMPs and LID practices that would be implemented at the project site during construction to avoid potential water quality impacts. With implementation of the SUSMP requirements, impacts to receiving water quality from construction would be less than significant.

A 600-gallon DOT approved fuel pod would be kept at the fire training facility to fuel the helicopter. The fuel pod would be transported to the Oceanside Airport to be filled with Jet-A fuel as needed. The airport fueling location is approximately 1 mile away from the project site, and the fuel pod is anticipated to be filled and returned to the proposed helipad two to three times per week. Jet-A fuel has a low volatility and a low explosion potential and cannot ignite from a single source. However, spilled or released Jet-A fuel could impair water quality of receiving waters. The fuel pod would be stored with fire department equipment on the project site. Should an accidental spill occur, the onsite fire department personnel would ensure that spills are contained. The Fire Department is the first responder to hazardous materials incidents in the City, and would ensure materials are properly contained on the site, and that pollutant discharges into receiving waters would not occur. In addition, the City's SUSMP requires appropriate operational BMPs and LID practices that would include typical housekeeping protocols that are part of the proposed project and described in response 14.9.e) above, such as waste and materials storage being kept in watertight containers and enclosed designated areas; conducting regular inspections for leaks and spills, and providing training to employees regarding waste containment. With implementation of the SUSMP operational BMPs and LID practices and existing regulations related to hazardous materials specific to Jet-A fuel, impacts would be less than significant.

- m) *Could the proposed project result in increased erosion downstream?* **No Impact.** Refer to responses 14.9.c) and d) above. The project would install a 1,872 square foot structure and equipment on an area that is already paved. The project would not result in a substantial change in runoff volume or rate. As a

result, the proposed project would not result in increased downstream erosion, and impacts would not occur.

- n) *Result in increased impervious surfaces and associated increased runoff?* **No Impact.** The project site is covered with impervious surfaces, including asphalt and above ground objects or structures. Installation of a 1,872 square foot structure on the pervious pavement would not result in an increase in runoff volume and rate into the local storm drain system. As a result, impacts related to an increase in impervious surfaces and runoff would not occur.
- o) *Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?* **No Impact.** The project does not include mass site grading or substantial changes in project site drainage that would alter drainage patterns, or increase runoff flow rates or volumes. The project site is covered with impervious surfaces and would install a 1,872 square foot structure and equipment on the paved area, which would not result in a change in runoff volume or rate. As a result, the proposed project would not create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes, and impacts would not occur.
- p) *Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?* **Less Than Significant Impact.** Refer to response 14.9.a) through e) above. The project site does not adjoin or discharge directly into a federally-listed water body. However the receiving water is the San Luis Rey River, approximately 0.3 mile northwest of the project site, which is listed as impaired for chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, total nitrogen as N, and toxicity (SWRCB, 2010). As previously stated, the helipad and associated uses would generate a limited amount of new pollutants including metals, petroleum, grease, oils, and other hazardous materials to the project site. The project would implement SUSMP required operational BMPs and LID practices that would reduce the potential for pollutants to be carried off-site. Therefore, the proposed project would not increase the existing impairments to San Luis Rey. Hence, the proposed project would result in a less than significant impact in pollutant discharges to an already impaired water body.
- q) *Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?* **Less Than Significant Impact.** See response to 14.9.p) above. The San Luis Rey River is listed as an impaired waterbody, as identified above, and is also designated as having Rare, Threatened, or Endangered Species (RARE) beneficial use. Additionally, the mouth of the San Luis Rey River is designated as having RARE beneficial use by the State Water Resources Control Board (SWRCB). As such, the project site is considered tributary to environmentally sensitive areas (Oceanside JURMP, 2007). As previously stated, the City's SUSMP requires appropriate operational BMPs and LID practices that would include typical housekeeping protocols, as described in detail in response 14.9.e) above. With implementation of the SUSMP operational BMPs and existing regulations the proposed project would not increase the existing impairments to San Luis Rey, and the proposed project would result in a less than significant impact in pollutant discharges to environmentally sensitive areas.
- r) *Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?* **Less Than Significant Impact.** The project site does not adjoin or discharge directly into surface waters. However, the receiving water body is the San Luis Rey River, approximately 0.3 mile northwest of the project site. With implementation of the construction and operational BMPs and LID practices per the City's SUSMP any pollutants generated on-site would not be permitted to discharge off of the site, and would reduce impacts to surface water quality to a less than significant level. As a result, the proposed project would have a less than significant environmental impact on surface water quality to marine, fresh, or wetland waters.
- s) *Have a potentially significant adverse impact on groundwater quality?* **No Impact.** The project site does not involve excavation, drilling, or cuts that could intercept or affect groundwater, and does not involve sub-surface fuel tanks or similar features that could affect groundwater. In addition, the proposed project

implements construction and operational BMPs to inhibit pollutants from discharging off of the site and into groundwater. As a result, impacts on groundwater quality would be less than significant.

- t) *Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?* **Less Than Significant Impact.** Refer to response 14.9.a) through e) above. The proposed project would not result in an exceedance of applicable water quality objectives or beneficial uses established by the San Diego Regional Water Quality Control Board (RWQCB) Basin Plan. As previously stated, implementation of the helipad and associated structures and uses would generate new pollutants on the project site that could potentially be discharged to receiving waters and affect water quality objectives or beneficial uses. To inhibit the discharge of pollutants construction and operational BMPs and LID practices per the City's SUSMP would be implemented. As a result, the proposed project is not anticipated to cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses, and impacts would be less than significant.
- u) *Impact aquatic, wetland, or riparian habitat?* **No Impact.** See responses to 14.4 b), 14.4 c), and 14.9 q) of this document.
- v) *Potentially impact stormwater runoff from construction or post construction?* **Less Than Significant Impact.** See responses to 14.9.a), e) and l) above. Implementation of the City's SUSMP requirements ensure that construction and fueling or other chemical use associated with construction would not impact stormwater runoff. For example, waste and materials would be stored in watertight containers and in enclosed areas; regular inspections would be conducted for leaks and spills, and training would be provided to employees regarding waste containment. As a result, impacts to surface water runoff post construction would be less than significant.
- w) *Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?* **Less Than Significant Impact.** Implementation of the helipad and associated structures and uses would generate limited amounts of additional pollutants on the project site. Material storage, equipment maintenance (including washing), minimal waste handling, minimal hazardous materials handling and storage would occur with the proposed project. The maintenance and fueling activities would introduce additional metals, petroleum, grease, oils, and other hazardous materials already present at the project site. These substances, if not properly contained, could result in a discharge of pollutants into stormwater. To reduce the potential discharge of pollutants, operational BMPs would be implemented per the City's SUSMP guidelines. For example, waste and materials would be stored in watertight containers and in enclosed areas; regular inspections would be conducted for leaks and spills, and training would be provided to employees regarding waste containment, as described in response 14.9.e) above. As a result, impacts related to storm water pollutants would be less than significant.
- x) *Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?* **Less Than Significant Impact.** Refer to response 14.9.a) through e). Implementation of the helipad and associated structures and uses would generate a limited amount of new pollutants on the project site that could potentially be discharged to receiving waters and affect beneficial uses. The receiving water for the project site is the San Luis Rey River. Operation of the helipad, including maintenance and fueling activities would introduce metals, petroleum, grease, oils, and other hazardous materials to the project site. These substances, if not properly contained, can get discharged into receiving waters and affect beneficial uses. To reduce discharge of pollutants that are generated on the project site, BMPs per the City's SUSMP guidelines would be implemented. As a result, the proposed project would have a less than significant impact related to the discharge of stormwater affecting the beneficial uses of the receiving waters.
- y) *Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?* **No Impact.** The project does not include mass site grading or substantial changes

in project site drainage that would alter drainage patterns, or increase runoff flow rates or volumes. The project site is covered with impervious surfaces, and the project would install a 1,872 square foot structure and equipment on the paved area, which would not result in a change in runoff volume or rate. The proposed project would not create a significant change in the flow velocity or volume of storm water runoff to cause environmental harm.

- z) *Create significant increases in erosion of the project site or surrounding areas? **Less Than Significant Impact.*** No significant changes in drainage patterns associated with the proposed project are anticipated to occur. The proposed project would not create significant increases in erosion of the project site or surrounding areas. The project site is covered with impervious surfaces. Construction of the proposed project would include limited trenching activities for utility connections, and implement appropriate BMPs per the City's SUSMP to reduce potential erosion from exposed soils. As a result, the project would not create significant increases in erosion and impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.10 LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Physically divide an established community?* **No Impact.** The proposed project would relocate the existing helipad facility that is located at the Oceanside Airport to the project location on the Oceanside Fire Training Center parcel. The helipad would be an addition to the existing emergency preparedness and response services that currently exist on site. The helipad is also consistent with the adjacent North County Transit facilities that provide services to the region. Furthermore, as an addition, to the existing parcel uses, the project would not have an impact on the physical arrangement of an established community. Therefore, no impacts would occur.
- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* **No Impact.** The proposed project is an addition to the existing emergency service preparedness uses on the project site, and does not conflict with the General Plan Land Use Map designation of LI or the zoning designation of (LI) in a manner that would result in an environmental effect. The City's Municipal Ordinance regulates noise, and as described in Section 14.12 Noise, the project would not result in conflicts with the Noise Ordinance. As a result, the project would not conflict with land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would not occur.
- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* **No Impact.** As described in Response 4.4(f) above, the City of Oceanside is located within the North San Diego County MHCP and has prepared a Subarea HCP/NCCP that identifies areas within the City that are planned for natural community conservation or require special considerations. Figure 4-1 of the Oceanside HCP/NCCP shows that the project site is not located within or adjacent to any habitat or planned conservation areas. As a result, implementation of the project would not conflict with provisions of the HCP/NCCP.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.11 MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **No Impact.*** The City of Oceanside General Plan identifies two areas within the City that contain mineral deposits: the San Luis Rey River Basin and the area northeast of El Camino Real and Oceanside Boulevard (City of Oceanside 2002, Figure ERM-5). The project site is not located in either of these areas and is not known to contain mineral resources that would be of value to the region. In addition, the project site is currently developed and the addition of the helipad facility would not result in impacts to mineral resources. Therefore, impacts to mineral resources would not occur.
- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **No Impact.*** The City of Oceanside General Plan identifies two areas within the City which contain mineral deposits: the San Luis Rey River Basin and the area northeast of El Camino Real and Oceanside Boulevard. The project site is not in either of these areas and is not located on a locally-important mineral resources recovery as delineated on a land use plan. Therefore, implementation of the project would not result in impacts related to the loss of availability of a locally-important mineral resource recovery site.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.12 NOISE. Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING REGULATIONS

Federal

The Aviation Safety and Noise Abatement Act of 1979 required the FAA to establish a system of measuring airport noise impacts. The Federal Aviation Regulations (FAR) Part 150 program was subsequently adopted to assist airport noise compatibility planning. Part 150 identifies compatible land uses around airports or helipads in relation to the 24-hour Ldn/Community Noise Equivalent Level (CNEL) noise metrics. For residential land use, a CNEL of up to 65 dBA is considered acceptable, while a CNEL of up to 70 dBA is considered acceptable for industrial and commercial uses. However, it is stated that "FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities."

State

California Code of Regulations, Title 21, California Airport Noise Standards, Subchapter 6 – Noise Standards, Article 1- General, Sections 5001 through 5006 provides noise standards governing the operation of aircraft and aircraft engines. Section 5006 defines the level of noise acceptable to a reasonable person residing in the vicinity of an airport as a CNEL value of 65 dB for purposes of these regulations. This criterion level has been chosen for reasonable persons residing in urban residential areas where houses are of typical California construction and may have windows partially open. It has been selected with reference to speech, sleep and community reaction. As in the federal criteria, no compatibility criteria have been established for A-weighted single event noise metrics such as SENEL or Lmax.

San Diego Regional Airport Authority Guidelines

The San Diego Regional Airport Authority has adopted Airport Land Use Noise Compatibility Guidelines. For residential land uses, exterior CNEL levels of 60-65 dB are considered conditionally acceptable when the building structure is capable of attenuating exterior noise to an indoor CNEL of 45 dB. For public land uses and places of worship exterior noise is conditionally acceptable at exterior CNEL levels of 60-70 dB when the

building structure is capable of attenuating exterior noise to an indoor CNEL of 45 dB.

City of Oceanside General Plan

The City of Oceanside General Plan does not specifically identify noise compatibility guidelines for noise sensitive land-uses. However, it does recognize that noise sensitive land-uses should have a CNEL of 65 dBA or lower to be conditionally compatible.

City of Oceanside Municipal Code

The City of Oceanside Municipal Code Chapter 38, Section 38.12, states that it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level exceeds specific noise levels per zoning district that are listed in **Table 14.12-1**.

**TABLE 14.12-1
CITY OF OCEANSIDE MUNICIPAL CODE SECTION 38.12 NOISE LIMITS**

Zone	7:00 am to 9:59 pm	10:00 pm to 6:59 am
RE (Residential Estate)	50	45
RS (Single-Family)	50	45
RM (Medium Density)	50	45
RH (High Density)	55	50
C (Commercial)	65	60
OS (Open Space)	50	45
I (Industrial)	70	65

In addition, Municipal Code Section 38.15 states that the city manager, or the manager's designee, on a case-by-case basis, may authorize construction, maintenance or other public improvement activities by a government agency or a public utility, that exceed the noise, duration or hour of work limits established by this chapter, upon a determination that the authorization furthers the public interest.

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Less Than Significant Impact.*** As described previously, the project site is zoned for LI uses and surrounded by industrial zoned properties. The closest noise sensitive uses are the residential uses, which are located approximately 450 feet to the southwest of the project site, at Benet Road and Benson Place. Residential uses are also located to the northeast on Mission Avenue.

As part of the Noise Assessment Study that was conducted for the proposed project (included as Appendix A), ambient noise measurements were conducted from March 20-21, 2013 in three locations and from March 25-26, 2013 in one location in close proximity to the project site. The noise measurement locations are shown in **Figure 5**. Two long-term measurements were conducted for 24-hours to measure the CNEL at locations R1 and R3 and two short-term measurements were conducted over 15 minute periods at R2 and R4. Long-term 24-hour noise measurements were not performed at R1 and R3 because noise monitors could not be securely installed these locations. However, the CNEL has been estimated using the measured long-term data from the other monitoring locations.

The 24-hour measurement conducted at location R1 resulted in a Leq ranging from 45.1 to 57.4 A-weighted decibels (dBA) and a CNEL of 56.7 dB. This ambient noise level was attributed to traffic, industrial activity, community activities, and animals. The measurement at location R2 resulted in a Leq of 60.0 dBA and an estimated CNEL of 61 dBA, which was attributed to traffic noise and community activities (especially dogs from the dog park). The 24-hour measurement conducted at location R3 resulted in a Leq ranging from 52.0 to 65.7 dBA and a CNEL of 61.8 dB, which was similarly attributed to traffic, community activities, and animals. The measurement conducted at location R4 resulted in a Leq of 50.7 dBA and an estimated CNEL of 55 dBA. The ambient noise level was attributed to faint traffic, community activities, and wildlife. The ambient noise measurements are summarized in **Table 14.12-2**.



← Flight Path

SOURCE: Acoustics Group, Inc.

City of Oceanside Helipad Facility Relocation . 130865

Figure 5
Noise Measurement/Sensitive Receptor Locations
and CNEL Noise Contours

**TABLE 14.12-2
AMBIENT NOISE MEASUREMENTS**

Description	Zoning	Distance from Hellpad	Date	Start Time	End Time	Leq, dBA	CNEL db
R1 3240 Mission Avenue Residential Land Use	CG General Commercial	2,070 feet	3/25/13 – 3/26/13	1:00 pm	1:00 pm	45.1 – 57.4	56.7
R2 115 Benson Place Residential Land Use	CP Commercial Professional	610 feet	3/21/13	12:36 pm	12:51 pm	60.0	61 ¹
R3 2876 Benet Road Residential Land Use	IL Limited Industrial	450 feet	3/20/13 – 3/21/13	12:00 pm	12:00 pm	52.0 – 65.7	61.8
R4 Rosicrucian Fellowship Religious Use	PS Public & Semipublic	1,560 feet	3/20/13	12:08 pm	12:23 pm	50.7	55 ¹

¹ Estimated CNEL based on CNEL from nearby receptor.
SOURCE: Acoustics Group, Inc., 2014.

Construction Noise

The proposed project would create a short-term increase in localized noise from construction. Construction activities would last approximately four to six weeks, and would involve use of various construction equipment, including a front loader, backhoe, scrapers, trenching equipment, and dump trucks. Construction activities would occur during the daytime within the City's allowable construction hours of 7:00 a.m. to 6:00 p.m. Monday through Friday.

Table 14.12-3 shows the typical construction related noise levels at 50 feet by construction activity with minimum equipment in use, and with all applicable equipment in use. As shown, the highest levels of construction noise would range from 78 to 89 dBA at 50 feet from construction activity. The highest noise levels associated with the construction equipment would only be generated when equipment is operated at full power. Typically, the operating cycle for a piece of equipment involves only one or two minutes of full power operation followed by three or four minutes at lower power settings (Aqbook.org, 2014). In addition, noise levels related to all applicable equipment being used simultaneously (shown in Tables 14.12-3 and 14.12-4) would only occur occasionally throughout the construction day. Table 14.12-4 provides the anticipated noise of construction activities at nearby receptors with both minimum and all applicable equipment in use.

**TABLE 14.12-3
TYPICAL NOISE LEVELS FROM CONSTRUCTION SITES AT 50 FEET**

Construction Activity	Minimum Required Equipment in Use (dBA)	All Applicable Equipment in Use (dBA)
Ground Clearing	83	84
Trenching	79	89
Foundation Construction	78	78
Building Construction	75	85
Signage, Lighting, Striping, Clean up	75	89

SOURCE: Acoustics Group, Inc., 2014.

**TABLE 14.12-4
CONSTRUCTION EQUIPMENT NOISE LEVELS AT NEARBY RECEPTORS**

Receptor	R1	R2	R3	R4	R5	R1	R2	R3	R4	R5
Receptor Site Zoning	CG	CP	IL	PS ²	RE	CG	CP	IL	PS	RE
Daytime 1-hour Average Noise Limit ¹	65	65	70	50	50	65	65	70	50	50
Construction Activity	Construction Noise with Minimum Required Equipment Use, dBA					Construction Noise with All Applicable Equipment in Use, dBA				
Ground Clearing	51	61	64	53	56	52	62	65	54	57
Trenching	47	57	60	49	52	57	67	70	59	52
Foundation Construction	46	56	59	48	51	46	56	59	48	51
Building Construction	43	53	56	45	48	53	63	66	55	58
Finishing and Site Cleanup	43	53	56	45	48	57	67	70	59	62

¹ Per Municipal Code Section 38.12

² Public and Semipublic Zoning is not identified in Code Section 8.12, but has been considered similar to residential and Open Space for the purpose of this noise sensitive land use analysis.

CG: Commercial General

CP: Commercial Professional

IL: Limited Industrial

PS: Public and Semipublic

RE: Residential Estate

SOURCE: Acoustics Group, Inc., 2014.

As shown, in Table 14.12-4 construction noise from all applicable equipment in use during intense activity would result in noise levels up to 62 dBA at R5 (the Residential Estate zoned site), which could occur occasionally during trenching and site cleanup activities. However, during periods of less intense activity, the construction noise would be lower and intermittent. As described above, construction equipment cycles for one or two minutes at full power operation followed by three or four minutes at lower power settings (Aqbook.org, 2014). This in combination with limited simultaneous use of equipment would provide that noise levels listed in Table 14.12-4 would be short-term and limited and would not exceed the one-hour average maximum per the municipal code. Furthermore, because use of construction equipment would be intermittent and only during the daytime, the CNEL would not increase above the 65 CNEL noise limit identified by the City's General Plan for residential uses. Therefore, noise resulting from construction activities would result in a less than significant impact.

Operational Noise

As described in the Noise Assessment Study for the proposed project (included as Appendix A), the FAA's Integrated Noise Model (INM) Version 7.0 was used to determine the future noise levels from the Helipad operations. The INM computer model is the preferred methodology of the FAA Office of Environment and Energy for evaluating noise levels near helipad. The INM model provides noise generation data by inputting the proposed flight paths and the operational data of the helipad.

The number of daily helicopter flights was based off of the services that REACH currently provides at the airport location, and is estimated to be 1.48 arrivals and 1.48 departures seven days per week. Based on the prevailing wind conditions at the project site, the Noise Assessment Study assumes 90 percent of the arrivals would be on the primary approach and 10 percent on the secondary approach. Departures are anticipated to be 80 percent on the primary departure track and 20 percent on the secondary departure tracks. In addition, the daily operations are estimated to be 70 percent occurring during the day, 20 percent during the evening, and 10 percent during the night time.

Figure 5 shows the 70, 65 and 60 dBA CNEL noise contours that would be generated by the proposed helipad operations. These noise contours are contained within areas that are zoned Limited Industrial.

Table 14.12-5 lists the noise generated by the helicopter flights at the existing sensitive land uses. As shown, R1 through R5 would experience CNELs between of 45.3 and 54.9 dBA.

TABLE 14.12-5
ANTICIPATED HELICOPTER GENERATED CNEL NOISE

Description	Existing Use	Zoning	CNEL dBA
R1 3240 Mission Avenue	Residential	CG General Commercial	51.6
R2 115 Benson Place	Residential	CP Commercial Professional	50.9
R3 2876 Benet Road	Residential	IL Limited Industrial	54.9
R4 Rosicrucian Fellowship	Religious	PS Public and Semipublic	45.3
R5 2953 E Barnwell Street	Residential	RE-B Residential Estate	49.5

SOURCE: Acoustics Group, Inc., 2014.

The noise generated by the proposed helipad is regulated by the FAA FAR Part 150 and the San Diego Regional Airport Authority, which identifies compatible land uses around airports or helipads and states that residential land uses are considered acceptable in an area with a CNEL of up to 65 dBA. Additionally, the FAA FAR Part 150 identifies that commercial offices are considered acceptable in an area with a CNEL of up to 70 dBA. Operation of the proposed helipad is anticipated to generate the greatest CNEL at R3, which would be 54.9 CNEL and is below the FAA Part 150 noise regulations. Thus, impacts related to FAA and San Diego Regional Airport Authority noise regulations would not occur.

The City of Oceanside General Plan Noise Guidelines for residential and other noise sensitive uses limit noise at 65 dBA CNEL; because the helicopter noise would generate the greatest CNEL at R3, which would be 54.9, impacts related to exceedence of General Plan Noise Guidelines would not occur. Furthermore, because the helicopter noise at R1 and R3 would result in CNEL that is 5.1 dB and 6.9 dB, respectively, lower than the measured existing ambient CNEL at these locations, significant noises impacts related to CNEL would not occur from implementation of the proposed project.

- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? **Less Than Significant Impact.*** As described previously, construction activities would last approximately four to six weeks, and equipment would include a front loader, backhoe, scrapers, trenching equipment, and dump trucks. These types of equipment could result in minimal amounts of groundborne vibration during some of the project construction activities, such as trenching. However, use of large equipment within a Light Industrial zoned area is typical, especially on the City's Fire Training Facility that uses large fire trucks and other fire equipment regularly. The limited amount of construction required for the project is not anticipated to generate excessive groundborne vibrations. Additionally, due to the temporary nature of construction activities, impacts related to groundborne noise and vibration are less than significant.
- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Less Than Significant Impact.*** As described in 14.12.a, operation of the helipad would result in short-term noise increases as the helicopter arrives and departs the helipad. However, the helicopter noise at R1 and R3 would result in a CNEL (24-hour average noise) that is 5.1 dB and 6.9 dB, respectively, lower than the existing ambient CNEL at these locations. Therefore, the project would not result in a substantial permanent increase in ambient noise, and impacts would be less than significant.
- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Less Than Significant Impact.*** As noted above, the implementation of the proposed project may result in short-term increased noise levels within the project vicinity due to helicopter flight activities. Figure 4 shows the 70, 65 and 60 dBA CNEL noise contours that would be

generated by the proposed helipad operations. These noise contours are contained within areas that are zoned Limited Industrial. In addition, helicopter flights from the proposed helipad activities per day would be minimal and would average 1.48 arrivals and 1.48 departures per day. Therefore, the project would result in a less than significant impact related to periodic increases in ambient noise levels.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **Less Than Significant Impact.*** The closest public airport to the project site is the Oceanside Municipal Airport, approximately 0.25 mile north of the project site, and the project site is within the airport influence area (Oceanside, 2010). As described above and listed in Table 14.12-2, CNEL levels in the project area are less than 65 dB and are attributed to traffic, community activities, and animals. Hence, the project is not located in an area that has excessive noise related to Oceanside Municipal Airport, and impacts would be less than significant. Noise generated by the proposed helistop is described in responses, 14.12.a through 14.12.d. above.
- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.*** The proposed project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.13 POPULATION & HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **No Impact.** The proposed project consists of relocating the existing helipad facility from the airport location to the project site. The relocation of the helipad includes relocating the crew trailer, where the flight team of three people reside when not on a medical call for service in the helicopter. The project does not propose new homes or businesses, and would not result in an increase of residents either directly or indirectly. The project does not include the extension of infrastructure that could accommodate population growth. As a result, impacts related to population and housing would not occur with implementation of the proposed project.
- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **No Impact.** The proposed project would relocate the existing helipad from the airport location to the project site. The project does not involve housing, and would not require the removal existing housing. Therefore, the project would not necessitate the construction of replacement housing elsewhere, and impacts would not occur.
- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* **No Impact.** The proposed project would relocate the existing helipad from the airport location to the project site. The project does not involve displacement of people, and would not require the removal of existing housing. Therefore, the project would not necessitate the construction of replacement housing elsewhere, and impacts would not occur.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.14 PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 1) **Fire protection? Less Than Significant Impact.** The City of Oceanside Fire Department provides fire services to the project area. The Fire Department has eight stations fire stations, plus the Fire Training Center, which is the project site. The Fire Department has a minimum staff of 32 firefighters per day operating out of the eight stations, with six engine companies, two truck companies and four paramedic transport units. The closest fire station to the project site is located approximately two miles from the site, located at 3350 Mission Avenue.

The proposed project would not result in an increase of local residents within the project area and would not result in an increase in requests for fire services related to residences or residents. However, the project would include regular transport of helicopter fuel by truck from the Oceanside Airport, which is approximately one mile from the project site. As described in the Hazards section of this Initial Study, the transport of fuel 1 mile has the potential to result in an accidental release of fuel. The Oceanside Fire Department would respond should a release of fuel occur. The Hazardous Materials Division of the Oceanside Fire Department is the Certified Unified Program Agency (CUPA) for San Diego County, and is responsible for regulating hazardous materials and risk management plans. As the fuel pod would be stored along with fire equipment at the fire training facility portion of the project site, the Fire Department would coordinate with the project operator to develop a plan for the transport of fuel and storage of the fuel pod that is compliant to existing hazardous materials regulations. Furthermore, implementation of the proposed project would not increase calls for service, such that an adverse effect on the Fire Department's ability to maintain its current level of service would occur. The project would not result in the requirement or need for new or physically altered facilities. As a result, impacts related to fire services would be less than significant.

- 2) **Police protection? No Impact.** The City of Oceanside's Police Department is located at 3855 Mission Avenue. The Oceanside Police Department has an authorized budgeted strength of 211 sworn and 89 professional staff members, and handles approximately 75,000 calls for service each year (source: City website). The proposed project would relocate the existing helipad facility from the airport to the project site. The relocation of the helipad would not result in an increase of local residents and would not result in an increase in requests for police protection services. Furthermore, implementation of the proposed project would not result in an impact on the Oceanside Police Department's ability to maintain its current

level of service, and would not require the need for new or physically altered facilities. As a result impacts related to police protection services would not occur.

- 3) **Schools? No Impact.** The project site is located within the Oceanside Unified School District. The closest schools to the project site are Jefferson Middle School which is approximately 0.40 mile west of the project site; Mission Elementary which is located approximately 0.55 mile southwest of the project site; E.G. Garrison Elementary School, located approximately 1 mile southeast of the project site; and Laurel Elementary School, which is approximately 1.15 miles west of the project site. Further away is Oceanside High School, approximately 1.5 miles west of the project site. The proposed project would relocate the existing helipad facility from the nearby Oceanside Airport to the project site. The relocation of the helipad would not result in an increase of local residents and would not result in a direct or indirect increase in population/housing or school age children. As a result, implementation of the proposed project would not result in the need for the construction of additional school facilities, and impacts would not occur.
- 4) **Parks? No Impact.** The proposed project would relocate the existing helipad facility from the airport to the project site. The relocation of the helipad would not result in an increase of local residents and would not result in a direct or indirect increase in population. As a result, implementation of the proposed project would not affect any existing park facilities nor increase the demand for additional recreational facilities. Therefore, no impacts to parks would occur as a result of this project.
- 5) **Other public facilities? No Impact.** The proposed project would relocate the existing helipad facility from the airport to the project site. The relocation of the helipad would not result in a direct or indirect increase in population. As a result, implementation of the proposed project would not affect public facilities, and impacts to other public facilities would not occur with project implementation.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.15 RECREATION. Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **No Impact.*** Implementation of the proposed project would relocate the existing helipad facility. It would not result in an increase in residents. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Impacts related to the substantial physical deterioration of recreation facilities would not occur from implementation of the project.
- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **No Impact.*** The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts related to the construction of recreation facilities would not occur.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.16 TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass-transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*
Less Than Significant Impact. The project would result in a minor increase in vehicular trips as a result of the construction activity and transfer of equipment from the airport facility to the Fire Training Center Location. During the four to six week construction period, traffic would be generated by construction workers, equipment, and materials traveling to and from the project site. Construction traffic would travel from Interstate 5 (I-5) and primarily use SR 76, Benet Road, to Jones Road to access the project site. Additionally, from I-5 traffic can exit Mission Avenue, to Airport Road, San Luis Rey Road, and Jones Road. Transfer of equipment from the airport location would travel from Airport Road, to Benet Road, to Jones Road to access the project site.

A maximum of 8-12 construction workers would be needed during the peak construction period. The addition of worker trips in addition to delivery and other truck trips (such as transport of equipment from the airport location) would occur over the limited and short-term (4-6 week) construction period. Because the increased vehicle trips from the construction phase of the of the new facilities, including removal and transport of equipment from the airport location to the project site, would be short-term and minimal, it would not result in an increase in traffic such that the effectiveness of the street system would be substantially affected, and impacts would be less than significant.

In addition, all vehicle parking and construction staging would occur within the Fire Department Training Facility site. The staging of vehicles at the Fire Department Training Facility site would not block access for the existing Fire Department vehicles and equipment to, from or through the site. The project would not require lane closures. Thus, significant impacts related to capacity of the surrounding street system would not occur.

Operation of the proposed project would generate the same number of employee trips as the existing temporary helipad facility that would be replaced. The only additional operational vehicle trips generated by the project would be from the regular transport of the fuel pod to the airport for filling. The airport is approximately 1 mile away and it is anticipated that the fuel pod would be filled and returned to the helipad two to three times per week. Because the increase in operational vehicle trips is so limited, implementation of the project would not conflict with any plans, ordinance, or policies related to the circulation system and modes of transportation. As a result, impacts are less than significant with no mitigation measures required.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways? **No Impact.** Refer to response 14.16.a), above.
- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?* **Less Than Significant Impact.** The proposed project would relocate the existing temporary helipad facility to a new permanent location at the Fire Department Training Center, which would result in a change in air traffic patterns. However, the proposed helipad and its flight paths have been designed in compliance with FAA and Caltrans Department of Aeronautics regulations. The proposed flight paths have been reviewed for consistency with FAR standards and evaluated for effects the helipad would have on existing or planned air traffic patterns, safety of persons or property on the ground, existing and proposed man-made objects on file with the FAA, and known natural objects in the affected area. The FAA has provided an airspace determination letter that does not identify any safety risks. Thus, the project would result in a less than significant impacts related to safety risks.
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **No Impact.** No public roadways are proposed as part of the project; therefore, no impacts regarding design features or incompatible uses would occur. The proposed project would use the existing vehicle access point into the project site. The project would add medical helicopter uses to the Fire Department Training Center site. These new uses and facilities would be compatible with the existing uses of the Fire Training Center, such as fire engines and other lifesaving equipment. Additionally, the design of the proposed facility is compliant with FAA and Caltrans Division of Aeronautics safety regulations. Thus, hazards related to a design feature would not occur.
- e) *Result in inadequate emergency access?* **No Impact.** As described previously, all of the construction related parking and staging would occur within the Fire Training Center site. The existing entrance would continue to serve the site, and adequate emergency access shall be provided during both short-term construction and long-term operation of the proposed project. The staging of vehicles at the Fire Department Training Facility site would not block access for the existing Fire Department vehicles and equipment to, from or through the site. As a result, impacts would be less than significant.
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? **No Impact.** The project does not involve transit, bicycle or pedestrian facilities. Project implementation would not conflict with adopted policies, plans, or programs supporting alternative transportation. As a result, impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.17 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **Less Than Significant Impact.*** Improvements associated with the proposed project would not exceed wastewater treatment requirements of the RWQCB. The proposed project includes a crew trailer that would provide two restrooms, laundry, and kitchen facilities that would be used by the three person flight team and would connect to the existing sewer system adjacent to the project parcel. The existing City of Oceanside Fire Training Center already generates similar wastewater at the project parcel requiring treatment. The addition of the proposed project's wastewater from three persons using the crew trailer facilities to the City's existing wastewater system would not result in an exceedence of wastewater treatment requirements of the Regional Water Quality Control Board, and impacts are less than significant.
- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Less Than Significant Impact.*** The nature and scope of the proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansions of existing facilities (refer to response 4.17.a). The project's need for water and wastewater facilities would be limited to potable uses associated with the crew trailer. As described, the crew trailer would generate minimal flows from the three person flight crew. As a result, new or expanded existing water and wastewater treatment facilities would not be required and impacts would be less than significant.
- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Less Than Significant Impact.*** Relocation of the existing helipad facilities would not require or result in the expansion of existing storm water drainage facilities. The entire project site is currently covered with impervious surfaces, including asphalt and above ground objects or structures; and the project would install a 1,872 square foot

structure and equipment on the paved area, which would not result in the need for new or expanded stormwater drainage facilities. As a result, impacts would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Less Than Significant Impact.*** No new or expanded entitlements would be required with implementation of the proposed project. The proposed project would not have the potential to substantially deplete groundwater supplies. The proposed project includes a crew trailer that provides restrooms, laundry, and kitchen facilities that would connect to the existing water system. The use of these facilities by the three person flight crew would not result in a substantial increased demand for water facilities, and new water entitlements would not be needed for project operation. During construction of the project, limited water supplies may be necessary for dust suppression and ground preparation activities. However, construction activities are limited over a short duration and new or expanded entitlements would not be required. Therefore, impacts related to water supplies are less than significant.
- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **Less Than Significant Impact.*** As described above, the proposed project includes a crew trailer that provides restrooms and kitchen facilities for the three person flight crew that would connect to the existing wastewater system. The increase in demand for wastewater services would be very limited and impacts related to wastewater system capacity would be less than significant.

During construction of the project, it is anticipated that restroom facilities at the fire training center would be used and that the temporary increase in wastewater generated by the 8-12 construction workers would be accommodated by existing facilities. As a result, the proposed project would result in less than significant impacts related to wastewater system capacity.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Less Than Significant Impact.*** The project site is served by Waste Management of North County, who provides service in four Cities – Oceanside, Carlsbad, Del Mar, Solana Beach, as well as Camp Pendleton Marine Corps Base and several unincorporated regions of San Diego County. The demolition and removal of existing asphalt and above ground structures would generate a temporary increase in solid waste. To the extent feasible, materials on-site would be recycled or reused to reduce the total volume of waste generated. The closest landfill to the project site is the West Miramar Sanitary Landfill, which is approximately 32 miles south of the project site, and is permitted to accept up to 8,000 tons per day of solid waste. The recyclable material and solid waste that would be generated from the project would be accommodated by the existing landfill, and impacts to solid waste disposal facilities would be less than significant.
- g) *Comply with federal, state, and local statutes and regulations related to solid waste? **No Impact.*** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste, recycling construction debris, and disposal of medical waste. As a result, no impacts would occur. Refer to response 17.f.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.18 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

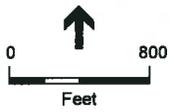
- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?* **No Impact.** The project site is a disturbed urban parcel that does not contain any federal or state jurisdictional areas, and does not contain any sensitive biological resources. As referenced in Section 14.4, the proposed project would have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. In addition as described in Section 14.5, the project area does not include important examples of major periods of California history or prehistory; and the project would not result in impacts to these types of resources.
- b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?* **No Impact.** The proposed project would relocate the existing helipad facilities from the location at the Oceanside Airport to the location at the Oceanside Fire Training Center. As described throughout this Initial Study, the project would provide the same medical helicopter flight services that are currently provided, but from a different location in the City. The project would result in short-term (4-6 weeks) of construction of the new facilities, and would result in less than significant impacts related to construction of the project, such as air quality, noise, and water quality. In addition, operation of the project would generate less than significant operation noise impacts. As described in Section 14.12.a, the project would not exceed FAA, San Diego Regional Airport Authority, City of Oceanside General Plan, and California Airport Noise Standards. No long-term disadvantages to the project have been identified. As a result, impacts would be less than significant.

c) *Does the project have impacts which are individually limited, but cumulatively considerable (A cumulatively considerable impact means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)? **Less Than Significant Impact.*** **Table 14.18-1** provides a list of all known and foreseeable projects in the vicinity of the proposed helipad. The cumulative project locations are shown on **Figure 6**. As shown, the projects are not adjacent to the project site. The closest project is development of two 42-foot tall steel water tanks on Jones Road. These new water tanks would not extend into the airspace or flight path of the proposed helistop, and conflict with the two projects would not occur. The other cumulative projects include residential mixed-use, industrial, commercial, and medical office projects. None of these projects involve aviation uses, and none of the cumulative projects are located within the 60 dB or higher CNEL noise contour of the proposed helistop. Additionally, the project would not increase the CNEL noise level at existing sensitive receptors; at the closest noise sensitive receptor (R3) the project would result in CNEL that is 6.9 dB lower than the measured existing ambient CNEL. Thus, noise effects of the project would not combine with noise from other projects to generate a cumulative impact. Furthermore, as described throughout this Initial Study, the activities of the project are short-term and very limited in nature. As a result, the proposed project would not result in impacts that are cumulatively significant in any of the environmental resources areas.

**TABLE 14.18-1
CUMULATIVE PROJECTS**

	Project	Location	Description	Status
1	Palomar Springs Water Tanks	503 Jones Road	Development of two 42-foot tall steel water tanks	Under Review
2	San Luis Rey River Trail Clearing	San Luis Rey River Trail	Trail Maintenance Project	Under Review
3	Mohsen Oil	3213 Mission Avenue	Gas station and convenience store	Approved
4	Mission Cove Affordable Housing	Mission Avenue	Mixed-use development, 288 residential units and 10,432 square feet commercial	Approved
5	7-11 Gas Station	2003 Mission Avenue	New 7-11 store and renovated gas station	Approved
6	North County Health Care Services	2210 Mesa Drive	New medical office building within an existing medical office complex	Approved

- d) *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly? **Less Than Significant Impact.*** As described above, the project does not result in any significant environmental effects, and no identified substantial adverse effect on human beings would occur. Therefore, impacts to human beings both directly and indirectly would not occur from implementation of the project, which would relocate the existing helipad and provide medical flight operations from the proposed location. As a result, impacts related to direct and indirect adverse effects on human beings would be less than significant.



Cumulative Projects

SOURCE: ESRI

City of Oceanside Helipad Facility Relocation . 130865

Figure 6
Cumulative Projects

15. **PREPARATION.** The initial study for the subject project was prepared by:

Renee Escario, Senior Managing Associate
ESA Associates
550 West C Street, Suite 750
San Diego, CA 92101
858.638.0900

16. **DETERMINATION.** (To be completed by lead agency) Based on this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been included in this project. A MITIGATED NEGATIVE DECLARATION will be prepared.

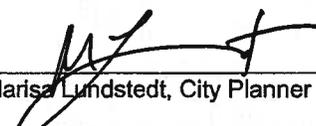
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

17. **DE MINIMIS FEE DETERMINATION** (Chapter 1706, Statutes of 1990-AB 3158)

It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.

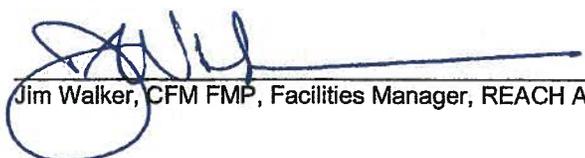
It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore fees shall be paid to the County Clerk in accordance with Section 711.4(d) of the Fish and Game Code.

18. **ENVIRONMENTAL DETERMINATION:** The initial study for this project has been reviewed and the environmental determination, contained in Section V. preceding, is hereby approved:



Marisa Lundstedt, City Planner

19. **PROPERTY OWNER/APPLICANT CONCURRENCE:** : Section 15070(b)(1) of the CEQA Guidelines provides that Lead Agencies may issue a Mitigated Negative Declaration where *the initial study identifies potentially significant effects, but, revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.* The property owner/applicant signifies by their signature below their concurrence with all mitigation measures contained within this environmental document. However, the applicants concurrence with the Draft Mitigated Negative Declaration is not intended to restrict the legal rights of the applicant to seek potential revisions to the mitigation measures during the public review process.



Jim Walker, CFM FMP, Facilities Manager, REACH Air Medical Services

APPENDIX A: Noise Assessment Study

REACH AIR MEDICAL HELIPAD

Initial Study/Negative Declaration
Response to Comments



City of Oceanside
October 2014

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Response to Comments for the Oceanside Fire / REACH Air Medical Helipad Initial Study/Negative Declaration

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Introduction

Per the requirements of Section 15073 of the California Environmental Quality Act (CEQA) Guidelines, City staff circulated the Mitigated Negative Declaration (MND) for the Oceanside Fire / REACH Air Medical Pad for public review from August 22, 2014 through September 22, 2014. The City received two letters in response, one from the State Clearinghouse (SCH) and one from an individual who commented on behalf of Preserve Calavera. A copy of the letters received and responses to the comments are provided below.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

September 23, 2014

Scott Nightingale
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Subject: Reach Air Medical Helipad
SCH#: 2014081075

Dear Scott Nightingale:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on September 22, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

1-A

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014081075
Project Title Reach Air Medical Helipad
Lead Agency Oceanside, City of

Type **Neg** Negative Declaration

Description REACH Air Medical Services currently provides emergency air medical transportation services for the region from a temporary facility located at the Oceanside Airport. The proposed project would develop and operate a new permanent helipad, air medical crew trailer and supporting facilities at the City of Oceanside Fire Training Center located at 110 Jones Road. The helipad and support facilities would be situated at the northwest portion of the project site and approximately 100 feet from any structure. The services provided by REACH from the proposed facility would include: one fully certified turbine engine helicopter that is available 24 hours a day, seven days a week with three crew members - a pilot, a registered paramedic, and a registered nurse (collectively, the "flight team"); on-site aircraft maintenance; and aircraft fueling activities.

Lead Agency Contact

Name Scott Nightingale
Agency City of Oceanside
Phone (760) 435-3535 **Fax**
email
Address 300 North Coast Highway
City Oceanside **State** CA **Zip** 92054

Project Location

County San Diego
City Oceanside
Region
Lat / Long
Cross Streets Jones Road
Parcel No. 146-090-35-00
Township **Range** **Section** **Base**

Proximity to:

Highways SR 76
Airports Oceanside Municipal
Railways San Diego Northern
Waterways San Luis Rey River
Schools
Land Use Light Industrial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wildlife; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission; Statewide Health Planning

Date Received 08/22/2014 **Start of Review** 08/22/2014 **End of Review** 09/22/2014

Response 1-A

This letter acknowledges compliance with the State Clearinghouse review requirements for draft environmental documents, and notes that no comments were received by any state agencies. No further response is necessary.

From: diane nygaard [<mailto:dandd2@peoplepc.com>]
Sent: Tuesday, August 26, 2014 2:37 PM
To: Scott Nightingale
Subject: Comments on MND REACH Air Medical Helipad

Mr Nighthingale

Please reply to confirm timely receipt of these comments on the draft MND for the REACH Air Medical Helipad project.

While we recognize that this is an existing operation that is just moving a few hundred feet, there are still a few issues that have not been adequately discussed in the MND. Failure to address these issues potentially results in significant impacts that have not been properly identified or mitigated. Our concerns include :

Biological Impacts

This project is within the Wildlife Corridor Planning Zone (WCPZ) of the draft SAP of the city of Oceanside. This document includes a number of specific provisions to assure there are no adverse impacts from development within this zone. While this is generally discussed in the MND, there are several specific requirements that were not properly evaluated including:

- Proximity to SDG & E transmission lines includes additional specific requirements. The MND does not mention proximity so it is not possible to know if these conditions apply, and if they do apply there is no determination that the project is in compliance. Please add such an analysis. 
- Landscaping requirements for any "new landscaping within the WCPZ will include establishment of native shrubs favorable to gnatcatcher use" ... and "will avoid plantings of non-native vegetation...". (p5-32 of draft SAP). This project includes new landscaping. The landscaping plant list provided does not specify that these meet the criteria for landscaping within this zone. Please fully evaluate compliance with landscaping criteria of the draft SAP. 
- The height of facilities, pattern of light and frequency of night lighting may have an indirect impact on dispersal patterns, particularly for the CCG which is a primary species of concern within the WCPZ. Please provide further discussion of any potential adverse impacts on dispersal, particularly for CCG.. 
- The only edge effect condition that is mentioned is light shielding. But that does not address potential impacts of the proposed lighting within the WCPZ. Such lighting may have a differential effect in this part of the WLPZ as it is new lighting that is not within the area of existing high levels of night lighting associated with the airport. Please discuss lighting and all other potential indirect edge effects from the proposed project and include appropriate conditions to assure such impacts have been mitigated. 

Green House Gasses

- Section 38562-B-3 of AB32 says that projects that produce large quantities of GHG should voluntarily identify GHG reductions and be credited for early voluntary reductions. While we 

understand that CAPCOA has suggested a threshold of 900 metric tons of CO₂/year to trigger project specific GHG emission reductions , Oceanside has not adopted this threshold. The computed GHG emissions for the project are well below this threshold but this is a project level threshold that has not been established in the city of Oceanside and there is insufficient justification to apply it.

↑
5 cont.

- Oceanside does not have an adopted Climate Action Plan or any other basis to establish a threshold for cumulative GHG impacts. There is no basis for the conclusion that there are no cumulative GHG impacts. The MND erroneously discusses the County of San Diego thresholds and CAP. This document does not apply to the city of Oceanside. Furthermore the County CAP has been legally challenged for failing to assure the required reduction in GHG- hardly a good model to use. In the absence of a CAP designed and implemented by the City of Oceanside every project will contribute to cumulative GHG with no mitigation and this remains a significant adverse impact. This is of particular concern because the relocation of this operation could allow additional expansion at the Oceanside Airport- an additional indirect impact that has not been identified or evaluated.

↑
6

Thank you for considering these comments.

Diane Nygaard
On Behalf of Preserve Calavera

Response 1

As discussed in Section 14.4.f of the Initial Study/Negative Declaration (IS/ND), the project was evaluated for potential conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, including the City of Oceanside Final Subarea HCP/NCCP. As described in the IS/ND, the project site is not contain or adjacent to any wildlife habitat, or wildlife movements area. The site is completely developed for urban uses, the ground surface is disturbed, paved, and no native habitat or vegetation exists within the project site. The areas adjacent to the project site are also developed and do not include electrical transmission lines or other habitat areas that could be used for conservation. Furthermore, the proposed project does not involve the removal of native habitats or undeveloped land. Therefore, the requirements for development occurring within a WCPZ would not apply to the proposed project.

Response 2

As described on page 5 of the IS/ND, the project would install approximately 3,907 square feet of landscaping, where none currently exists, along the east side of Jones Road, adjacent to the project site. The landscaping described would consist of various tree, shrub and groundcover vegetation species that would be drought tolerant and comply with the City of Oceanside Landscape Guidelines and Specifications for Landscape Development. Compliance with the City's landscaping requirements would be required to obtain development permits for the project. Thus, conflict with landscaping requirements would not occur.

Response 3

As described in Section 14.4 of the IS/ND, the project site and adjacent areas are completely developed for urban uses, and no native habitat, vegetation, sensitive, or special status species exist on or adjacent to the project site. Consistent with urban development the project area has street lighting, parking lot lighting, building exterior security lighting, lighted signs, and headlights from traffic (as described in Section 14.1). Furthermore, as described in Section 14.4, the project would not create conditions in which special status species would be impacted. This includes the Coastal California gnatcatcher. The new landscaping would be installed on the exterior side of the existing fence adjacent to Jones Road, and would be consistent with existing roadside landscaping in the area and City landscaping requirements, as further described in the Project Description and Biological Resources sections of the IS/ND.

Response 4

As described in Sections 9 and 14.1 of the IS/ND, the project site is a developed parcel within a fully developed urban area that is surrounded by existing sources of nighttime lighting including: street lighting, parking lot lighting, building exterior security lighting, and headlights from traffic. Specifically, the proposed helipad location is between a lighted street, the lighted North County Transit Center bus parking lot, and the Oceanside Fire Department Training Center that contains security lighting. The IS/ND describes that the helistop related lighting would be installed pursuant to the FAA and Caltrans Division of Aeronautics standards. In addition, the lighting in the parking lots and around the project structures and walkways would be shielded and directed downward, and installed pursuant to the City of Oceanside municipal code, which requires that all lighting use shielded luminaries with glare control to prevent light spillover onto adjacent areas; and thus, limiting any indirect edge effects. As described in Section 14.1 of the IS/ND, lighting generated from the project would be similar to, and blend into, the existing lighting in the project vicinity. Because helipad and helicopter lighting would be intermittent and would be similar to existing lighting in the developed area, lighting related to the project would be less than significant.

Response 5

The greenhouse gas (GHG) analysis in the IS/ND was conducted in accordance with CEQA guidelines, and the CEQA Checklist questions listed in Section 14.7. As described, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment

because the conservative estimate of the GHG emissions that could be generated by the proposed project is far less (76 MT CO₂e per year versus 900 MT CO₂e per year) than the interim screening GHG threshold that is currently being used by the City and the County. As described in Section 14.7, the screening threshold being used by the City and County was derived from the California Air Pollution Control Officers Association's CEQA & Climate Change report, to determine whether further GHG analysis and mitigation with regard to climate change will be required for a project. Because the potential GHG emissions generated by the proposed project is much lower than the screening threshold, the IS/ND determined that the project would not produce large quantities of GHG emissions and that impacts would be less than significant.

Response 6

As described above in Response B5, the GHG emissions that could be generated by the proposed project are far less (76 MT CO₂e per year versus 900 MT CO₂e per year) than the interim screening GHG threshold that is currently being used by the City and the County, which was derived from the California Air Pollution Control Officers Association's CEQA & Climate Change report. As described in Section 14.7.b of the IS/ND, the project consists of relocating the existing air medical helicopter transportation services from the current location at the Oceanside Airport to a new location at the City of Oceanside Fire Training Center, which is located approximately 1 mile driving distance from the Oceanside Airport. Upon commencement of operations of the proposed helipad facility, the existing helipad facility at the Oceanside Airport would be removed and no longer operated. The proposed project would not be introducing any new land uses, and does not involve new uses at the Oceanside Airport. As described in the IS/ND, the project would not conflict with any plan for the reduction of greenhouse gas emissions; and would not generate GHG emissions that may have a significant impact on the environment.

APPENDIX B: Noise Assessment Study



**NOISE ASSESSMENT STUDY:
REACH OCEANSIDE FIRE DEPARTMENT
(ROFD-1) HELIPORT PROJECT
OCEANSIDE, CA**

JUNE 2014

**PREPARED FOR:
REACH AIR MEDICAL SERVICES**

**PREPARED BY:
ACOUSTICS GROUP, INC.
CONSULTANTS IN ACOUSTICS, NOISE & VIBRATION**



**NOISE ASSESSMENT STUDY:
REACH OCEANSIDE FIRE DEPARTMENT
(ROFD-1) HELIPORT PROJECT
OCEANSIDE, CA**

JUNE 2014

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INTRODUCTION

REACH Air Medical Services proposes an emergency heliport for the Oceanside Fire Training Center at 110 Jones Road, Oceanside, CA. The heliport would be located on the facility's western side near Jones Road as shown in Figure 1.

The purpose of this report is to: 1) address the existing noise environment around the proposed heliport site; and, 2) evaluate future noise levels from heliport operations in the vicinity of the heliport. The future predicted noise levels are compared to the City Noise Standards for impact assessment. This report provides:

- a description of noise and noise metrics;
- an identification of the noise sensitive receptors in the vicinity of the project site;
- a presentation of the appropriate noise criteria;
- an evaluation of the existing noise conditions;
- a prediction of the future noise levels associated with the project; and;
- a set of noise control measures for reducing project-related noise levels.

NOISE DESCRIPTORS

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility is subjective and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB).

The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighting filter system is used to adjust measured sound levels. The A-weighted sound level is expressed in "dBA" or "dB(A)." Figure 2 provides typical A-weighted sound levels measured for various sources, as well as people's responses to these levels.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level can be obtained during that period. The energy-equivalent sound level (L_{eq}) is the most common parameter associated with such measurements. The L_{eq} metric is a single-number noise descriptor which represents the average sound level over a given period of time, where the actual sound level varies with time.

L_{max} and L_{min} are the maximum and minimum noise levels, respectively, and L_{xx} , known as a statistical sound level, is the time-varying noise level which would be exceeded xx percent of the time.

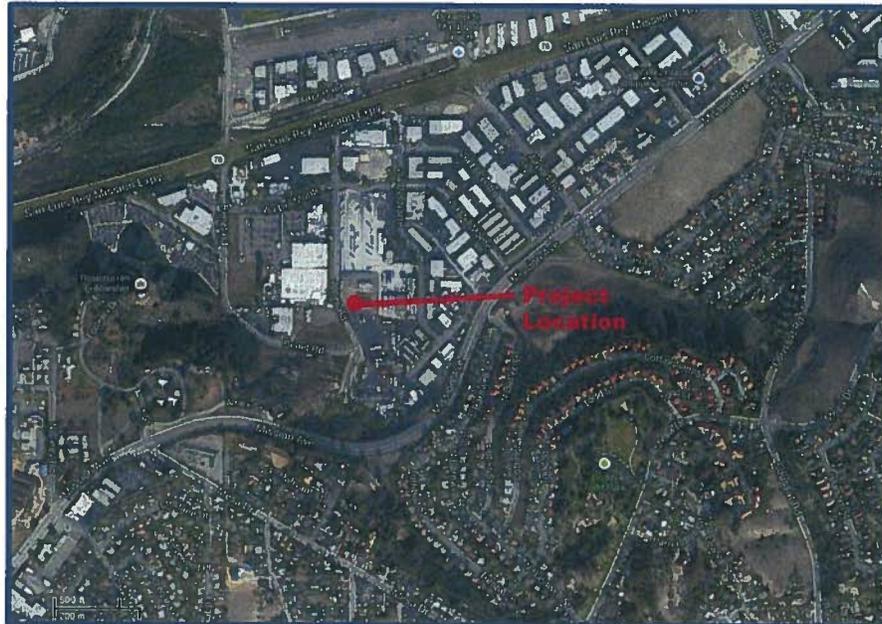


Figure 1. Location of the Project Site.

Although the A-weighted scale accounts for peoples' spectral response and, therefore, is commonly used to quantify individual event or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors. These factors include:

- ambient (background) sound level;
- magnitude of the event sound level with respect to the background;
- duration of the sound event;
- number of event occurrences and their repetitiveness; and
- time of day that the event occurs.

Several methods have been devised to relate noise exposure over time to community response. Two of the more commonly-used scales are the Day-Night Sound Level (Ldn) and the Community Noise Equivalent Level (CNEL). The Ldn, which was developed by the U.S. Environmental Protection Agency, is a 24-hour average sound level (similar to a 24-hour Leq) in which a 10 dB penalty is added to any sounds occurring between the hours of 10:00 PM and 7:00 AM. The CNEL, which was developed for use in the California Airport Noise Regulations, is similar to the Ldn, except that a 4.77 dB penalty is also added for noise occurring during evening hours from 7:00 PM to 10:00 PM¹. Thus, both the Ldn and CNEL noise metrics provide 24-hour averages of A-weighted noise levels at a particular location, with the difference being that the Ldn metric includes a nighttime adjustment, while the CNEL level includes both an evening and a nighttime adjustment.

**NOISE ASSESSMENT STUDY FOR THE
REACH HELIPORT PROJECT**



Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	

Source: Technical Noise Supplement. California Department of Transportation, 2009

Figure 2. Typical A-weighted Sound Levels from Indoor and Outdoor Noise Sources.

The Single Event Noise Level (SEL) is used to quantify the noise level from a single event aircraft flyover and takes into consideration the maximum noise level of the event and the duration of the event. For aircraft comparison purposes, the SEL value is calculated for a reference time of one second. The SEL is useful because the Leq and CNEL can be calculated from measured individual SEL data. The Peak Noise Level is the highest noise level that would be experienced during an aircraft event.

¹Oceanside Municipal Airport Land Use Compatibility Plan, San Diego County Airport Land Use Commission, December 20, 2010.

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to intrusive noise than others, due to the amount of noise exposure and the types of activities typically involved. Noise exposure at these sensitive receptors is predicated on event noise magnitude, exposure time, and exterior-to-interior sound insulation. Residences, motels and hotels, schools, libraries, religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than are commercial and industrial land uses.

The project site is located at 110 Jones Road, Oceanside, CA. The property is zoned industrial. The nearest residential land-uses are directly to the south adjacent on Benet Road and Benson Place, and to the Northeast on Mission Ave. Rosicrucian Fellowship is located further to the west at 2222 Mission Ave. Table 1 summarizes the sensitive receptor locations in the vicinity of the project site. Figure 3 shows the location of the project site and nearby sensitive receptors relative to the heliport and the flight paths.

Table 1. Sensitive Receptor Locations

Receptor Number	Description	Land Use	Elevation (ft)	Distance from Heliport (ft)
R1	3212 Mission Ave (behind)	Residential	33	2,070
R2	115 Benson Place	Residential	55	610
R3	2876 Benet Road	Residential	43	450
R4	Rosicrucian Fellowship Temple 2222 Mission Ave	Religious	231	1,560
R5	2953 E Barnwell Street	Residential	42	1,090

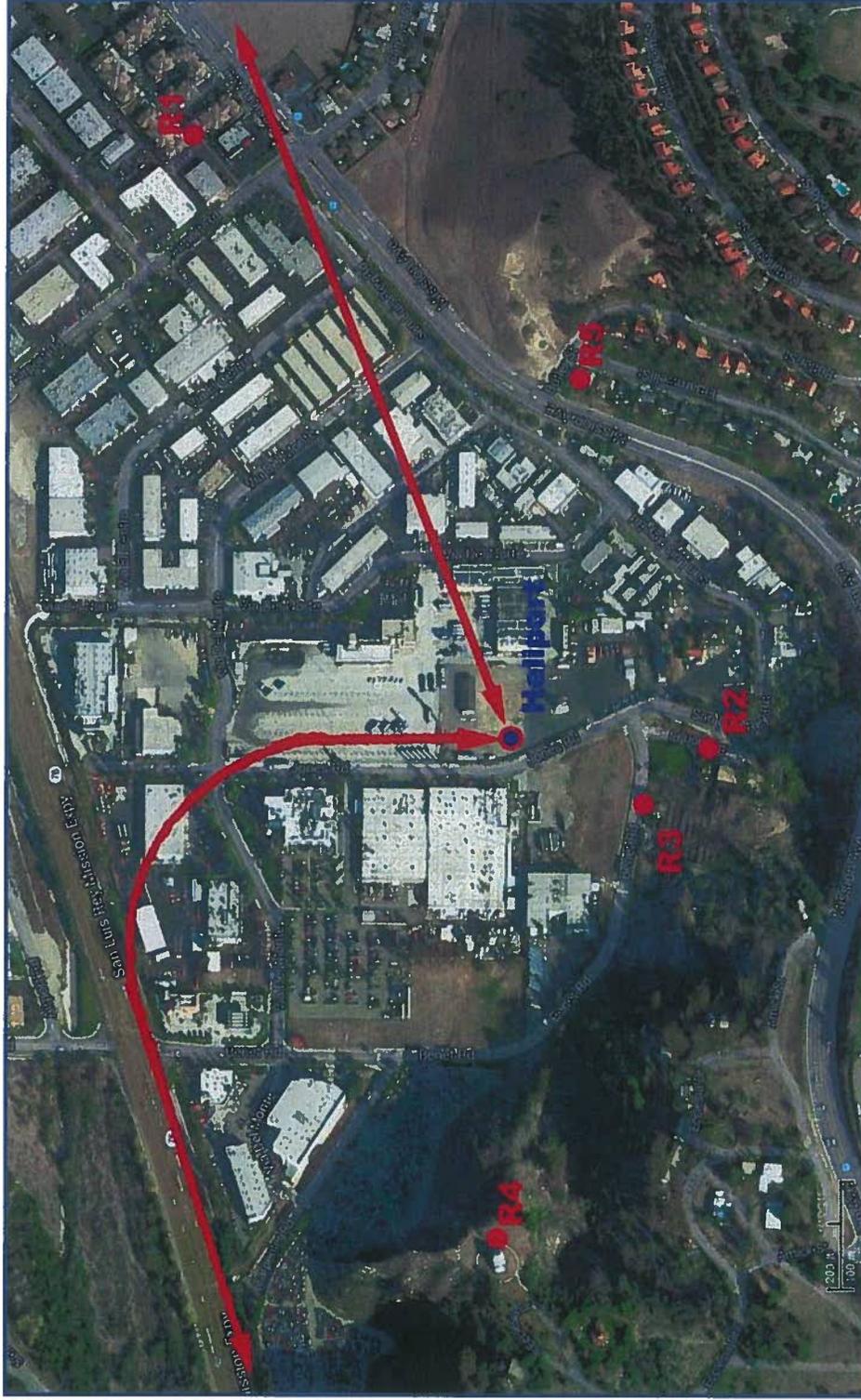


Figure 3. Location of the Project Site, Receptors, and Flight paths

NOISE GUIDELINES AND CRITERIA

The City of Oceanside recognizes the importance of protecting citizens from potential hearing damage and from various other adverse physiological, psychological, and social effects associated with noise. The City's adopted noise guidelines identify land use/noise compatibility standards for evaluating transportation noise sources such as vehicular traffic, trains, and aircraft at noise sensitive land-uses. Aircraft noise standards are also presented by the Federal Aviation Administration (FAA) and San Diego Regional Airport Authority. The following guidelines and regulations will be used to assess the impact of noise that would be generated by the project and experienced at nearby sensitive receptors.

City of Oceanside

The City of Oceanside General Plan does not specifically identify a noise compatibility matrix for noise sensitive land-uses. However, it does recognize that noise sensitive land-uses should have a CNEL of 65 dBA or lower to be conditionally compatible.

In addition, construction noise is regulated by the City's Municipal Code Noise Ordinance Section 38.15. Specifically, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level exceeds 50 dBA at residential zoned properties during the daytime hours from 7:00 am to 9:59 am. The standards allow for higher sound levels that occur for short durations.

Federal Guidelines

The Aviation Safety and Noise Abatement Act of 1979 required the FAA to establish a system of measuring airport noise impacts. The Federal Aviation Regulations (FAR) Part 150 program was subsequently adopted to assist airport noise compatibility planning. Part 150 identifies compatible land uses around airports or heliports in relation to the 24-hour Ldn/CNEL noise metrics. For residential land use, a CNEL of up to 65 dBA is considered acceptable, while a CNEL of up to 70 dBA is considered acceptable for commercial offices. Table 2 provides the land use noise compatibility chart published by the FAA. However, it is stated that "FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities."

Table 2—Land Use Compatibility* With Yearly Day-Night Average Sound Levels

Land use	Yearly day-night average sound level (L _{dn}) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not



intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key to Table 1

SLUCM=Standard Land Use Coding Manual.

Y (Yes)=Land Use and related structures compatible without restrictions.

N (No)=Land Use and related structures are not compatible and should be prohibited.

NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table 1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

Source: eCFR Title 14: Aeronautics and Space, Part 150 Airport Noise Compatibility Planning May 2, 2014

San Diego Regional Airport Authority Guidelines

The San Diego Regional Airport Authority (SDRAA) has adopted Airport Land Use Noise Compatibility Guidelines. For Residential Land Use, exterior CNEL levels of 60-65 dB are considered conditionally acceptable when the Building Structure is capable of attenuating exterior noise to an indoor CNEL of 45 dB. For Public Land Uses, specifically places of worship, exterior noise is conditionally acceptable at exterior CNEL levels of 60-70 dB when the Building Structure is capable of attenuating exterior noise to an indoor CNEL of 45 dB. The SDRAA Land Use Noise Compatibility Guidelines are attached in the Appendix.

EXISTING NOISE LEVELS

Existing Ambient Noise

Ambient noise measurements were conducted from March 20-21, 2013 in three locations and from March 25-26, 2013 in one location in close proximity to the project site. Two long-term measurements were conducted for 24-hours to measure the CNEL at locations NM1 and NM3. The 24-hour measurement conducted at noise measurement NM1 resulted in a Leq ranging from 45.1 to 57.4 dBA and a CNEL of 56.7 dB. The ambient noise level was attributed to traffic, industrial activity, community activities, and wildlife. A 24-hour measurement conducted at noise measurement NM3 resulted in a Leq ranging from 52.0 to 65.7 dBA and a CNEL of 61.8 dB. The ambient noise level was attributed to traffic, community activities, and wildlife.

Two short-term noise measurements were conducted over 15 minute periods at locations NM2 and NM4. Long-term 24-hour noise measurements were not performed at these two locations because noise monitors could not be securely installed at each location for the survey; however, the CNEL has been estimated using the measured long term data from the other monitoring locations. The measurement conducted at noise NM2 resulted in a Leq of 60.0 dBA and an estimated CNEL of 61 dBA. The ambient noise level at this location was attributed to traffic noise, community activities (especially dogs from the dog park), and wildlife. A measurement conducted at NM4 resulted in a Leq of 50.7 dBA and a estimated CNEL of 55 dBA. The ambient noise level was attributed to faint traffic, community activities, and wildlife. The ambient noise measurements are summarized below in Table 3.

**NOISE ASSESSMENT STUDY FOR THE
REACH HELIPORT PROJECT**

Table 3. Ambient Noise Measurements

Description	Date	Start Time	End Time	Leq, dBA	CNEL, dB	
NM1	Behind 3212 Mission Ave (R1)	3/25/13 – 3/26/13	1:00 pm	1:00 pm	45.1 – 57.4	56.7
NM2	115 Benson Place (R2)	3/21/13	12:36 pm	12:51 pm	60.0	61 ¹
NM3	2876 Benet Road (R3)	3/20/13 – 3/21/13	12:00 pm	12:00 pm	52.0 – 65.7	61.8
NM4	Rosicrucian Fellowship (R4)	3/20/13	12:08 pm	12:23 pm	50.7	55 ¹

Note: Estimated CNEL based on CNEL from nearby receptor.

FUTURE NOISE LEVELS

The project site and nearby vicinity will be exposed to noise generated by future heliport operations at the heliport. The future noise levels associated with future operations, in addition to construction noise from the project, are discussed in the following sections.

Construction Noise Levels (Temporary)

Noise impacts from construction activity are a function of the noise generated by construction equipment, the equipment location, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Table 4 provides typical construction noise levels. The highest levels of construction noise can range from 78 to 89 dBA at 50 feet from the center of construction activity. Table 5 lists the predicted construction noise levels at the Receptor locations. During periods of intense activity, construction noise will be discernible and could exceed the noise standard at the nearest residential receptors for short durations. However, during periods of less intense activity, the construction noise would be expected to be lower and intermittent. Given that construction equipment cannot be definitively determined at this time and the short term nature of construction noise, construction activity is not expected to significantly impact adjacent land uses.

Table 4. Typical Noise Levels at Construction Sites

Construction Stage	Typical Construction Noise Levels, dBA	
	Minimum Required Equipment in Use	All Applicable Equipment in Use
Ground Clearing/Demolition	83	84
Excavation	79	89
Foundation Construction	78	78
Building Construction	75	85
Finishing and Site Cleanup	75	89

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, December 31, 1971.

Table 5. Predicted Construction Noise Levels at Nearby Receptors

Construction Stage	Typical Construction Noise Levels at Receivers with Minimum Required Equipment Use					Typical Construction Noise Levels at Receivers with All Applicable Equipment in Use				
	R1	R2	R3	R4	R5	R1	R2	R3	R4	R5
Ground Clearing/Demolition	51	61	64	53	56	52	62	65	54	57
Excavation	47	57	60	49	52	57	67	70	59	62
Foundation Construction	46	56	59	48	51	46	56	59	48	51
Building Construction	43	53	56	45	48	53	63	66	55	58
Finishing and Site Cleanup	43	53	56	45	48	57	67	70	59	62

Helicopter Noise Levels

The Federal Aviation Administration’s Integrated Noise Model (INM) Version 7.0d was used to determine the future noise levels from the Helicopter operations. The INM computer model is the preferred methodology of the FAA Office of Environment and Energy for evaluating noise levels near heliport/heliport facilities. Input for the model requires definition of the helipad and the boundaries to establish geometry in relation to the surrounding area. The heliport altitude and temperature, as well as the specification of helicopter type, power profile, flight tracks, and associated number of operations are also required. The output provides a CNEL and SEL at user-defined sensitive receptor locations.

The type of helicopter that would be used at the proposed heliport, the flight tracks, and the number of operations have been identified by Heliplanners. The Augusta A109 was used in the INM model to represent the EC135 proposed for use at the project location. The EC135 helicopter is not in the INM database. Therefore, the project team made a decision to use the A109 as the most representative helicopter in the database as it has the most similar design parameters to the EC135. Impacts from any given flight with smaller helicopters would likely be lower. Two approach/departure tracks for the heliport have been identified. The primary approach track is from east to west with a 249 degree true heading. The secondary approach track is from the north to the south with a 180 degree true heading. Final approach slopes for the approach tracks were modeled using default values of 7.5 to 1. The primary departure track is from the south to the north with a 0 degree true heading, and enters into a 645 feet radius and 107 degree left turn after 500 feet. The secondary departure track is from the west to the east with a 69 degree true heading. The location of the flight tracks relative to the project site is shown in Figure 3.

NOISE ASSESSMENT STUDY FOR THE REACH HELIPORT PROJECT

The total number of daily proposed helicopter flights for the permanent heliport is estimated to be 1,480 arrivals and 1,480 departures seven days per week. Arrivals will be split with 90 percent on the primary approach and 10 percent on the secondary approach. Departures will be split with 80 percent on the primary departure track and 20 percent on the secondary departure tracks. Daily operations are estimated to be broken down with 70 percent occurring during the day, 20 percent during the evening, and 10 percent during the night time. The primary approach track will have approximately 0.930 arrivals during the day, 0.270 arrivals during the evening, and 0.130 arrivals during the night. The secondary approach track will have approximately 0.100 arrivals during the day, 0.030 arrivals during the evening, and 0.020 arrivals during the night. The primary departure track will have approximately 0.826 departures during the day, 0.236 departures during the evening, and 0.118 departures during the night. The secondary departure track will have approximately 0.210 departures during the day, 0.060 departures during the evening, and 0.030 departures during the night.

The arrivals and departures were assumed to be continuous over a 12 month period and evenly distributed over 365 days per year. The duration of each operation would be a little different of course, depending on a variety of factors (aircraft type, atmospheric conditions, piloting techniques, specific flight path and ascent/descent profiles, etc. Table 6 provides the distribution of helicopter flights for each arrival and departure flight track. The approach and departure procedure used in the analysis were default INM profiles.

CNEL noise contours for the REACH heliport have been prepared by inputting the heliport flight tracks, and operational data into the INM model. Figure 4 shows the 65 and 60 dBA CNEL noise contours that would be generated by helicopter operations in relation to the existing land use and noise sensitive receptors. Looking at the discrete receptor locations shows that the noise sensitive areas represented by Receptors 1 through 5 would experience a future CNEL of 51.6, 50.9, 54.9, 45.3, and 49.5 dBA, respectively. The future CNEL from helicopter operations would be below the City of Oceanside, FAA, and SDRAA Noise Guidelines of 65 dB for noise-sensitive spaces. Additionally, the future CNEL will be below the SDRAA Noise Guideline of 70 dBA for places of worship. Noise generated by future heliport operations is not expected to result in significant noise impacts at these receptor locations. Table 7 provides a summary of the CNEL and SEL at the receptor locations.

The SEL will be 97.4, 96.6, 100.6, 90.9, and 95.3 dB at receptors R1 through R5, respectively. Single event noise levels will be clearly discernible.

At Receptor R1, the future helicopter noise will be 5.1 dB lower than the measured existing CNEL; therefore, it is not considered a significant impact. At Receptor R3, the

future helicopter noise will be 6.9 dB lower than the measured existing CNEL; therefore, it is also not considered a significant impact.

Table 6. Helicopter Operations

Description	Flight Track Heading	Predicted Weekly Operation			Modeled Daily Operation		
		Day	Evening	Night	Day	Evening	Night
Primary Arrival	249°	6.510	1.890	0.910	0.930	0.270	0.130
Secondary Arrival	180°	0.700	0.210	0.140	0.100	0.030	0.020
Primary Departure	0°	5.782	1.652	0.826	0.826	0.236	0.118
Secondary Departure	69°	1.470	0.420	0.210	0.210	0.060	0.030

Table 7. Predicted Future Helistop Noise Levels

Receptor Number	Description	Future Helistop CNEL (dBA)	Future Helistop SEL (dB)
R1	3212 Mission Ave (behind)	51.6	97.4
R2	115 Benson Place	50.9	96.6
R3	2876 Benet Road	54.9	100.6
R4	Rosicrucian Fellowship Temple 2222 Mission Ave	45.3	90.9
R5	2953 E Barnwell Street	49.5	95.3

NOISE REDUCTION MEASURES

The following noise reduction measures are identified to minimize noise annoyances from future heliport operations.

1. Fly following HAI Fly Neighborly procedures to minimize noise.
2. Helicopter idle time should be minimized as much as possible.
3. If noise is expressed as an issue by the community, then noise monitoring should be conducted during the initial stages of operations. In the event that the noise criteria are exceeded, the operations should be reviewed to determine further noise control measures. Alternative flight tracks may need to be implemented if annoyances are encountered.



Figure 4. Future CNEL Noise Contour for the REACH Helistop



CONCLUSION

Analyses have been conducted to evaluate the future noise level that would be generated by the REACH heliport. The analyses considered the helicopter type, forecasted daily operations, approach and departure tracks, and default operational profiles. Results of the INM modeling indicated that the future CNEL generated by heliport operations would comply with all City exterior CNEL Guidelines and FAA/SDRAA Guidelines for noise sensitive receptor locations.

At the nearest residences north east of the future heliport, the CNEL will be 5.1 dB lower than the measured existing CNEL; therefore, it is not considered a significant impact. At the nearest residences south of the future heliport, the CNEL will be 6.9 dB lower than the measured existing CNEL; therefore, it is also not considered a significant impact.

Construction operations would result in temporary noise increases nearest to the Project Site. However, during the majority of the time, the construction noise would be below the City's Noise Standards for daytime construction.

Noise reduction measures have been identified to minimize noise annoyances from heliport operations. If the type of helicopter were to change or if the operational data were to increase, the final engineering design of the project should be reviewed by a recognized acoustical engineer to ensure compliance of the project with local noise criteria.



**NOISE ASSESSMENT STUDY FOR THE
REACH HELIPORT PROJECT**



APPENDIX

SDRAA Noise Guidelines

INM Input/Output File

Noise Measurement Data



**NOISE ASSESSMENT STUDY FOR THE
REACH HELIPORT PROJECT**



SDRAA Noise Guidelines

Revised June 23, 2014

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Table III-1

Noise Compatibility Criteria

Land Use Category ¹	Exterior Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
<i>Note: Multiple categories may apply to a project</i>				
<i>Agricultural and Animal-Related</i>				
nature preserves; wildlife preserves; horse stables; livestock breeding or farming	A	A	A	
zoos; animal shelters/kennels; interactive nature exhibits	A			
agriculture (except residences and livestock); greenhouses; fishing				A
<i>Recreational</i>				
children-oriented neighborhood parks; playgrounds	A			
campgrounds; recreational vehicle/motor home parks				
community parks; regional parks; golf courses; tennis courts; athletic fields; outdoor spectator sports; fairgrounds; water recreation facilities		A		
recreation buildings; gymnasiums; club houses; athletic clubs; dance studios		50	50	
<i>Public</i>				
outdoor amphitheaters	A			
children's schools (K-12); day care centers (>14 children)	45			
libraries	45			
auditoriums; concert halls; indoor arenas; places of worship	45	45		
adult schools; colleges; universities ²	45	45		
prisons; reformatories		50		
public safety facilities (e.g., police, fire stations)		50	50	
cemeteries; cemetery chapels; mortuaries		45 A	45 A	
<i>Residential, Lodging, and Care</i>				
residential (including single-family, multi-family, and mobile homes); family day care homes (≤14 children)	45			
extended-stay hotels; retirement homes; assisted living; hospitals; nursing homes; intermediate care facilities	45			
hotels; motels; other transient lodging ³	45	45		
<i>Commercial and Industrial</i>				
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories; radio, television, recording studios		50	50	
retail sales; eating/drinking establishments; movie theaters; personal services		50	50 B	
wholesale sales; warehouses; mini/other indoor storage			50 C	
industrial; manufacturing; research & development; auto, marine, other sales & repair services; car washes; gas stations; trucking, transportation terminals			50 C	
extractive industry; utilities; road, rail rights-of-way; outdoor storage; public works yards; automobile parking; automobile dismantling; solid waste facilities				50 C

Table III-1 Continued
Noise Compatibility Criteria

Land Use	Acceptability	Interpretation/Comments
	Compatible	<p><i>Indoor Uses:</i> Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL)</p> <p><i>Outdoor Uses:</i> Activities associated with the land use may be carried out with essentially no interference from aircraft noise</p>
45 50	Conditional ⁴	<p><i>Indoor Uses:</i> Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice</p> <p><i>Outdoor Uses:</i> CNEL is acceptable for outdoor activities, although some noise interference may occur.</p>
A B C	Conditional ⁴	<p><i>Indoor or Outdoor Uses:</i></p> <p>A Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use ⁵</p> <p>B Outdoor dining or gathering places incompatible above 70 dB CNEL</p> <p>C Sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of 50 dB CNEL</p>
	Incompatible	Use is not compatible under any circumstances.

Notes:

- 1 Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses.
- 2 Applies only to classrooms, offices, and related indoor uses. Laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories.
- 3 Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended- stay hotel category.
- 4 An *avigation easement* is required for any project situated on a property lying within the projected 65 dB CNEL noise contour. See Policy 2.11.5 and Policy 3.3.3(d).
- 5 Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

Source: San Diego County Regional Airport Authority, March 2009.

Prepared by: Ricondo & Associates, Inc., October 2009.



**NOISE ASSESSMENT STUDY FOR THE
REACH HELIPORT PROJECT**



INM Input/Output File

flight

INM 7.0d

HEADER DATA

case_id = C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\REACH
SCENARIO\REACH CASE
aprt_lat = 33.211583 deg
aprt_long = -117.354167 deg
aprt_elev = 39.00 feet MSL
aprt_temp = 63.10 degF
aprt_press = 29.92 in-Hg
aprt_humidity = 70.0 %
rs_refine = 8
rs_tolerv = 0.25 dB or minutes
min_level = 55.0 dB or minutes
max_level = 85.0 dB or minutes
run_type = S (Single,AmbientScreening,Audibility)
metric_id = CNEL
fq_type = A (A-weighted,C-weighted,Perceived)
metric_type = E (Exposure,MaxLevel,TimeAbove)
metric_weight = 1.00, 3.00, 10.00 (flight multipliers)
metric_time = 49.37 dB
modify_npd = 0 (0=no,1=yes)
do_terrain = N
nodata_terrain_elev = -9999
ground_type = S (Soft,Hard,File,None)
terrain_dir =
ground_file =
ambient_file =
spectra_file =
boundary_file =
do_contours = Y
do_standard_grids = 0 (0=no,1=yes)
do_detailed_grids = 0 (0=no,1=yes)
do_100_percent = 0 (0=no,1=yes)
use_boundary_file = N
do_metrics = 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0
numb_ngroup = 0
numb_noise = 0
numb_apln_ops = 0
numb_helo = 1
numb_helo_ops = 4
numb_grid = 1
numb_pop_pts = 0
numb_loc_pts = 0
numb_scr_pts = 0

AIRPLANE NOISE (index, id, fq_type, thrust, op_type, 10 SEL/EPNL @ 160 kt, 10 LAMAX/PNLTM)

AIRPLANE OPERATIONS

HELICOPTER NOISE

0

helo_id = A109
helo_index = 0
rotor_diam = 36.1 feet
rotor_rpm = 385 rpm
ref_weight = 5730 pounds
ref_speeds = 60.0, 60.0, 116.0 knots (approach,depart,level)
b_left = -0.10, 46.30, 249.37
b_center = 0.10, 53.26, 318.98
b_right = 0.65, 53.98, 746.90
spect_nums = 217, 115, 301 (approach,depart,level)
numb_npd_a = 32 (fq_type=A, npd_index, side_type, 10 SEL, 10 LAMAX)
A 0 L 97.3 93.8 91.4 88.6 84.0 78.6 74.5 69.9 65.6 61.2
91.3 85.4 81.5 77.2 70.2 62.5 56.9 50.7 44.8 38.9
A 0 C 99.5 96.2 93.8 91.3 87.0 81.8 77.8 72.9 68.6 63.9

	flight									
A 0 R	93.5	87.8	83.9	79.9	73.2	65.7	60.2	53.7	47.8	41.6
	98.5	95.1	92.7	90.1	85.8	81.0	77.0	72.2	67.9	63.3
A 1 L	92.5	86.7	82.8	78.7	72.0	64.9	59.4	53.0	47.1	41.0
	96.3	92.8	90.3	87.6	83.0	77.5	73.3	68.2	63.7	58.8
A 1 C	90.3	84.4	80.4	76.2	69.2	61.4	55.7	49.0	42.9	36.5
	93.7	90.1	87.6	84.8	79.9	74.2	69.7	64.6	59.9	54.9
A 1 R	87.7	81.7	77.7	73.4	66.1	58.1	52.1	45.4	39.1	32.6
	95.1	91.6	89.0	86.3	81.7	76.2	72.0	67.1	62.7	57.9
A 2 L	89.1	83.2	79.1	74.9	67.9	60.1	54.4	47.9	41.9	35.6
	94.1	90.4	87.7	84.8	79.6	73.5	69.0	63.7	58.9	53.8
A 2 C	90.9	84.9	80.7	76.2	68.7	60.3	54.2	47.4	41.0	34.4
	92.9	89.3	86.7	83.9	79.0	73.2	68.8	63.7	59.1	54.1
A 2 R	89.7	83.8	79.7	75.3	68.1	60.0	54.0	47.4	41.2	34.7
	92.3	88.4	85.7	82.8	77.8	71.9	67.5	62.3	57.6	52.6
A 3 S	89.1	82.9	78.7	74.2	66.9	58.7	52.7	46.0	39.7	33.2
	66.3	59.3	54.8	50.2	43.3	36.3	31.5	27.2	22.5	18.1
A 4 S	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
	66.3	59.3	54.8	50.2	43.3	36.3	31.5	27.2	22.5	18.1
A 5 S	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 6 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 7 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 8 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 9 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 10 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
A 11 L	97.3	93.8	91.4	88.6	84.0	78.6	74.5	69.9	65.6	61.2
	91.3	85.4	81.5	77.2	70.2	62.5	56.9	50.7	44.8	38.9
A 11 C	99.5	96.2	93.8	91.3	87.0	81.8	77.8	72.9	68.6	63.9
	93.5	87.8	83.9	79.9	73.2	65.7	60.2	53.7	47.8	41.6
A 11 R	98.5	95.1	92.7	90.1	85.8	81.0	77.0	72.2	67.9	63.3
	92.5	86.7	82.8	78.7	72.0	64.9	59.4	53.0	47.1	41.0
A 12 L	97.3	93.8	91.4	88.6	84.0	78.6	74.5	69.9	65.6	61.2
	91.3	85.4	81.5	77.2	70.2	62.5	56.9	50.7	44.8	38.9
A 12 C	99.5	96.2	93.8	91.3	87.0	81.8	77.8	72.9	68.6	63.9
	93.5	87.8	83.9	79.9	73.2	65.7	60.2	53.7	47.8	41.6
A 12 R	98.5	95.1	92.7	90.1	85.8	81.0	77.0	72.2	67.9	63.3
	92.5	86.7	82.8	78.7	72.0	64.9	59.4	53.0	47.1	41.0
A 13 L	96.3	92.8	90.3	87.6	83.0	77.5	73.3	68.2	63.7	58.8
	90.3	84.4	80.4	76.2	69.2	61.4	55.7	49.0	42.9	36.5
A 13 C	93.7	90.1	87.6	84.8	79.9	74.2	69.7	64.6	59.9	54.9
	87.7	81.7	77.7	73.4	66.1	58.1	52.1	45.4	39.1	32.6
A 13 R	95.1	91.6	89.0	86.3	81.7	76.2	72.0	67.1	62.7	57.9
	89.1	83.2	79.1	74.9	67.9	60.1	54.4	47.9	41.9	35.6
A 14 L	96.3	92.8	90.3	87.6	83.0	77.5	73.3	68.2	63.7	58.8
	90.3	84.4	80.4	76.2	69.2	61.4	55.7	49.0	42.9	36.5
A 14 C	93.7	90.1	87.6	84.8	79.9	74.2	69.7	64.6	59.9	54.9
	87.7	81.7	77.7	73.4	66.1	58.1	52.1	45.4	39.1	32.6
A 14 R	95.1	91.6	89.0	86.3	81.7	76.2	72.0	67.1	62.7	57.9
	89.1	83.2	79.1	74.9	67.9	60.1	54.4	47.9	41.9	35.6
A 15 L	69.4	64.4	61.2	58.0	53.1	48.1	44.7	41.7	38.4	35.3
	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
A 15 C	69.4	64.4	61.2	58.0	53.1	48.1	44.7	41.7	38.4	35.3
	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
A 15 R	69.4	64.4	61.2	58.0	53.1	48.1	44.7	41.7	38.4	35.3
	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9

numb_npd_p = 0 (fq_type=P, npd_index, side_type, 10 EPNL, 10 PNLTM)
numb_dirac = 8 (ground_type, op_mode, dB @ -180 to +180 deg in 15-deg increments)

		flight											
0.0	H	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	H	H	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	H	I	-2.6	-1.1	0.9	2.6	3.3	2.5	0.5	-2.0	-3.6	-3.6	-2.2
-0.6	H	J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	H	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	H	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	I	-3.8	-5.1	-4.0	-1.9	-0.1	1.1	1.9	2.4	2.1	0.5	-2.1
-3.9	S	J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HELICOPTER OPERATIONS

0	helo_id	=	A109										
	helo_index	=	0										
	op_type	=	A (A=app,D=dep,T=taxi,v=ovf)										
	weight	=	5730 pounds										
	numb_ops	=	0.9300, 0.2700, 0.1300 (day,eve,ngt)										
	flt_path	=	A-REACH-1-0-STANDARD-1										
	use_dirac	=	1 (0=no,1=yes)										
	numb_segs	=	13										
	seg	start-x	start-y	start-z	unit-x	unit-y	unit-z	length	speed	d.spd			
time	head	npd											
0	93264.7	35801.0	1000.0	-0.9336	-0.3584	0.0000	87250.0	116.0	0.0				
445.6	249 2	11809.8	4533.4	1000.0	-0.9336	-0.3584	0.0000	2020.2	116.0	-18.7			
11.2	249 11	9923.8	3809.4	1000.0	-0.9336	-0.3584	-0.0000	1666.7	97.3	-18.7			
11.2	249 11	8367.8	3212.1	1000.0	-0.9336	-0.3584	0.0000	1313.1	78.7	-18.7			
11.2	249 11	7141.9	2741.5	1000.0	-0.9286	-0.3564	-0.1036	4826.0	60.0	0.0			
47.7	249 0	2660.7	1021.3	500.0	-0.9203	-0.3533	-0.1678	302.3	60.0	-3.2			
3.1	249 12	2382.5	914.5	449.3	-0.9203	-0.3533	-0.1678	1438.1	56.8	-18.9			
18.0	249 12	1058.9	406.5	208.0	-0.9203	-0.3533	-0.1678	862.9	37.9	-18.9			
18.0	249 12	264.7	101.6	63.3	-0.9203	-0.3533	-0.1678	287.6	18.9	-18.9			
18.0	249 12	0.0	0.0	15.0	0.0000	0.0000	-1.0000	15.0	0.0	0.0			
1.5	249 9	0.0	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0			
1.5	249 9	0.0	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0			
30.0	249 4	0.0	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0			
30.0	249 3	0.0	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0			

flight

```

helo_id      = A109
helo_index   = 0
op_type      = A (A=app,D=dep,T=taxi,V=ovf)
weight       = 5730 pounds
numb_ops     = 0.1000, 0.0300, 0.0200 (day,eve,ngt)
flt_path     = A-REACH-2-0-STANDARD-1
use_direc    = 1 (0=no,1=yes)
numb_segs    = 19
seg start-x  start-y  start-z  unit-x  unit-y  unit-z  length  speed  d.spd
time head npd
0 -94738.2 -27592.2 1000.0 0.9563 0.2924 0.0000 87250.0 116.0 0.0
445.6 073 2
1 -11300.6 -2082.8 1000.0 0.9563 0.2924 0.0000 2020.2 116.0 -18.7
11.2 073 11
2 -9368.6 -1492.2 1000.0 0.9563 0.2924 -0.0000 1666.7 97.3 -18.7
11.2 073 11
3 -7774.8 -1004.9 1000.0 0.9563 0.2924 0.0000 1313.1 78.7 -18.7
11.2 073 11
4 -6519.1 -621.0 1000.0 0.9512 0.2908 -0.1036 3289.1 60.0 0.0
32.5 073 0
5 -3390.6 335.5 659.2 0.9512 0.2908 -0.1036 1536.9 60.0 0.0
15.2 073 0
6 -1928.8 782.4 500.0 0.9428 0.2882 -0.1678 1161.3 60.0 -13.6
12.9 073 12
7 -833.9 1117.2 305.2 0.9724 0.1619 -0.1678 203.7 46.4 -2.8
2.7 081 12
8 -635.8 1150.1 271.0 0.9673 -0.1901 -0.1678 203.7 43.6 -3.0
2.9 101 12
9 -438.8 1111.4 236.8 0.8844 -0.4355 -0.1678 203.7 40.6 -3.3
3.1 116 12
10 -258.6 1022.7 202.6 0.6750 -0.7185 -0.1678 203.7 37.3 -3.6
3.4 137 12
11 -121.0 876.3 168.5 0.4646 -0.8695 -0.1678 203.7 33.7 -4.0
3.8 152 12
12 -26.4 699.2 134.3 0.1295 -0.9773 -0.1678 203.7 29.8 -4.6
4.4 172 12
13 0.0 500.1 100.1 -0.0000 -0.9858 -0.1678 380.4 25.1 -12.6
12.0 180 12
14 0.0 125.0 36.3 -0.0000 -0.9858 -0.1678 126.8 12.6 -12.6
12.0 180 12
15 0.0 0.0 15.0 0.0000 0.0000 -1.0000 15.0 0.0 0.0
1.5 000 9
16 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
1.5 000 9
17 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 4
18 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 3
2

```

```

helo_id      = A109
helo_index   = 0
op_type      = D (A=app,D=dep,T=taxi,V=ovf)
weight       = 5730 pounds
numb_ops     = 0.9300, 0.2700, 0.1300 (day,eve,ngt)
flt_path     = D-REACH-1-0-STANDARD-1
use_direc    = 1 (0=no,1=yes)
numb_segs    = 22
seg start-x  start-y  start-z  unit-x  unit-y  unit-z  length  speed  d.spd
time head npd
0 -0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 3
1 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 4

```

flight										
2	0.0	0.0	0.0	0.0000	0.0000	1.0000	15.0	0.0	0.0	
1.5 000	7									
3	0.0	0.0	15.0	0.0000	1.0000	0.0000	0.0	0.0	0.0	
1.5 000	7									
4	0.0	0.0	15.0	0.0000	1.0000	0.0000	25.0	0.0	15.0	
2.0 000	13									
5	0.0	25.0	15.0	0.0000	1.0000	0.0000	75.0	15.0	15.0	
2.0 000	13									
6	0.0	100.0	15.0	0.0000	0.9996	0.0300	170.4	30.0	12.7	
2.8 000	14									
7	0.0	270.4	20.1	0.0000	0.9996	0.0300	229.8	42.7	12.7	
2.8 000	14									
8	0.0	500.1	27.0	-0.1313	0.9909	0.0300	100.0	55.3	4.7	
1.0 352	14									
9	-13.1	599.1	30.0	-0.1266	0.9553	0.2671	104.7	60.0	0.0	
1.0 352	1									
10	-26.4	699.2	58.0	-0.4542	0.8499	0.2671	208.4	60.0	0.0	
2.1 332	1									
11	-121.0	876.3	113.6	-0.6599	0.7023	0.2671	208.4	60.0	0.0	
2.1 317	1									
12	-258.6	1022.7	169.3	-0.8646	0.4257	0.2671	208.4	60.0	0.0	
2.1 296	1									
13	-438.8	1111.4	225.0	-0.9456	0.1858	0.2671	208.4	60.0	0.0	
2.1 281	1									
14	-635.8	1150.1	280.6	-0.9506	-0.1583	0.2671	208.4	60.0	0.0	
2.1 261	1									
15	-833.9	1117.2	336.3	-0.9216	-0.2818	0.2671	2485.1	60.0	0.0	
24.5 253	1									
16	-3124.2	417.0	1000.0	-0.9563	-0.2924	-0.0000	278.6	60.0	7.7	
2.6 253	13									
17	-3390.6	335.5	1000.0	-0.9563	-0.2924	0.0000	693.1	67.7	16.1	
5.4 253	13									
18	-4053.4	132.9	1000.0	-0.9563	-0.2924	0.0000	840.5	83.8	16.1	
5.4 253	13									
19	-4857.1	-112.9	1000.0	-0.9563	-0.2924	0.0000	987.9	99.9	16.1	
5.4 253	13									
20	-5801.8	-401.7	1000.0	-0.9563	-0.2924	0.0000	93100.0	116.0	0.0	
475.5 253	2									
21	-94833.8	-27621.5	1000.0	-0.9563	-0.2924	0.0000	1.0	116.0	0.0	
0.0 253	2									

3

helo_id = A109
helo_index = 0
op_type = D (A=app,D=dep,T=taxi,V=ovf)
weight = 5730 pounds
numb_ops = 0.1000, 0.0300, 0.0200 (day,eve,ngt)
flt_path = D-REACH-2-0-STANDARD-1
use_dirac = 1 (0=no,1=yes)
numb_segs = 15

seg	start-x	start-y	start-z	unit-x	unit-y	unit-z	length	speed	d.spd
0	-0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
30.0 069	3								
1	0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
30.0 069	4								
2	0.0	0.0	0.0	0.0000	0.0000	1.0000	15.0	0.0	0.0
1.5 069	7								
3	0.0	0.0	15.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
1.5 069	7								
4	0.0	0.0	15.0	0.9336	0.3584	0.0000	25.0	0.0	15.0
2.0 069	13								
5	23.3	9.0	15.0	0.9336	0.3584	0.0000	75.0	15.0	15.0
2.0 069	13								

		flight								
6		93.4	35.8	15.0	0.9332	0.3582	0.0300	208.4	30.0	15.0
3.3	069	14								
7		287.9	110.5	21.3	0.9332	0.3582	0.0300	291.8	45.0	15.0
3.3	069	14								
8		560.1	215.0	30.0	0.8997	0.3454	0.2671	2025.5	60.0	0.0
20.0	069	1								
9		2382.5	914.5	571.0	0.8997	0.3454	0.2671	1606.4	60.0	0.0
15.9	069	1								
10		3827.7	1469.3	1000.0	0.9336	0.3584	0.0000	735.4	60.0	18.7
6.3	069	13								
11		4514.2	1732.8	1000.0	0.9336	0.3584	0.0000	933.3	78.7	18.7
6.3	069	13								
12		5385.5	2067.3	1000.0	0.9336	0.3584	0.0000	1131.3	97.3	18.7
6.3	069	13								
13		6441.7	2472.7	1000.0	0.9336	0.3584	0.0000	93100.0	116.0	0.0
475.5	069	2								
14		93358.0	35836.8	1000.0	0.9336	0.3584	0.0000	1.0	116.0	0.0
0.0	069	2								

GRID POINTS

0

```

grid_id      = CONTOUR
grid_type    = F (Contour,Standard,Detailed,Population,Location)
origin       = -48608.9, -48608.9 feet
angle        = 0.0 deg, counterclockwise from x axis
delta_i,j    = 20.0, 20.0 feet
numb_i,j     = 4861, 4861
ta_thresh    = 85.0 dB
do_ambient   = 0 (0=no,1=yes)
delta_amb    = 0.0 dB
do_percent   = 0 (0=no,1=yes)
ref_time     = 24.00 hours
i            j            x (ft)      y (ft)
0            0            -48608.9  -48608.9
0            1            -48608.9  48591.1
1            0            48591.1   -48608.9
1            1            48591.1   48591.1

```

POPULATION POINTS

LOCATION POINTS

SCREENING POINTS

report

INM 7.0d SCENARIO RUN INPUT REPORT 09-May-14 11:04

STUDY: C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\

Created : 01-Apr-13 14:48
Units : English
Airport :
Description :
Your description

SCENARIO: REACH Scenario

Created : 01-Apr-13 14:49
Description :

Last Run : 08-May-14 14:05
Run Duration : 003:09:41

STUDY AIRPORT

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Elevation : 39.0 ft

CASES RUN:

CASENAME: REACH Case

Temperature : 63.1 F
Pressure : 29.92 in-Hg
AverageWind : 16.0 kt
ChangeNPD : No

STUDY RUNWAYS

CASENAME: REACH Case

Rwywind : 16.0 kt

STUDY HELIPADS

REACH

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Xcoord : -0.0000 nmi
Ycoord : 0.0000 nmi

STUDY TRACKS

RwyId-OpType-TrkId	Sub	PctSub	TrkType	Delta(ft)
REACH-APP-1	0	100.00	Vectors	249.0
REACH-APP-2	0	100.00	Vectors	180.0
REACH-DEP-1	0	100.00	Vectors	0.0
REACH-DEP-2	0	100.00	Vectors	69.0

STUDY TRACK DETAIL

RwyId-OpType-TrkId-SubTrk	#	SegType	Dist/Angle	Radius(nmi)
REACH-APP-1-0	1	Straight	0.4200 nmi	
REACH-APP-2-0				

			report	
1	Straight	0.4400	nmi	
2	Right-Turn	107.0000	deg	0.1062
3	Straight	0.0823	nmi	
REACH-DEP-1-0				
1	Straight	0.0823	nmi	
2	Left-Turn	107.0000	deg	0.1062
3	Straight	0.4400	nmi	
REACH-DEP-2-0				
1	Straight	0.4200	nmi	

AIRCRAFT GROUP ASSIGNMENTS

AcftId	GroupId	AcftType
A109	A109 GROUP	Helicopter

STUDY AIRPLANES

STUDY SUBSTITUTION AIRPLANES

USER-DEFINED NOISE CURVES

USER-DEFINED METRICS

USER-DEFINED PROFILE IDENTIFIERS

USER-DEFINED PROCEDURAL PROFILES

USER-DEFINED FIXED-POINT PROFILES

USER-DEFINED FLAP COEFFICIENTS

USER-DEFINED JET THRUST COEFFICIENTS

USER-DEFINED PROP THRUST COEFFICIENTS

USER-DEFINED GENERAL THRUST COEFFICIENTS

STUDY MILITARY AIRPLANES

USER-DEFINED MILITARY NOISE CURVES

USER-DEFINED MILITARY PROFILE IDENTIFIERS

USER-DEFINED MILITARY FIXED-POINT PROFILES

STUDY HELICOPTERS

A109 Standard data

USER-DEFINED HELICOPTER PROFILE IDENTIFIERS

USER-DEFINED HELICOPTER PROCEDURAL PROFILES

USER-DEFINED HELICOPTER NOISE CURVES

USER-DEFINED HELICOPTER DIRECTIVITY

report

CASE FLIGHT OPERATIONS - [REACH Case]

Acft	Op	Profile	Stg	Rwy	Track	Sub	Group	Day
Evening	Night							
A109	APP	STANDARD	1	REACH	1	0	A109 GROUP	0.9300
0.2700	0.1300							
A109	APP	STANDARD	1	REACH	2	0	A109 GROUP	0.1000
0.0300	0.0200							
A109	DEP	STANDARD	1	REACH	1	0	A109 GROUP	0.9300
0.2700	0.1300							
A109	DEP	STANDARD	1	REACH	2	0	A109 GROUP	0.1000
0.0300	0.0200							

CASE RUNUP OPERATIONS - [REACH Case]

SCENARIO RUN OPTIONS

Run Type : Single-Metric
 NoiseMetric : CNEL
 Do Terrain : No Terrain
 Do Contour : Fixed Grid
 Spacing : 20.0
 Ground Type : All-Soft-Ground
 Do Population : No
 Do Locations : No
 Do Standard : No
 Do Detailed : No

Compute System Metrics:

DNL : NO
 CNEL : NO
 LAEQ : NO
 LAEQD : NO
 LAEQN : NO
 SEL : NO
 LAMAX : NO
 TALA : NO
 NEF : NO
 WECPNL : NO
 EPNL : NO
 PNLTM : NO
 TAPNL : NO
 CEXP : NO
 LCMAX : NO
 TALC : NO

SCENARIO GRID DEFINITIONS

Name	Type	X(nmi)	Y(nmi)	Ang(deg)	DisI(nmi)	DisJ(nmi)	NI	NJ	Thrsh
dAmb (hr)									
CONTOUR	Contour	-8.0000	-8.0000	0.0	16.0000	15.9999	2	2	85.0
0.0 0.00									

flight

INM 7.0d

HEADER DATA

case_id = C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\REACH
CNEL\REACH CASE
aprt_lat = 33.211583 deg
aprt_long = -117.354167 deg
aprt_elev = 39.00 feet MSL
aprt_temp = 63.10 degF
aprt_press = 29.92 in-Hg
aprt_humidity = 70.0 %
rs_refine = 8
rs_tolcr = 0.25 dB or minutes
min_level = 55.0 dB or minutes
max_level = 85.0 dB or minutes
run_type = S (Single,AmbientScreening,Audibility)
metric_id = CNEL
fq_type = A (A-weighted,C-weighted,Perceived)
metric_type = E (Exposure,MaxLevel,TimeAbove)
metric_weight = 1.00, 3.00, 10.00 (flight multipliers)
metric_time = 49.37 dB
modify_npd = 0 (0=no,1=yes)
do_terrain = N
nodata_terrain_elev = -9999
ground_type = S (Soft,Hard,File,None)
terrain_dir =
ground_file =
ambient_file =
spectra_file =
boundary_file =
do_contours = N
do_standard_grids = 0 (0=no,1=yes)
do_detailed_grids = 0 (0=no,1=yes)
do_100_percent = 0 (0=no,1=yes)
use_boundary_file = N
do_metrics = 0, 1, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0
numb_ngroup = 0
numb_noise = 0
numb_apln_ops = 0
numb_helo = 1
numb_helo_ops = 4
numb_grid = 1
numb_pop_pts = 0
numb_loc_pts = 5
numb_scr_pts = 0

AIRPLANE NOISE (index, id, fq_type, thrust, op_type, 10 SEL/EPNL @ 160 kt, 10 LAMAX/PNLTM)

AIRPLANE OPERATIONS

HELICOPTER NOISE

0

helo_id = A109
helo_index = 0
rotor_diam = 36.1 feet
rotor_rpm = 385 rpm
ref_weight = 5730 pounds
ref_speeds = 60.0, 60.0, 116.0 knots (approach,depart,level)
b_left = -0.10, 46.30, 249.37
b_center = 0.10, 53.26, 318.98
b_right = 0.65, 53.98, 746.90
spect_nums = 217, 115, 301 (approach,depart,level)
numb_npd_a = 32 (fq_type=A, npd_index, side_type, 10 SEL, 10 LAMAX)
A 0 L 97.3 93.8 91.4 88.6 84.0 78.6 74.5 69.9 65.6 61.2
91.3 85.4 81.5 77.2 70.2 62.5 56.9 50.7 44.8 38.9
A 0 C 99.5 96.2 93.8 91.3 87.0 81.8 77.8 72.9 68.6 63.9

flight													
0.0	H	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	H	H	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
-0.6	H	I	-2.6	-1.1	0.9	2.6	3.3	2.5	0.5	-2.0	-3.6	-3.6	-2.2
0.0	0.0	-0.9	-2.4	-3.1	-2.2	0.0	2.2	2.9	2.0	-0.1	-2.1	-3.1	-2.6
0.0	H	J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	H	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
-3.9	S	I	-3.8	-5.1	-4.0	-1.9	-0.1	1.1	1.9	2.4	2.1	0.5	-2.1
0.0	0.0	-3.5	-1.0	1.7	2.2	-0.1	-3.3	-4.8	-3.2	0.2	2.7	2.2	-0.7
0.0	S	J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HELICOPTER OPERATIONS

0

helo_id = A109
 helo_index = 0
 op_type = A (A=app,D=dep,T=taxi,V=ovf)
 weight = 5730 pounds
 numb_ops = 0.9300, 0.2700, 0.1300 (day,eve,ngt)
 flt_path = A-REACH-1-0-STANDARD-1
 use_dirac = 1 (0=no,1=yes)
 numb_segs = 13

seg	start-x	start-y	start-z	unit-x	unit-y	unit-z	length	speed	d.spd
0	93264.7	35801.0	1000.0	-0.9336	-0.3584	0.0000	87250.0	116.0	0.0
445.6	249 2	11809.8	4533.4	-0.9336	-0.3584	0.0000	2020.2	116.0	-18.7
11.2	249 11	9923.8	3809.4	-0.9336	-0.3584	-0.0000	1666.7	97.3	-18.7
11.2	249 11	8367.8	3212.1	-0.9336	-0.3584	0.0000	1313.1	78.7	-18.7
11.2	249 11	7141.9	2741.5	-0.9286	-0.3564	-0.1036	4826.0	60.0	0.0
47.7	249 0	2660.7	1021.3	-0.9203	-0.3533	-0.1678	302.3	60.0	-3.2
3.1	249 12	2382.5	914.5	-0.9203	-0.3533	-0.1678	1438.1	56.8	-18.9
18.0	249 12	1058.9	406.5	-0.9203	-0.3533	-0.1678	862.9	37.9	-18.9
18.0	249 12	264.7	101.6	-0.9203	-0.3533	-0.1678	287.6	18.9	-18.9
18.0	249 12	0.0	0.0	0.0000	0.0000	-1.0000	15.0	0.0	0.0
1.5	249 9	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0
1.5	249 9	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0
30.0	249 4	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0
30.0	249 3	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0

1

flight

```

helo_id      = A109
helo_index   = 0
op_type      = A (A=app,D=dep,T=taxi,V=ovf)
weight       = 5730 pounds
numb_ops     = 0.1000, 0.0300, 0.0200 (day,eve,ngt)
flt_path     = A-REACH-2-0-STANDARD-1
use_direct   = 1 (0=no,1=yes)
numb_segs    = 19
seg_start-x  start-y  start-z  unit-x  unit-y  unit-z  length  speed  d.spd
time head npd
0 -94738.2 -27592.2 1000.0 0.9563 0.2924 0.0000 87250.0 116.0 0.0
445.6 073 2
1 -11300.6 -2082.8 1000.0 0.9563 0.2924 0.0000 2020.2 116.0 -18.7
11.2 073 11
2 -9368.6 -1492.2 1000.0 0.9563 0.2924 -0.0000 1666.7 97.3 -18.7
11.2 073 11
3 -7774.8 -1004.9 1000.0 0.9563 0.2924 0.0000 1313.1 78.7 -18.7
11.2 073 11
4 -6519.1 -621.0 1000.0 0.9512 0.2908 -0.1036 3289.1 60.0 0.0
32.5 073 0
5 -3390.6 335.5 659.2 0.9512 0.2908 -0.1036 1536.9 60.0 0.0
15.2 073 0
6 -1928.8 782.4 500.0 0.9428 0.2882 -0.1678 1161.3 60.0 -13.6
12.9 073 12
7 -833.9 1117.2 305.2 0.9724 0.1619 -0.1678 203.7 46.4 -2.8
2.7 081 12
8 -635.8 1150.1 271.0 0.9673 -0.1901 -0.1678 203.7 43.6 -3.0
2.9 101 12
9 -438.8 1111.4 236.8 0.8844 -0.4355 -0.1678 203.7 40.6 -3.3
3.1 116 12
10 -258.6 1022.7 202.6 0.6750 -0.7185 -0.1678 203.7 37.3 -3.6
3.4 137 12
11 -121.0 876.3 168.5 0.4646 -0.8695 -0.1678 203.7 33.7 -4.0
3.8 152 12
12 -26.4 699.2 134.3 0.1295 -0.9773 -0.1678 203.7 29.8 -4.6
4.4 172 12
13 0.0 500.1 100.1 -0.0000 -0.9858 -0.1678 380.4 25.1 -12.6
12.0 180 12
14 0.0 125.0 36.3 -0.0000 -0.9858 -0.1678 126.8 12.6 -12.6
12.0 180 12
15 0.0 0.0 15.0 0.0000 0.0000 -1.0000 15.0 0.0 0.0
1.5 000 9
16 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
1.5 000 9
17 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 4
18 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 3

```

```

2
helo_id      = A109
helo_index   = 0
op_type      = D (A=app,D=dep,T=taxi,V=ovf)
weight       = 5730 pounds
numb_ops     = 0.9300, 0.2700, 0.1300 (day,eve,ngt)
flt_path     = D-REACH-1-0-STANDARD-1
use_direct   = 1 (0=no,1=yes)
numb_segs    = 22
seg_start-x  start-y  start-z  unit-x  unit-y  unit-z  length  speed  d.spd
time head npd
0 -0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 3
1 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 4

```

flight										
2	0.0	0.0	0.0	0.0000	0.0000	1.0000	15.0	0.0	0.0	
1.5 000	7									
3	0.0	0.0	15.0	0.0000	1.0000	0.0000	0.0	0.0	0.0	
1.5 000	7									
4	0.0	0.0	15.0	0.0000	1.0000	0.0000	25.0	0.0	15.0	
2.0 000	13									
5	0.0	25.0	15.0	0.0000	1.0000	0.0000	75.0	15.0	15.0	
2.0 000	13									
6	0.0	100.0	15.0	0.0000	0.9996	0.0300	170.4	30.0	12.7	
2.8 000	14									
7	0.0	270.4	20.1	0.0000	0.9996	0.0300	229.8	42.7	12.7	
2.8 000	14									
8	0.0	500.1	27.0	-0.1313	0.9909	0.0300	100.0	55.3	4.7	
1.0 352	14									
9	-13.1	599.1	30.0	-0.1266	0.9553	0.2671	104.7	60.0	0.0	
1.0 352	1									
10	-26.4	699.2	58.0	-0.4542	0.8499	0.2671	208.4	60.0	0.0	
2.1 332	1									
11	-121.0	876.3	113.6	-0.6599	0.7023	0.2671	208.4	60.0	0.0	
2.1 317	1									
12	-258.6	1022.7	169.3	-0.8646	0.4257	0.2671	208.4	60.0	0.0	
2.1 296	1									
13	-438.8	1111.4	225.0	-0.9456	0.1858	0.2671	208.4	60.0	0.0	
2.1 281	1									
14	-635.8	1150.1	280.6	-0.9506	-0.1583	0.2671	208.4	60.0	0.0	
2.1 261	1									
15	-833.9	1117.2	336.3	-0.9216	-0.2818	0.2671	2485.1	60.0	0.0	
24.5 253	1									
16	-3124.2	417.0	1000.0	-0.9563	-0.2924	-0.0000	278.6	60.0	7.7	
2.6 253	13									
17	-3390.6	335.5	1000.0	-0.9563	-0.2924	0.0000	693.1	67.7	16.1	
5.4 253	13									
18	-4053.4	132.9	1000.0	-0.9563	-0.2924	0.0000	840.5	83.8	16.1	
5.4 253	13									
19	-4857.1	-112.9	1000.0	-0.9563	-0.2924	0.0000	987.9	99.9	16.1	
5.4 253	13									
20	-5801.8	-401.7	1000.0	-0.9563	-0.2924	0.0000	93100.0	116.0	0.0	
475.5 253	2									
21	-94833.8	-27621.5	1000.0	-0.9563	-0.2924	0.0000	1.0	116.0	0.0	
0.0 253	2									

3										
helo_id	=	A109								
helo_index	=	0								
op_type	=	D (A=app,D=dep,T=taxi,V=ovf)								
weight	=	5730 pounds								
numb_ops	=	0.1000, 0.0300, 0.0200 (day,eve,ngt)								
flt_path	=	D-REACH-2-0-STANDARD-1								
use_dirac	=	1 (0=no,1=yes)								
numb_segs	=	15								
seg	start-x	start-y	start-z	unit-x	unit-y	unit-z	length	speed	d.spd	
time head npd										
0	-0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0	
30.0 069	3									
1	0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0	
30.0 069	4									
2	0.0	0.0	0.0	0.0000	0.0000	1.0000	15.0	0.0	0.0	
1.5 069	7									
3	0.0	0.0	15.0	0.9336	0.3584	0.0000	0.0	0.0	0.0	
1.5 069	7									
4	0.0	0.0	15.0	0.9336	0.3584	0.0000	25.0	0.0	15.0	
2.0 069	13									
5	23.3	9.0	15.0	0.9336	0.3584	0.0000	75.0	15.0	15.0	
2.0 069	13									

		flight								
6	93.4	35.8	15.0	0.9332	0.3582	0.0300	208.4	30.0	15.0	
3.3	069 14									
7	287.9	110.5	21.3	0.9332	0.3582	0.0300	291.8	45.0	15.0	
3.3	069 14									
8	560.1	215.0	30.0	0.8997	0.3454	0.2671	2025.5	60.0	0.0	
20.0	069 1									
9	2382.5	914.5	571.0	0.8997	0.3454	0.2671	1606.4	60.0	0.0	
15.9	069 1									
10	3827.7	1469.3	1000.0	0.9336	0.3584	0.0000	735.4	60.0	18.7	
6.3	069 13									
11	4514.2	1732.8	1000.0	0.9336	0.3584	0.0000	933.3	78.7	18.7	
6.3	069 13									
12	5385.5	2067.3	1000.0	0.9336	0.3584	0.0000	1131.3	97.3	18.7	
6.3	069 13									
13	6441.7	2472.7	1000.0	0.9336	0.3584	0.0000	93100.0	116.0	0.0	
475.5	069 2									
14	93358.0	35836.8	1000.0	0.9336	0.3584	0.0000	1.0	116.0	0.0	

GRID POINTS

0

```

grid_id      = LOCATION
grid_type    = L (Contour,Standard,Detailed,Population,Location)
origin       = 0.0, 0.0 feet
angle        = 0.0 deg, counterclockwise from x axis
delta_i,j    = 0.0, 0.6 feet
numb_i,j     = 1, 1
ta_thresh    = 85.0 dB
do_ambient   = 0 (0=no,1=yes)
delta_amb    = 0.0 dB
do_percent   = 0 (0=no,1=yes)
ref_time     = 24.00 hours
i            j            x (ft)      y (ft)
0            0            0.0        0.0

```

POPULATION POINTS

LOCATION POINTS

0	1	1838.5	975.6	33.0
1	2	-37.6	-585.1	55.0
2	3	-172.8	-397.3	43.0
3	4	-1524.2	71.4	231.0
4	5	1077.9	-182.6	42.0

SCREENING POINTS

report

INM 7.0d SCENARIO RUN INPUT REPORT 09-May-14 11:10

STUDY: C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\

Created : 01-Apr-13 14:48
Units : English
Airport :
Description :
Your description

SCENARIO: REACH CNEL
Created : 02-Apr-13 10:12
Description :

Last Run : 08-May-14 10:55
Run Duration : 000:00:00

STUDY AIRPORT
Latitude : 33.211583 deg
Longitude : -117.354167 deg
Elevation : 39.0 ft

CASES RUN:

CASENAME: REACH Case
Temperature : 63.1 F
Pressure : 29.92 in-Hg
AverageWind : 16.0 kt
ChangeNPD : No

STUDY RUNWAYS

CASENAME: REACH Case
RwyWind : 16.0 kt

STUDY HELIPADS

REACH
Latitude : 33.211583 deg
Longitude : -117.354167 deg
Xcoord : -0.0000 nmi
Ycoord : 0.0000 nmi

STUDY TRACKS

RwyId-OpType-TrkId	Sub	PctSub	TrkType	Delta(ft)
REACH-APP-1	0	100.00	Vectors	249.0
REACH-APP-2	0	100.00	Vectors	180.0
REACH-DEP-1	0	100.00	Vectors	0.0
REACH-DEP-2	0	100.00	Vectors	69.0

STUDY TRACK DETAIL

RwyId-OpType-TrkId-SubTrk	#	SegType	Dist/Angle	Radius(nmi)
REACH-APP-1-0	1	Straight	0.4200 nmi	
REACH-APP-2-0				

			report	
1	Straight	0.4400	nmi	
2	Right-Turn	107.0000	deg	0.1062
3	Straight	0.0823	nmi	
REACH-DEP-1-0				
1	Straight	0.0823	nmi	
2	Left-Turn	107.0000	deg	0.1062
3	Straight	0.4400	nmi	
REACH-DEP-2-0				
1	Straight	0.4200	nmi	

AIRCRAFT GROUP ASSIGNMENTS

AcftId	GroupId	AcftType
A109	A109 GROUP	Helicopter

STUDY AIRPLANES

STUDY SUBSTITUTION AIRPLANES

USER-DEFINED NOISE CURVES

USER-DEFINED METRICS

USER-DEFINED PROFILE IDENTIFIERS

USER-DEFINED PROCEDURAL PROFILES

USER-DEFINED FIXED-POINT PROFILES

USER-DEFINED FLAP COEFFICIENTS

USER-DEFINED JET THRUST COEFFICIENTS

USER-DEFINED PROP THRUST COEFFICIENTS

USER-DEFINED GENERAL THRUST COEFFICIENTS

STUDY MILITARY AIRPLANES

USER-DEFINED MILITARY NOISE CURVES

USER-DEFINED MILITARY PROFILE IDENTIFIERS

USER-DEFINED MILITARY FIXED-POINT PROFILES

STUDY HELICOPTERS

A109 Standard data

USER-DEFINED HELICOPTER PROFILE IDENTIFIERS

USER-DEFINED HELICOPTER PROCEDURAL PROFILES

USER-DEFINED HELICOPTER NOISE CURVES

USER-DEFINED HELICOPTER DIRECTIVITY

report

CASE FLIGHT OPERATIONS - [REACH Case]

Acft	Op	Profile	Stg	Rwy	Track	Sub	Group	Day
Evening	Night							
A109	APP	STANDARD	1	REACH	1	0	A109 GROUP	0.9300
0.2700	0.1300							
A109	APP	STANDARD	1	REACH	2	0	A109 GROUP	0.1000
0.0300	0.0200							
A109	DEP	STANDARD	1	REACH	1	0	A109 GROUP	0.9300
0.2700	0.1300							
A109	DEP	STANDARD	1	REACH	2	0	A109 GROUP	0.1000
0.0300	0.0200							

CASE RUNUP OPERATIONS - [REACH Case]

SCENARIO RUN OPTIONS

Run Type : Single-Metric
 NoiseMetric : CNEL
 Do Terrain : No Terrain
 Do Contour : No Contours
 Ground Type : All-Soft-Ground
 Do Population : No
 Do Locations : Yes
 Do Standard : No
 Do Detailed : No

Compute System Metrics:

DNL : No
 CNEL : Yes
 LAEQ : No
 LAEQD : No
 LAEQN : No
 SEL : No
 LAMAX : No
 TALA : No
 NEF : No
 WECPNL : No
 EPNL : No
 PNLTM : No
 TAPNL : No
 CEXP : No
 LCMAX : No
 TALC : No

SCENARIO GRID DEFINITIONS

Name	Type	X(nmi)	Y(nmi)	Ang(deg)	DisI(nmi)	DisJ(nmi)	NI	NJ	Thrsh
dAmb (hr)									
CONTOUR	Contour	-8.0000	-8.0000	0.0	16.0000	15.9999	2	2	85.0
0.0 0.00									
LOCATION	Location	0.0000	0.0000	0.0	0.0000	0.0001	1	1	85.0
0.0 0.00									

report

INM 7.0d SCENARIO RUN OUTPUT REPORT 09-May-14 11:10

STUDY: C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\

Created : 01-Apr-13 14:48
Units : English
Airport :
Description :
Your description

SCENARIO: REACH CNEL

Created : 02-Apr-13 10:12
Description :

Last Run : 08-May-14 10:55
Run Duration : 000:00:00

STUDY AIRPORT

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Elevation : 39.0 ft

CASES RUN:

CASENAME: REACH Case

Temperature : 63.1 F
Pressure : 29.92 in-Hg
Averagewind : 16.0 kt
ChangenPD : No

STUDY RUNWAYS

CASENAME: REACH Case

Rwywind : 16.0 kt

STUDY HELIPADS

REACH

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Xcoord : -0.0000 nmi
Ycoord : 0.0000 nmi

LOCATION	POINTS	METRIC
0	1	51.6
1	2	50.9
2	3	54.9
3	4	45.3
4	5	49.5

flight

INM 7.0d

HEADER DATA

case_id = C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\REACH
SEL\REACH CASE
aprt_lat = 33.211583 deg
aprt_long = -117.354167 deg
aprt_elev = 39.00 feet MSL
aprt_temp = 63.10 degF
aprt_press = 29.92 in-Hg
aprt_humidity = 70.0 %
rs_refine = 8
rs_tolcr = 0.25 dB or minutes
min_level = 55.0 dB or minutes
max_level = 85.0 dB or minutes
run_type = S (Single,AmbientScreening,Audibility)
metric_id = SEL
fq_type = A (A-weighted,C-weighted,Perceived)
metric_type = E (Exposure,MaxLevel,TimeAbove)
metric_weight = 1.00, 1.00, 1.00 (flight multipliers)
metric_time = 0.00 dB
modify_npd = 0 (0=no,1=yes)
do_terrain = N
nodata_terrain_elev = -9999
ground_type = S (Soft,Hard,File,None)
terrain_dir =
ground_file =
ambient_file =
spectra_file =
boundary_file =
do_contours = N
do_standard_grids = 0 (0=no,1=yes)
do_detailed_grids = 0 (0=no,1=yes)
do_100_percent = 0 (0=no,1=yes)
use_boundary_file = N
do_metrics = 0, 0, 0, 0, 0, 1, 0, 0, 0, 0, 0, 0, 0, 0, 0
numb_ngroup = 0
numb_noise = 0
numb_apln_ops = 0
numb_helo = 1
numb_helo_ops = 4
numb_grid = 1
numb_pop_pts = 0
numb_loc_pts = 5
numb_scr_pts = 0

AIRPLANE NOISE (index, id, fq_type, thrust, op_type, 10 SEL/EPNL @ 160 kt, 10 LAMAX/PNLTM)

AIRPLANE OPERATIONS

HELICOPTER NOISE

0

helo_id = A109
helo_index = 0
rotor_diam = 36.1 feet
rotor_rpm = 385 rpm
ref_weight = 5730 pounds
ref_speeds = 60.0, 60.0, 116.0 knots (approach,depart,level)
b_left = -0.10, 46.30, 249.37
b_center = 0.10, 53.26, 318.98
b_right = 0.65, 53.98, 746.90
spect_nums = 217, 115, 301 (approach,depart,level)
numb_npd_a = 32 (fq_type=A, npd_index, side_type, 10 SEL, 10 LAMAX)
A 0 L 97.3 93.8 91.4 88.6 84.0 78.6 74.5 69.9 65.6 61.2
91.3 85.4 81.5 77.2 70.2 62.5 56.9 50.7 44.8 38.9
A 0 C 99.5 96.2 93.8 91.3 87.0 81.8 77.8 72.9 68.6 63.9

	flight									
A 0 R	93.5	87.8	83.9	79.9	73.2	65.7	60.2	53.7	47.8	41.6
	98.5	95.1	92.7	90.1	85.8	81.0	77.0	72.2	67.9	63.3
A 1 L	92.5	86.7	82.8	78.7	72.0	64.9	59.4	53.0	47.1	41.0
	96.3	92.8	90.3	87.6	83.0	77.5	73.3	68.2	63.7	58.8
A 1 C	90.3	84.4	80.4	76.2	69.2	61.4	55.7	49.0	42.9	36.5
	93.7	90.1	87.6	84.8	79.9	74.2	69.7	64.6	59.9	54.9
A 1 R	87.7	81.7	77.7	73.4	66.1	58.1	52.1	45.4	39.1	32.6
	95.1	91.6	89.0	86.3	81.7	76.2	72.0	67.1	62.7	57.9
A 2 L	89.1	83.2	79.1	74.9	67.9	60.1	54.4	47.9	41.9	35.6
	94.1	90.4	87.7	84.8	79.6	73.5	69.0	63.7	58.9	53.8
A 2 C	90.9	84.9	80.7	76.2	68.7	60.3	54.2	47.4	41.0	34.4
	92.9	89.3	86.7	83.9	79.0	73.2	68.8	63.7	59.1	54.1
A 2 R	89.7	83.8	79.7	75.3	68.1	60.0	54.0	47.4	41.2	34.7
	92.3	88.4	85.7	82.8	77.8	71.9	67.5	62.3	57.6	52.6
A 3 S	89.1	82.9	78.7	74.2	66.9	58.7	52.7	46.0	39.7	33.2
	66.3	59.3	54.8	50.2	43.3	36.3	31.5	27.2	22.5	18.1
A 4 S	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
	66.3	59.3	54.8	50.2	43.3	36.3	31.5	27.2	22.5	18.1
A 5 S	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 6 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 7 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 8 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 9 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 10 S	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	83.4	76.4	71.9	67.3	60.4	53.4	48.6	44.3	39.6	35.2
A 11 L	83.3	76.0	71.3	66.5	59.3	52.0	47.0	42.5	37.6	33.0
	97.3	93.8	91.4	88.6	84.0	78.6	74.5	69.9	65.6	61.2
A 11 C	91.3	85.4	81.5	77.2	70.2	62.5	56.9	50.7	44.8	38.9
	99.5	96.2	93.8	91.3	87.0	81.8	77.8	72.9	68.6	63.9
A 11 R	93.5	87.8	83.9	79.9	73.2	65.7	60.2	53.7	47.8	41.6
	98.5	95.1	92.7	90.1	85.8	81.0	77.0	72.2	67.9	63.3
A 12 L	92.5	86.7	82.8	78.7	72.0	64.9	59.4	53.0	47.1	41.0
	97.3	93.8	91.4	88.6	84.0	78.6	74.5	69.9	65.6	61.2
A 12 C	91.3	85.4	81.5	77.2	70.2	62.5	56.9	50.7	44.8	38.9
	99.5	96.2	93.8	91.3	87.0	81.8	77.8	72.9	68.6	63.9
A 12 R	93.5	87.8	83.9	79.9	73.2	65.7	60.2	53.7	47.8	41.6
	98.5	95.1	92.7	90.1	85.8	81.0	77.0	72.2	67.9	63.3
A 13 L	92.5	86.7	82.8	78.7	72.0	64.9	59.4	53.0	47.1	41.0
	96.3	92.8	90.3	87.6	83.0	77.5	73.3	68.2	63.7	58.8
A 13 C	90.3	84.4	80.4	76.2	69.2	61.4	55.7	49.0	42.9	36.5
	93.7	90.1	87.6	84.8	79.9	74.2	69.7	64.6	59.9	54.9
A 13 R	87.7	81.7	77.7	73.4	66.1	58.1	52.1	45.4	39.1	32.6
	95.1	91.6	89.0	86.3	81.7	76.2	72.0	67.1	62.7	57.9
A 14 L	89.1	83.2	79.1	74.9	67.9	60.1	54.4	47.9	41.9	35.6
	96.3	92.8	90.3	87.6	83.0	77.5	73.3	68.2	63.7	58.8
A 14 C	90.3	84.4	80.4	76.2	69.2	61.4	55.7	49.0	42.9	36.5
	93.7	90.1	87.6	84.8	79.9	74.2	69.7	64.6	59.9	54.9
A 14 R	87.7	81.7	77.7	73.4	66.1	58.1	52.1	45.4	39.1	32.6
	95.1	91.6	89.0	86.3	81.7	76.2	72.0	67.1	62.7	57.9
A 15 L	89.1	83.2	79.1	74.9	67.9	60.1	54.4	47.9	41.9	35.6
	69.4	64.4	61.2	58.0	53.1	48.1	44.7	41.7	38.4	35.3
A 15 C	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9
	69.4	64.4	61.2	58.0	53.1	48.1	44.7	41.7	38.4	35.3
A 15 R	66.2	58.9	54.2	49.4	42.2	34.9	29.9	25.4	20.5	15.9

numb_npd_p = 0 (fq_type=P, npd_index, side_type, 10 EPNL, 10 PNLTM)
numb_direc = 8 (ground_type, op_mode, dB @ -180 to +180 deg in 15-deg increments)

		flight											
0.0	H	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	H	H	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	H	I	-2.6	-1.1	0.9	2.6	3.3	2.5	0.5	-2.0	-3.6	-3.6	-2.2
-0.6	H	J	-0.9	-2.4	-3.1	-2.2	0.0	2.2	2.9	2.0	-0.1	-2.1	-3.1
0.0	H	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	H	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	S	I	-3.8	-5.1	-4.0	-1.9	-0.1	1.1	1.9	2.4	2.1	0.5	-2.1
-3.9	S	J	-1.0	1.7	2.2	-0.1	-3.3	-4.8	-3.2	0.2	2.7	2.2	-0.7
0.0	S	G	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HELICOPTER OPERATIONS

0

helo_id = A109
 helo_index = 0
 op_type = A (A=app,D=dep,T=taxi,v=ovf)
 weight = 5730 pounds
 numb_ops = 0.9300, 0.2700, 0.1300 (day,eve,ngt)
 flt_path = A-REACH-1-0-STANDARD-1
 use_dirac = 1 (0=no,1=yes)
 numb_segs = 13

seg	start-x	start-y	start-z	unit-x	unit-y	unit-z	length	speed	d.spd
0	93264.7	35801.0	1000.0	-0.9336	-0.3584	0.0000	87250.0	116.0	0.0
445.6	249 2	4533.4	1000.0	-0.9336	-0.3584	0.0000	2020.2	116.0	-18.7
11.2	249 11	3809.4	1000.0	-0.9336	-0.3584	-0.0000	1666.7	97.3	-18.7
11.2	249 11	8367.8	1000.0	-0.9336	-0.3584	0.0000	1313.1	78.7	-18.7
11.2	249 11	7141.9	1000.0	-0.9286	-0.3564	-0.1036	4826.0	60.0	0.0
47.7	249 0	2660.7	500.0	-0.9203	-0.3533	-0.1678	302.3	60.0	-3.2
3.1	249 12	2382.5	914.5	-0.9203	-0.3533	-0.1678	1438.1	56.8	-18.9
18.0	249 12	1058.9	406.5	-0.9203	-0.3533	-0.1678	862.9	37.9	-18.9
18.0	249 12	264.7	101.6	-0.9203	-0.3533	-0.1678	287.6	18.9	-18.9
18.0	249 12	0.0	15.0	0.0000	0.0000	-1.0000	15.0	0.0	0.0
1.5	249 9	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0
1.5	249 9	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0
30.0	249 4	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0
30.0	249 3	0.0	0.0	-0.9336	-0.3584	0.0000	0.0	0.0	0.0

1

flight

```

helo_id      = A109
helo_index   = 0
op_type      = A (A=app,D=dep,T=taxi,V=ovf)
weight       = 5730 pounds
numb_ops     = 0.1000, 0.0300, 0.0200 (day,eve,ngt)
flt_path     = A-REACH-2-0-STANDARD-1
use_direct   = 1 (0=no,1=yes)
numb_segs    = 19
seg  start-x  start-y  start-z  unit-x  unit-y  unit-z  length  speed  d.spd
time head npd
0 -94738.2 -27592.2 1000.0 0.9563 0.2924 0.0000 87250.0 116.0 0.0
445.6 073 2
1 -11300.6 -2082.8 1000.0 0.9563 0.2924 0.0000 2020.2 116.0 -18.7
11.2 073 11
2 -9368.6 -1492.2 1000.0 0.9563 0.2924 -0.0000 1666.7 97.3 -18.7
11.2 073 11
3 -7774.8 -1004.9 1000.0 0.9563 0.2924 0.0000 1313.1 78.7 -18.7
11.2 073 11
4 -6519.1 -621.0 1000.0 0.9512 0.2908 -0.1036 3289.1 60.0 0.0
32.5 073 0
5 -3390.6 335.5 659.2 0.9512 0.2908 -0.1036 1536.9 60.0 0.0
15.2 073 0
6 -1928.8 782.4 500.0 0.9428 0.2882 -0.1678 1161.3 60.0 -13.6
12.9 073 12
7 -833.9 1117.2 305.2 0.9724 0.1619 -0.1678 203.7 46.4 -2.8
2.7 081 12
8 -635.8 1150.1 271.0 0.9673 -0.1901 -0.1678 203.7 43.6 -3.0
2.9 101 12
9 -438.8 1111.4 236.8 0.8844 -0.4355 -0.1678 203.7 40.6 -3.3
3.1 116 12
10 -258.6 1022.7 202.6 0.6750 -0.7185 -0.1678 203.7 37.3 -3.6
3.4 137 12
11 -121.0 876.3 168.5 0.4646 -0.8695 -0.1678 203.7 33.7 -4.0
3.8 152 12
12 -26.4 699.2 134.3 0.1295 -0.9773 -0.1678 203.7 29.8 -4.6
4.4 172 12
13 0.0 500.1 100.1 -0.0000 -0.9858 -0.1678 380.4 25.1 -12.6
12.0 180 12
14 0.0 125.0 36.3 -0.0000 -0.9858 -0.1678 126.8 12.6 -12.6
12.0 180 12
15 0.0 0.0 15.0 0.0000 0.0000 -1.0000 15.0 0.0 0.0
1.5 000 9
16 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
1.5 000 9
17 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 4
18 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 3

```

```

2
helo_id      = A109
helo_index   = 0
op_type      = D (A=app,D=dep,T=taxi,V=ovf)
weight       = 5730 pounds
numb_ops     = 0.9300, 0.2700, 0.1300 (day,eve,ngt)
flt_path     = D-REACH-1-0-STANDARD-1
use_direct   = 1 (0=no,1=yes)
numb_segs    = 22
seg  start-x  start-y  start-z  unit-x  unit-y  unit-z  length  speed  d.spd
time head npd
0 -0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 3
1 0.0 0.0 0.0 0.0000 1.0000 0.0000 0.0 0.0 0.0
30.0 000 4

```

flight									
2	0.0	0.0	0.0	0.0000	0.0000	1.0000	15.0	0.0	0.0
1.5 000 7	0.0	0.0	15.0	0.0000	1.0000	0.0000	0.0	0.0	0.0
1.5 000 7	0.0	0.0	15.0	0.0000	1.0000	0.0000	25.0	0.0	15.0
2.0 000 13	0.0	25.0	15.0	0.0000	1.0000	0.0000	75.0	15.0	15.0
2.0 000 13	0.0	100.0	15.0	0.0000	0.9996	0.0300	170.4	30.0	12.7
2.8 000 14	0.0	270.4	20.1	0.0000	0.9996	0.0300	229.8	42.7	12.7
2.8 000 14	0.0	500.1	27.0	-0.1313	0.9909	0.0300	100.0	55.3	4.7
1.0 352 14	-13.1	599.1	30.0	-0.1266	0.9553	0.2671	104.7	60.0	0.0
1.0 352 1	-26.4	699.2	58.0	-0.4542	0.8499	0.2671	208.4	60.0	0.0
2.1 332 1	-121.0	876.3	113.6	-0.6599	0.7023	0.2671	208.4	60.0	0.0
2.1 317 1	-258.6	1022.7	169.3	-0.8646	0.4257	0.2671	208.4	60.0	0.0
2.1 296 1	-438.8	1111.4	225.0	-0.9456	0.1858	0.2671	208.4	60.0	0.0
2.1 281 1	-635.8	1150.1	280.6	-0.9506	-0.1583	0.2671	208.4	60.0	0.0
2.1 261 1	-833.9	1117.2	336.3	-0.9216	-0.2818	0.2671	2485.1	60.0	0.0
24.5 253 1	-3124.2	417.0	1000.0	-0.9563	-0.2924	-0.0000	278.6	60.0	7.7
2.6 253 13	-3390.6	335.5	1000.0	-0.9563	-0.2924	0.0000	693.1	67.7	16.1
5.4 253 13	-4053.4	132.9	1000.0	-0.9563	-0.2924	0.0000	840.5	83.8	16.1
5.4 253 13	-4857.1	-112.9	1000.0	-0.9563	-0.2924	0.0000	987.9	99.9	16.1
5.4 253 13	-5801.8	-401.7	1000.0	-0.9563	-0.2924	0.0000	93100.0	116.0	0.0
475.5 253 2	-94833.8	-27621.5	1000.0	-0.9563	-0.2924	0.0000	1.0	116.0	0.0
0.0 253 2									

3									
helo_id	=	A109							
helo_index	=	0							
op_type	=	D (A=app,D=dep,T=taxi,V=ovf)							
weight	=	5730 pounds							
numb_ops	=	0.1000, 0.0300, 0.0200 (day,eve,ngt)							
flt_path	=	D-REACH-2-0-STANDARD-1							
use_dirac	=	1 (0=no,1=yes)							
numb_segs	=	15							
seg	start-x	start-y	start-z	unit-x	unit-y	unit-z	length	speed	d.spd
time head npd									
0	-0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
30.0 069 3	0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
1	0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
30.0 069 4	0.0	0.0	0.0	0.0000	0.0000	1.0000	15.0	0.0	0.0
2	0.0	0.0	0.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
1.5 069 7	0.0	0.0	15.0	0.9336	0.3584	0.0000	0.0	0.0	0.0
3	0.0	0.0	15.0	0.9336	0.3584	0.0000	25.0	0.0	15.0
1.5 069 7	0.0	9.0	15.0	0.9336	0.3584	0.0000	75.0	15.0	15.0
4	0.0								
2.0 069 13									
5	23.3								
2.0 069 13									

flight										
6	93.4	35.8	15.0	0.9332	0.3582	0.0300	208.4	30.0	15.0	
3.3	069 14									
7	287.9	110.5	21.3	0.9332	0.3582	0.0300	291.8	45.0	15.0	
3.3	069 14									
8	560.1	215.0	30.0	0.8997	0.3454	0.2671	2025.5	60.0	0.0	
20.0	069 1									
9	2382.5	914.5	571.0	0.8997	0.3454	0.2671	1606.4	60.0	0.0	
15.9	069 1									
10	3827.7	1469.3	1000.0	0.9336	0.3584	0.0000	735.4	60.0	18.7	
6.3	069 13									
11	4514.2	1732.8	1000.0	0.9336	0.3584	0.0000	933.3	78.7	18.7	
6.3	069 13									
12	5385.5	2067.3	1000.0	0.9336	0.3584	0.0000	1131.3	97.3	18.7	
6.3	069 13									
13	6441.7	2472.7	1000.0	0.9336	0.3584	0.0000	93100.0	116.0	0.0	
475.5	069 2									
14	93358.0	35836.8	1000.0	0.9336	0.3584	0.0000	1.0	116.0	0.0	

GRID POINTS

0

```

grid_id      = LOCATION
grid_type    = L (Contour,Standard,Detailed,Population,Location)
origin       = 0.0, 0.0 feet
angle        = 0.0 deg, counterclockwise from x axis
delta_i,j    = 0.0, 0.6 feet
numb_i,j     = 1, 1
ta_thresh    = 85.0 dB
do_ambient   = 0 (0=no,1=yes)
delta_amb    = 0.0 dB
do_percent   = 0 (0=no,1=yes)
ref_time     = 24.00 hours
i            j            x (ft)      y (ft)
0            0            0.0        0.0

```

POPULATION POINTS

LOCATION POINTS

0	1	1838.5	975.6	33.0
1	2	-37.6	-585.1	55.0
2	3	-172.8	-397.3	43.0
3	4	-1524.2	71.4	231.0
4	5	1077.9	-182.6	42.0

SCREENING POINTS

report

INM 7.0d SCENARIO RUN INPUT REPORT 09-May-14 11:04

STUDY: C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\

Created : 01-Apr-13 14:48
Units : English
Airport :
Description :
Your description

SCENARIO: REACH SEL

Created : 02-Apr-13 10:13
Description :

Last Run : 08-May-14 14:05
Run Duration : 000:00:01

STUDY AIRPORT

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Elevation : 39.0 ft

CASES RUN:

CASENAME: REACH Case

Temperature : 63.1 F
Pressure : 29.92 in-Hg
Averagewind : 16.0 kt
ChangeNPD : No

STUDY RUNWAYS

CASENAME: REACH Case

Rwywind : 16.0 kt

STUDY HELIPADS

REACH
Latitude : 33.211583 deg
Longitude : -117.354167 deg
Xcoord : -0.0000 nmi
Ycoord : 0.0000 nmi

STUDY TRACKS

RwyId-OpType-TrkId	Sub	PctSub	TrkType	Delta(ft)
REACH-APP-1	0	100.00	Vectors	249.0
REACH-APP-2	0	100.00	Vectors	180.0
REACH-DEP-1	0	100.00	Vectors	0.0
REACH-DEP-2	0	100.00	Vectors	69.0

STUDY TRACK DETAIL

RwyId-OpType-TrkId-SubTrk	#	SegType	Dist/Angle	Radius(nmi)
REACH-APP-1-0	1	Straight	0.4200 nmi	
REACH-APP-2-0				

			report	
1	Straight	0.4400	nmi	
2	Right-Turn	107.0000	deg	0.1062
3	Straight	0.0823	nmi	
REACH-DEP-1-0				
1	Straight	0.0823	nmi	
2	Left-Turn	107.0000	deg	0.1062
3	Straight	0.4400	nmi	
REACH-DEP-2-0				
1	Straight	0.4200	nmi	

AIRCRAFT GROUP ASSIGNMENTS

AcftId	GroupId	AcftType
A109	A109 GROUP	Helicopter

STUDY AIRPLANES

STUDY SUBSTITUTION AIRPLANES

USER-DEFINED NOISE CURVES

USER-DEFINED METRICS

USER-DEFINED PROFILE IDENTIFIERS

USER-DEFINED PROCEDURAL PROFILES

USER-DEFINED FIXED-POINT PROFILES

USER-DEFINED FLAP COEFFICIENTS

USER-DEFINED JET THRUST COEFFICIENTS

USER-DEFINED PROP THRUST COEFFICIENTS

USER-DEFINED GENERAL THRUST COEFFICIENTS

STUDY MILITARY AIRPLANES

USER-DEFINED MILITARY NOISE CURVES

USER-DEFINED MILITARY PROFILE IDENTIFIERS

USER-DEFINED MILITARY FIXED-POINT PROFILES

STUDY HELICOPTERS

A109 Standard data

USER-DEFINED HELICOPTER PROFILE IDENTIFIERS

USER-DEFINED HELICOPTER PROCEDURAL PROFILES

USER-DEFINED HELICOPTER NOISE CURVES

USER-DEFINED HELICOPTER DIRECTIVITY

report

CASE FLIGHT OPERATIONS - [REACH Case]

Acft	Op	Profile	Stg	Rwy	Track	Sub	Group	Day
Evening	Night							
A109	APP	STANDARD	1	REACH	1	0	A109 GROUP	0.9300
0.2700	0.1300							
A109	APP	STANDARD	1	REACH	2	0	A109 GROUP	0.1000
0.0300	0.0200							
A109	DEP	STANDARD	1	REACH	1	0	A109 GROUP	0.9300
0.2700	0.1300							
A109	DEP	STANDARD	1	REACH	2	0	A109 GROUP	0.1000
0.0300	0.0200							

CASE RUNUP OPERATIONS - [REACH Case]

SCENARIO RUN OPTIONS

Run Type : Single-Metric
 NoiseMetric : SEL
 Do Terrain : No Terrain
 Do Contour : No Contours
 Ground Type : All-Soft-Ground
 Do Population : No
 Do Locations : Yes
 Do Standard : No
 Do Detailed : No

Compute System Metrics:

DNL : No
 CNEL : No
 LAEQ : No
 LAEQD : No
 LAEQN : No
 SEL : Yes
 LAMAX : No
 TALA : No
 NEF : No
 WECPNL : No
 EPNL : No
 PNLTM : No
 TAPNL : No
 CEXP : No
 LCMAX : No
 TALC : No

SCENARIO GRID DEFINITIONS

Name	Type	X(nmi)	Y(nmi)	Ang(deg)	DisI(nmi)	DisJ(nmi)	NI	NJ	Thrsh
dAmb (hr)									
CONTOUR	Contour	-8.0000	-8.0000	0.0	16.0000	15.9999	2	2	85.0
0.0 0.00									
LOCATION	Location	0.0000	0.0000	0.0	0.0000	0.0001	1	1	85.0
0.0 0.00									

report

INM 7.0d SCENARIO RUN OUTPUT REPORT 09-May-14 11:04

STUDY: C:\HELIPLANNERS\REACH\HELIPLANNERS REACH 5-8-2014\

Created : 01-Apr-13 14:48
Units : English
Airport :
Description :
Your description

SCENARIO: REACH SEL

Created : 02-Apr-13 10:13
Description :

Last Run : 08-May-14 14:05
Run Duration : 000:00:01

STUDY AIRPORT

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Elevation : 39.0 ft

CASES RUN:

CASENAME: REACH Case

Temperature : 63.1 F
Pressure : 29.92 in-Hg
Averagewind : 16.0 kt
ChangenPD : No

STUDY RUNWAYS

CASENAME: REACH Case

Rwywind : 16.0 kt

STUDY HELIPADS

REACH

Latitude : 33.211583 deg
Longitude : -117.354167 deg
Xcoord : -0.0000 nmi
Ycoord : 0.0000 nmi

LOCATION	POINTS	METRIC
0	1	97.4
1	2	96.6
2	3	100.6
3	4	90.9
4	5	95.3



Local Data Search

Search State, County, City, Zip Code, or Area Code

[USA.com](#) / [California](#) / [San Diego County](#) / [Oceanside, CA](#) / [Weather](#)

Oceanside, CA

- Basic Information
- Population and Races
- Income and Careers
- Housing
- School District
- Public Schools
- Private Schools
- Public Library
- Crime and Crime Rate
- Weather**
- Natural Disasters & Extremes
- Air Quality
- Environmental Watch
- Zip Code and Maps
- Government

Oceanside, CA Weather

Basic Info Population/Races Income/Careers Housing Education Crime/Crime Rate Others

Weather | Natural Extremes | Air Quality | Environmental Watch | Zip Codes | Government

The average temperature of Oceanside is 63.14°F, which is higher than the California average temperature of 61.17°F and is much higher than the national average temperature of 54.45°F.

Topics:

- [Heating Cost Index](#)
- [Cooling Cost Index](#)
- [Historical Temperature](#)
- [Historical Precipitation](#)
- [Historical Snow](#)
- [Historical Humidity](#)
- [Historical Wind Speed](#)

Hot Rankings

- [Fastest / Slowest](#) Growing Cities Nearby
- [Best / Worst](#) Cities by Crime Rate Nearby
- [Richest / Poorest](#) Cities by Income Nearby
- [Expensive / Cheapest](#) Homes Nearby
- [Most / Least](#) Educated Cities Nearby
- [Fastest / Slowest](#) Growing Cities in CA
- [High / Low](#) CA Cities by Males Employed
- [High / Low](#) CA Cities by Females Employed
- [Best / Worst](#) Cities by Crime Rate in CA
- [Richest / Poorest](#) Cities by Income in CA
- [Expensive / Cheapest](#) Homes by City in CA
- [Most / Least](#) Educated Cities in CA

Historical Weather

Heating Cost Index, #193

Oceanside, CA	17.33		
California	61.47		
U.S.		212.91	

Cooling Cost Index, #392

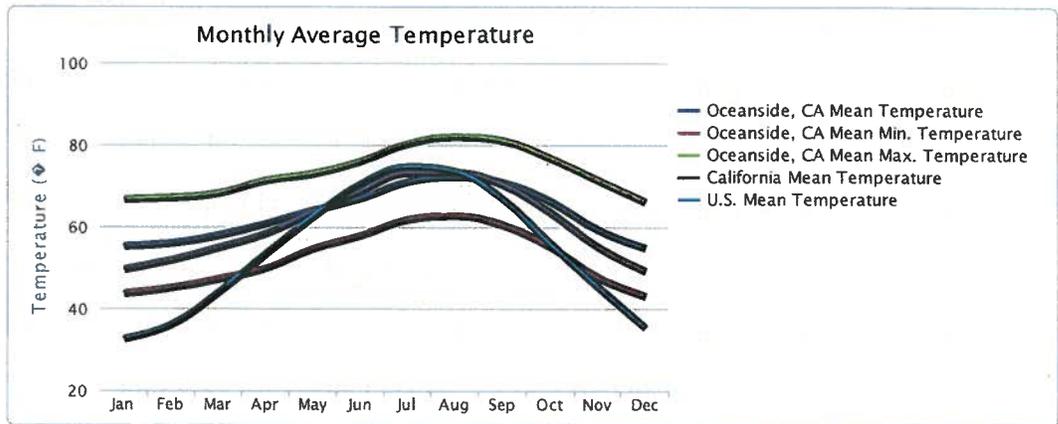
Oceanside, CA	70.31		
California		167.34	
U.S.		139.42	

The Heating Cost Index and the Cooling Cost Index are indicators of the relative heating and cooling cost of an area. They were calculated based on the average temperature and duration of the hot and cold days for the area. Please note, the actual heating cost and cooling cost are also dependent on other factors specific to individual residences such as the size of the house, the insulation condition, and the equipment efficiency, etc.

Average Temperature

Annual Average Temperature, #472

Oceanside, CA	63.1 °F
California	61.2 °F
U.S.	54.5 °F



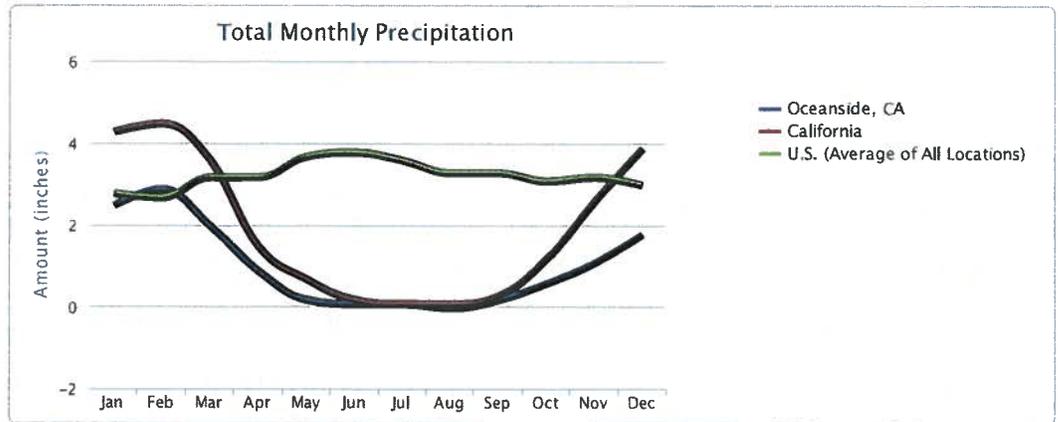
Ranks: Average Max. Temperature: #909, Average Min. Temperature: #226

Precipitation

Average Annual Precipitation, #1553

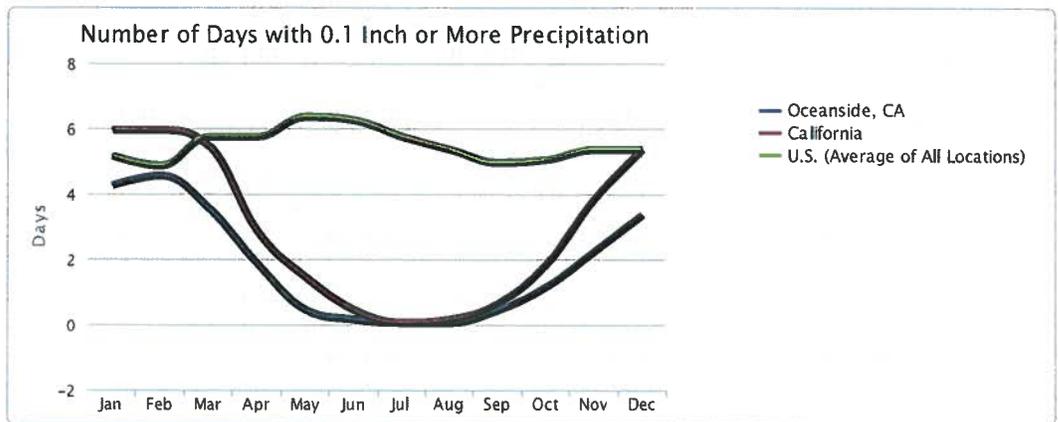
Oceanside, CA	12.50 inches
California	22.97 inches
U.S.	38.67 inches

Oceanside, CA Weather



Average Number of Days with 0.1 Inch or More Precipitation in a Year (this gives an indication of the number of days in a year that it is useful to have an umbrella), #1533

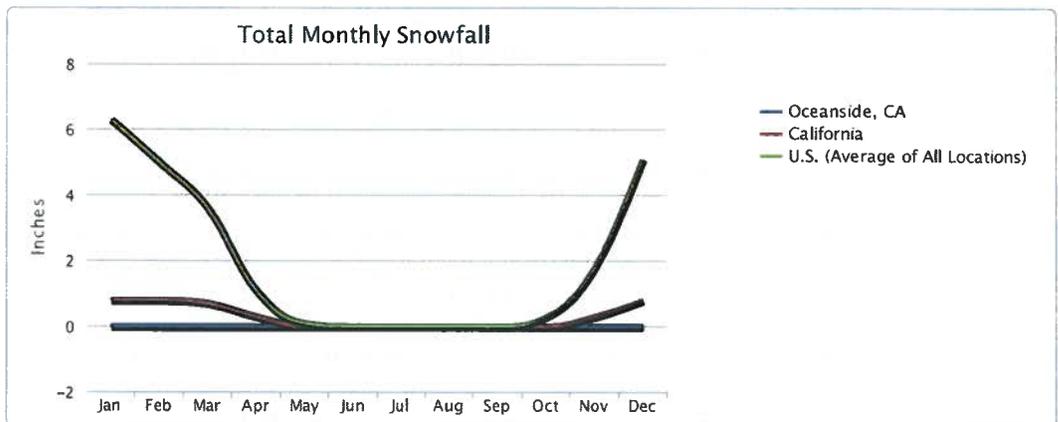
Oceanside, CA	22.80 days
California	34.63 days
U.S.	66.51 days



Snow

Average Annual Snowfall, #1192

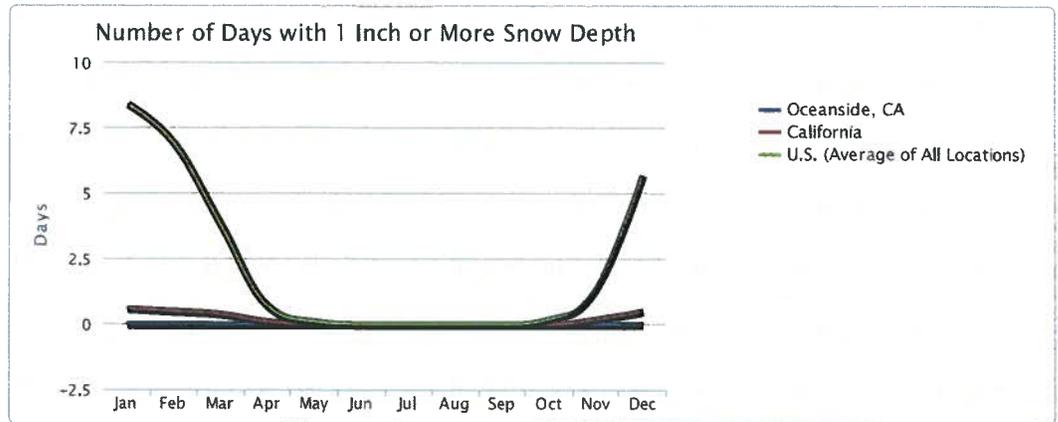
Oceanside, CA	0.00 inches
California	3.76 inches
U.S.	23.27 inches



Average Number of Days with 1 Inch or More Snow Depth in a Year, #868

Oceanside, CA	0.00 days
California	2.28 days
U.S.	27.17 days

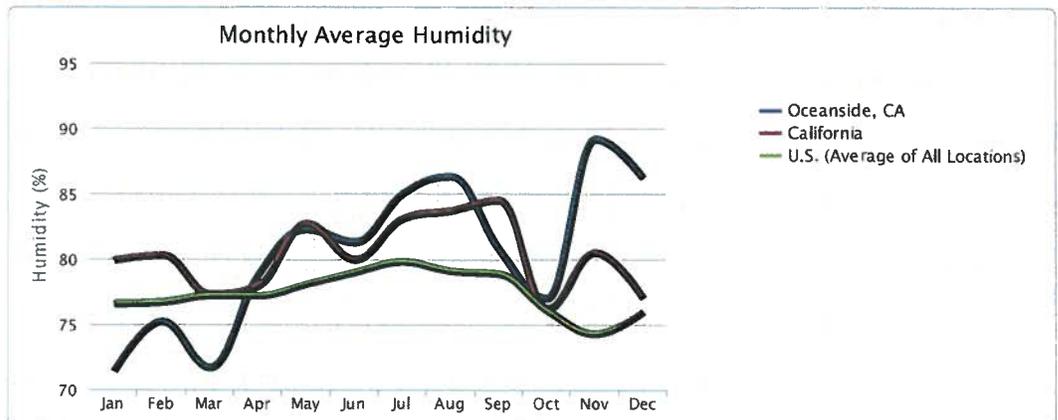
Oceanside, CA Weather



Humidity

Annual Average Humidity, #981

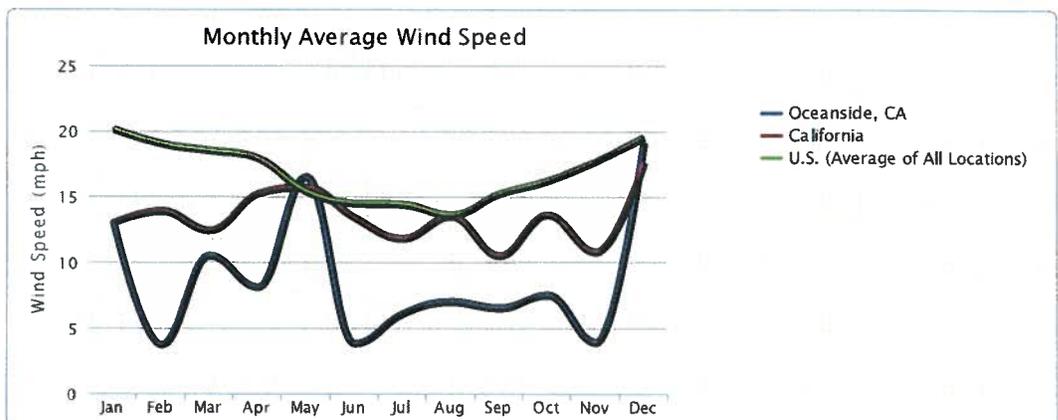
Oceanside, CA	80.52%
California	80.36%
U.S.	77.52%



Wind Speed

Annual Average Wind Speed, #1727

Oceanside, CA	8.92 mph
California	13.54 mph
U.S.	16.93 mph



* The temperature, snow fall, and precipitation information on this page were calculated from the historical data of 18,000+ U.S. weather stations for the period of time from 1980 to 2010. The humidity and wind speed information were calculated from data from 15,000 worldwide stations for the period of time from 1980 to 2010.

5/9/2014

Oceanside, CA Weather

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**NOISE ASSESSMENT STUDY FOR THE
REACH HELIPORT PROJECT**

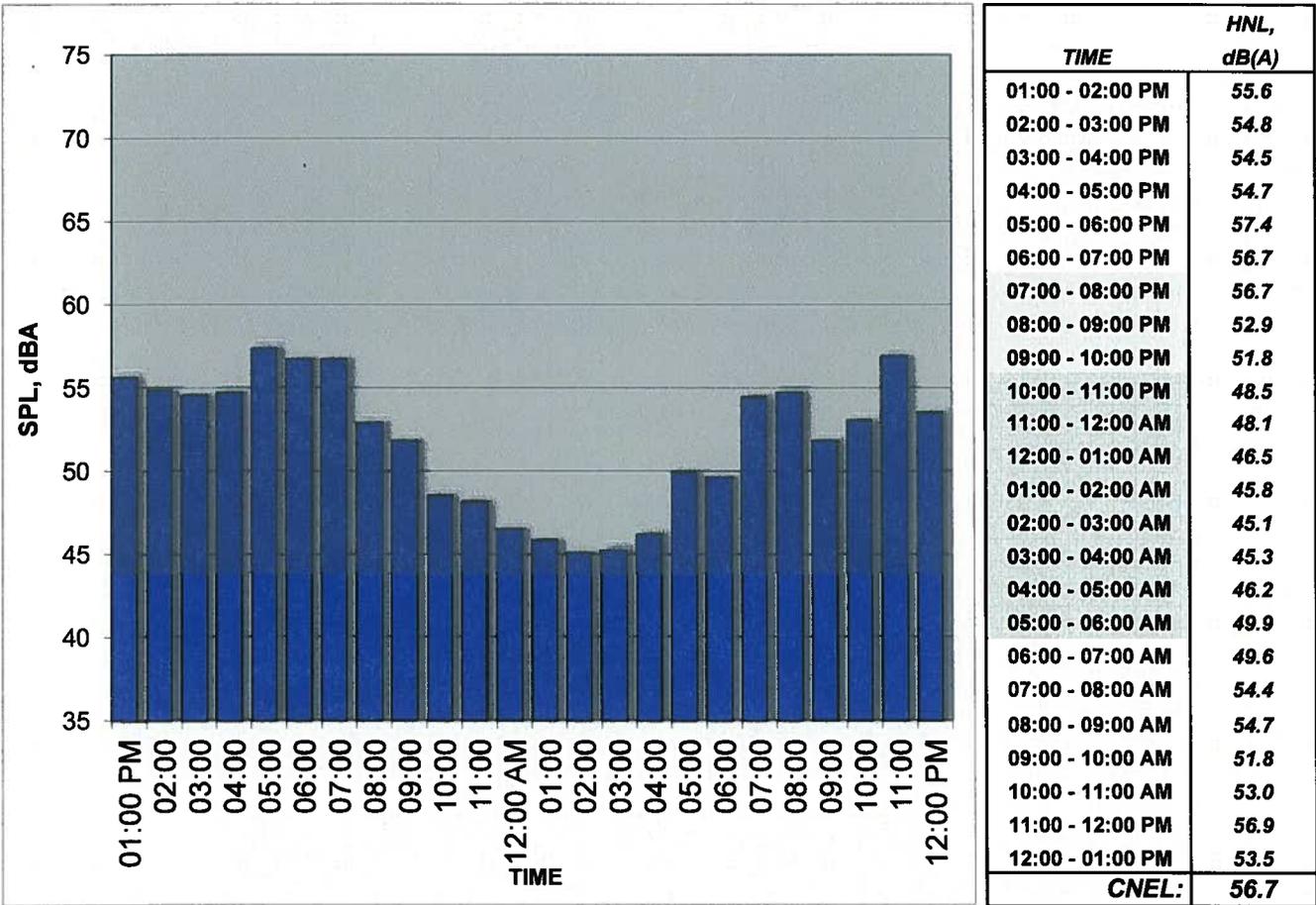


Noise Measurement Data

MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: Heliplanners- REACH
Address: 3212 Mission Ave (behind)
Location: R1
Noise Sources: Traffic, Commercial Center, Community Activity, Wildlife

Date: 3/25/13 - 3/26/13
Position:



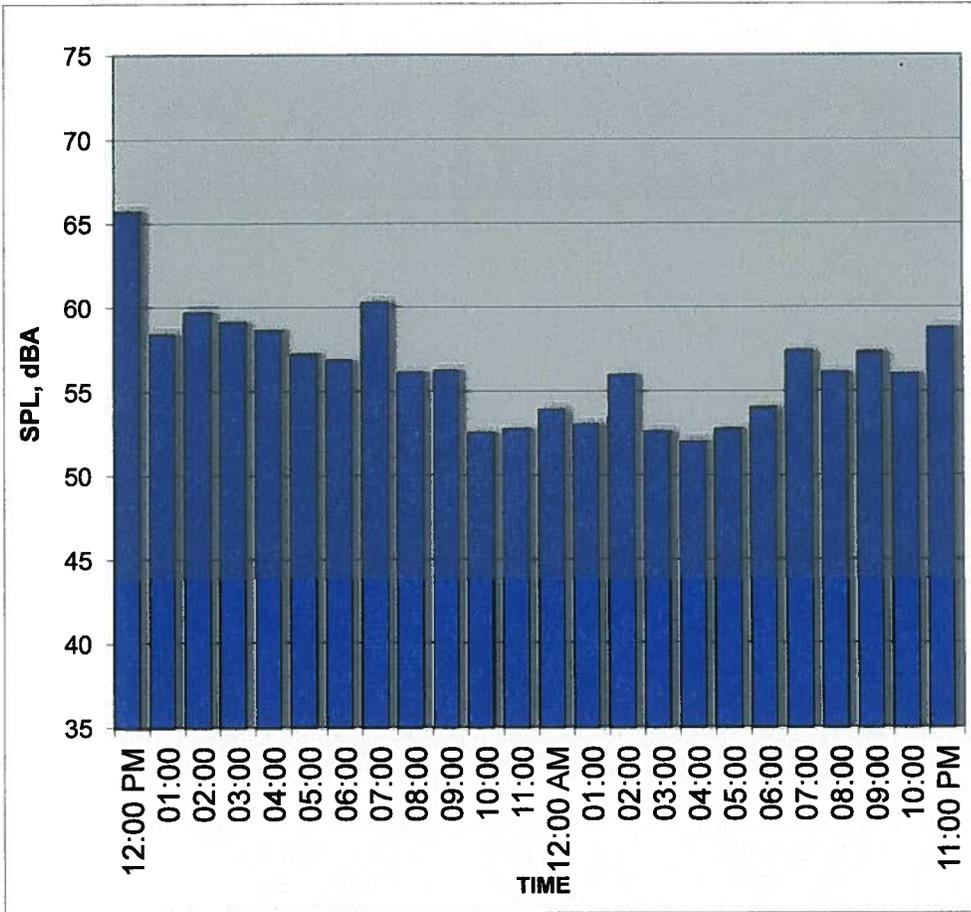
Notes:



MEASUREMENT DATA - HOURLY NOISE LEVELS

Project: Heliplanners- REACH
Address: 2876 Benet Road
Location: R2
Noise Sources: Community Activity, Traffic, Wildlife

Date: 3/20/2013 - 3/21/13
Position:



TIME	HNL, dB(A)
12:00 - 01:00 PM	65.7
01:00 - 02:00 PM	58.4
02:00 - 03:00 PM	59.7
03:00 - 04:00 PM	59.1
04:00 - 05:00 PM	58.6
05:00 - 06:00 PM	57.2
06:00 - 07:00 PM	56.8
07:00 - 08:00 PM	60.3
08:00 - 09:00 PM	56.1
09:00 - 10:00 PM	56.2
10:00 - 11:00 PM	52.5
11:00 - 12:00 AM	52.7
12:00 - 01:00 AM	53.9
01:00 - 02:00 AM	53.0
02:00 - 03:00 AM	55.9
03:00 - 04:00 AM	52.6
04:00 - 05:00 AM	52.0
05:00 - 06:00 AM	52.7
06:00 - 07:00 AM	54.0
07:00 - 08:00 AM	57.4
08:00 - 09:00 AM	56.1
09:00 - 10:00 AM	57.3
10:00 - 11:00 AM	56.0
11:00 - 12:00 PM	58.8
CNEL:	61.8

Notes:





Application for Discretionary Permit

Development Services Department / Planning Division
(760) 435-3520
Oceanside Civic Center 300 North Coast Highway
Oceanside, California 92054-2885

STAFF USE ONLY

ACCEPTED

12/17/13

BY

SN
JD

RECEIVED

DEC 17 2013

Please Print or Type All Information

HEARING

CITY OF OCEANSIDE
DEVELOPMENT SERVICES

PART I - APPLICANT INFORMATION

GPA

1. APPLICANT

REACH AIR MEDICAL SERVICES

2. STATUS

Lessee

MASTER/SP.PLAN

ZONE CH.

3. ADDRESS

451 Aviation Blvd #101
SANTA ROSA CA 95403

4. PHONE/FAX/E-mail

(707) 324-2400

TENT. MAP

PAR. MAP

5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing)

JIM WALKER, Facility Mgr.

DEV. PL.

D13-00017

C.U.P.

CUP13-00036

6. ADDRESS

Same

7. PHONE/FAX/E-mail

(707) 303-3652

VARIANCE

COASTAL

PART II - PROPERTY DESCRIPTION

O.H.P.A.C.

8. LOCATION

110 Jones Rd.

3652

9. SIZE

8024 S.F.

10. GENERAL PLAN

IL

11. ZONING

IL

12. LAND USE

L1

13. ASSESSOR'S PARCEL NUMBER

146-90-35

14. LATITUDE

33° 12' 42.20" N

15. LONGITUDE

117° 21' 14.74" W

PART III - PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION

CONDITIONAL use permit to construct & occupy an air ambulance helipad & base.

17. PROPOSED GENERAL PLAN

IL

18. PROPOSED ZONING

IL

19. PROPOSED LAND USE

L1

20. NO. UNITS

1

21. DENSITY

22. BUILDING SIZE

36x52'

23. PARKING SPACES

6

24. % LANDSCAPE

25. % LOT COVERAGE or FAR

PART IV - ATTACHMENTS

X

26. DESCRIPTION/JUSTIFICATION

X

27. LEGAL DESCRIPTION

X

28. TITLE REPORT

X

29. NOTIFICATION MAP & LABELS

X

30. ENVIRONMENTAL INFO FORM

X

31. PLOT PLANS

X

32. FLOOR PLANS AND ELEVATIONS

33. CERTIFICATION OF POSTING

34. OTHER (See attachment for required reports)

PART V - SIGNATURES

SIGNATURES FROM ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

35. APPLICANT OR REPRESENTATIVE (Print):

JIM WALKER

36. DATE

12/16/13

37. OWNER (Print)

38. DATE

Sign:

Sign:

- I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTANDING THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS.
- I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.

April 22, 2014

RECEIVED

DEC 15 2014

CITY OF OCEANSIDE
DEVELOPMENT SERVICES

Description & Justification

REACH / Oceanside Fire Heliport
110 Jones Road
Oceanside CA 92058

REACH Air Medical Services (REACH) proposes to construct and operate a heliport at the Oceanside Fire Department Training Facility, 110 Jones Road, Oceanside CA. This private heliport will be constructed for the exclusive use of REACH and for the benefit of the people of City of Oceanside and the surrounding areas. Currently, REACH is operating at the Oceanside Airport.

On August 7, 2013 City of Oceanside entered into an agreement with REACH to provide emergency air ambulance services (both scene response and hospital to hospital transfers) to critically-ill and injured patients. This program includes a three (3) person team – pilot & two (2) medics – available 24 hours a day, 7 days a week, 24 hours per day flying a twin-engine Eurocopter EC-135 aircraft.

As part of this agreement, the REACH will lease 8,024 S.F. of land at 110 Jones Road. REACH will develop the north-west edge of the property (APN 146-90-35) adjacent to Jones Road (west) and North County Transit District (north). REACH will construct a helipad, crew quarters, vehicle parking area, maintenance and fueling areas. REACH will also be required to obtain necessary local, state and federal permits. REACH has engaged an aviation consultant to help with obtaining necessary FAA and Caltrans Division of Aeronautics permits & approvals.

REACH Staff & Management Structure – REACH will operate from this site 24 hours a day, 365 days per year with a total crew of 16 people. A standard shift includes a team of three (3) – pilot and two medics. While the pilots operate on 12-hour shifts (AM/PM), the two (2) medical crew members operate on 24-hour shifts (AM change). An Aircraft Maintenance Technician (AMT) is on-call for a 24-hour shift. The base is managed by a General/Program Manager. This General Manager reports to a Regional Director of Service Delivery. In addition, REACH operates with a Regional Maintenance Manager and Assistant Chief Pilot for the AMT & pilot positions.

Site – The site is currently the Oceanside Fire Training Center and covered with AC pavement. Our plan is to thoroughly clean the existing pavement of soil, gravel and trash without adding additional pavement. All buildings and parking will be placed on existing pavement with the exception of the concrete helipad.

Crew Quarters & Parking – REACH operate from a 36' x 52', state approved modular building in the NW corner of the property (along the fence line on Jones Rd.). REACH will operate from this building much like a fire station and will be connected to all utilities – electric, water, sewer & telephone/internet – and will include sleeping/rest areas, day room, charting and office areas, a full kitchen, bath and laundry area. On-duty crews will park in a designated parking area adjacent to the crew quarters. REACH parking will not impact Oceanside Fire operations or current parking areas. This REACH base is not open to the general public and will not generate additional vehicle trips beyond current staff and occasional management visits.

Security – REACH is fortunate to operate this base inside a fenced & gated yard operated by Oceanside Fire. REACH will keep the helipad under 24-hour video surveillance. REACH may decide to install full security alarm system.

Landscaping – REACH engaged a local landscape architect to design a plan for the Jones Rd site. This landscaping will be located on the public side of the fence along Jones Road. REACH will maintain the approved landscaping per City requirements.

Helipad – REACH will saw cut and remove 34' x 34' of existing AC pavement, then construct a 6" thick concrete slab over Class II aggregate base with #3 rebar at 24" on center. This helipad has been designed to the FAA's Heliport Design advisory circular, AC 150-5390-2C, dated 4/24/2012. This advisory circular includes basic helicopter approach/departure paths, helipad layout, lighting and markings.

Helicopter Storage & Maintenance – our helicopter will be predominantly located on the helipad. The only time it will not be located on this pad is when out on a call or positioned at Oceanside Airport. REACH is leasing a hangar at the Oceanside Airport for major maintenance events or major weather events (i.e. lightning strikes or hail). REACH will perform daily aircraft safety inspections on the helipad. All major maintenance, repairs or aircraft inspections will occur at the Oceanside Airport or another REACH base equipped for such services.

Aircraft Fueling – REACH will refuel the aircraft on the helipad after every flight. REACH will maintain a mobile fuel pod/fueler at this site. This mobile fueler will carry less than 400 gallons of jet fuel when in use. REACH maintains this refueler per NFPA 407 Standards that include sufficient-sized spill kits and fire extinguishers. All personnel are trained on use of the refueler; and in case of spill, its cleanup. This pod will be stored at a location selected by Oceanside Fire and brought to the helicopter. It is anticipated this Department of Transportation approved fueler will be transported to the Oceanside Airport, under the direction of Oceanside Fire personnel 2-3 times per week (depending on flight volume).

Storage & Maintenance Buildings – REACH will maintain two (2) small buildings for aircraft services and operational storage. These buildings are approximately 8' x 10' and stand no taller than 10'. REACH will keep these building adjacent to the larger crew building.

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of San Diego, City of Oceanside and described as follows:

Parcel A:

The Northwest Quarter of the Northeast Quarter of Section 24, Township 11 South, Range 5 West, San Bernardino Base and Meridian, in the City of Oceanside, County of San Diego, State of California, according to United States Government Survey thereof.

Excepting therefrom that portion lying Westerly, Southwesterly, and Southerly of the Easterly, Southeasterly, and Northerly line of Jones Road, as dedicated to the public by Resolution No 66-61, recorded May 31, 1966 as Document No 89693 of Official Records, and the City of Oceanside Improvement Plans for Jones Road Extension, DWG No R-1084-A, as shown on Record of Survey Map No 13269, filed June 20, 1991 in the Office of the County Recorder of San Diego County.

Also excepting therefrom those portions granted to the North San Diego County Transit Development Board, a California Special District under the Constitution of the State of California in deeds recorded November 19, 1976 and September 25, 1985 as Instrument Nos. 76-389556 and 85-353620, respectively, both of Official Records.

Said property is also shown as "Remainder Pcl. 1" on Certificate of Compliance recorded February 2, 1991 as Instrument No. 91-046955 of Official Records.

Parcel B:

Lot 7 of Oceanside Industrial Subdivision, in the City of Oceanside, County of San Diego, State of California, according to Map thereof No 3748, filed in the Office of the County Recorder of San Diego County, November 15, 1957.

Excepting therefrom that portion granted to the North County Humane Society (formerly known as the Oceanside Humane Society), a California Corporation, in deed recorded February 2, 1991 as Instrument No 91-046956 and corrected June 7, 2010 as Instrument No 2010-0283468, both of Official Records.

APN: 146-090-35-00
(End of Legal Description)