



# TOWN OF APPLE VALLEY

## TOWN COUNCIL STAFF REPORT

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**To:** Honorable Mayor and Town Council      **Date:** December 12, 2017

**From:** Carol Miller, Assistant Director of  
Community Development      **Item No:** 12  
Planning Department

**Subject:** CONDITIONAL USE PERMIT NO. 2017-004

**T.M. Approval:** \_\_\_\_\_      **Budgeted Item:**  Yes  No  N/A

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### RECOMMENDED ACTION:

**Move to open the public hearing and take testimony.**

**Close the public hearing. Then:**

**Adopt** Town Council Resolution No. 2017-36, which: (1) approves CUP No. 2017-004 (St. Mary's Medical Center Helipad); and (2) adopts a Negative Declaration.

### SUMMARY:

At its September 20, 2017 meeting, the Planning Commission approved Conditional Use Permit No. 2017-004 and a Negative Declaration to allow the relocation of the St. Mary Medical Center helipad. California Public Utilities Code section 21661.5 requires Town Council approval of plans for construction of new helicopter landing and takeoff areas (helipad) as evidence of local approval. California Public Utilities Code section 21661.5(b) authorizes the Town Council to delegate its responsibility for the approval of plans for construction of new helipads to a planning agency, i.e. the Planning Commission. Caltrans has taken the position that the Town Council has not delegated the responsibility. Therefore, Town Council approval is required.

### DISCUSSION:

The California Department of Transportation, Division of Aeronautics (Division of Aeronautics) has requested that the Town Council, by formal resolution, approve the plan for the relocation of helicopter landing and takeoff area (helipad) for the St. Mary Medical Center.

On September 20, 2017, the Planning Commission approved Conditional Use Permit No. 2017-004 for the relocation/construction of the helipad at St. Mary Medical Center and in accordance with CEQA Guidelines, approved a Negative Declaration for the relocation of the helipad.

The Division of Aeronautics, however, is now requiring a Town Council resolution allowing the issuance of an operating permit for the St. Mary Medical Center helipad. To satisfy this request, this staff report includes a Resolution approving the plan for relocation/construction of the helipad for the St. Mary Medical Center. The Resolution will satisfy the Division of Aeronautics' requirements to issue an operating permit for the St. Mary Medical Center helipad.

The Code indicates that all helicopter landing and takeoff areas require a conditional use permit subject to the approval of the Planning Commission. The findings justifying approval of the Conditional Use Permit and explaining the use of a Negative Declaration are included in the Planning Commission Staff Report attached hereto and incorporated herein by this reference. This action shall also be deemed to be approval of the relocation plan for the heliport or helistop under California Public Utilities Code Section 21661.5.

**FISCAL IMPACT:**

Not Applicable.

**ATTACHMENTS:**

1. Draft Resolution No. 2017-36
2. Planning Commission staff report

**TOWN COUNCIL RESOLUTION No. 2017-36**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF APPLE VALLEY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 2017-004 AND ADOPTING A NEGATIVE DECLARATION IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**WHEREAS**, at a duly noticed public hearing on September 20, 2017, the Town's Planning Commission based on the entire record before the Planning Commission, and all written and oral evidence presented, approved Conditional Use Permit No. 2017-004 and adopted the Negative Declaration and directed staff to file a Notice of Determination with the County of San Bernardino; and

**WHEREAS**, pursuant to Section 21067 of the Public Resources Code and Section 15367 of the State CEQA Guidelines, the Town is the lead agency for the proposed Project; and

**WHEREAS**, all the requirements of the Public Resources Code and the State CEQA Guidelines have been satisfied by the Town regarding the preparation of the Negative Declaration, which is sufficiently detailed so that all the potentially significant environmental effects of the Project, have been adequately evaluated; and

**WHEREAS**, on November 17, 2017, CUP No. 2017-004 was duly noticed in the Apple Valley News, a newspaper of general circulation within the Town of Apple Valley; and

**WHEREAS**, the Town Council conducted a duly noticed public hearing on December 12, 2017 and heard all testimony of any person wishing to speak on the issue; and

**WHEREAS**, prior to taking action, the Town Council has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including, Negative Declaration, and all oral and written evidence presented to it during all meetings and hearings.

**NOW, THEREFORE, BE IT RESOLVED**, that in consideration of the evidence received at the public hearing, and for the reasons discussed by the Town Council at said hearing, the Town Council of the Town of Apple Valley, California orders, determines and resolves as follows:

**SECTION 1.** The Town Council hereby finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2.** On September 20, 2017 the Planning Commission approved Conditional Use Permit No. 2017-004 and Negative Declaration to allow the relocation of the St. Mary Medical Center helipad.

**SECTION 3.** The Town Council on December 12, 2017, reviewed and considered the Planning Commission's record of decision on the CUP, the Negative Declaration, and the proposed relocation/construction for the St. Mary Medical Center helipad.

**SECTION 4.** Pursuant to California Public Utilities Code section 21661.5 and consistent with the Planning Commission's approval with conditions, the Town Council approves the project to relocate/construct the helipad as shown on the site plan as approved by the Planning Commission.

**SECTION 5.** This Resolution shall become effective immediately upon adoption by the Town Council of the Town of Apple Valley.

**APPROVED** and **ADOPTED** by the Town Council and signed by the Mayor and attested to by the Town Clerk this 12<sup>th</sup> day of December 2017.

\_\_\_\_\_  
Mayor

**ATTEST:**

\_\_\_\_\_  
La Vonda M. Pearson, Town Clerk





## TOWN OF APPLE VALLEY PLANNING COMMISSION

Get a Slice of the Apple.

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### Staff Report

- AGENDA DATE:** September 20, 2017
- CASE NUMBER:** Conditional Use Permit No. 2017-004
- APPLICANT:** Dean Paradise representing St. Mary Medical Center
- PROPOSAL:** A request for approval to allow a helipad serving the St. Mary Medical Center to be relocated from the west side of Kasota Road to the northeasterly corner of the hospital campus adjacent to an existing parking area. The helipad is being relocated to reduce or shorten patient transfer times into the hospital.
- LOCATION:** 18300 Highway 18; APN 0473-101-15, 21
- ENVIRONMENTAL DETERMINATION:** Based upon an Initial Study, pursuant to the State Guidelines to Implement the California Environmental Quality Act (CEQA), a Negative Declaration has been prepared for this proposal.
- CASE PLANNER:** Carol Miller, Assistant Director of Community Development
- RECOMMENDATION:** Approval
- A. Project Size:  
The hospital campus comprises approximately twenty-three (23) acres, including the urgent care facility currently under construction.
- B. General Plan Designations:  
Project Site - Office Professional (O-P)  
North - Office Professional (O-P)  
South - Office Professional (O-P) & General Commercial (C-G)  
East - Office Professional (O-P)  
West - Office Professional (O-P) & General Commercial (C-G)
- C. Surrounding Zoning and Land Use:  
Project Site- Office Professional (O-P), St. Mary Medical Center

2-1

- North - Office Professional (O-P), Vacant
- South - General Commercial (C-G), Retail and Professional Office
- East - Office Professional (O-P), St. Mary Medical Center Urgent Care & Apple Valley Early Education School
- West - General Commercial (C-G) & Office Professional (O-P), Retail, hospital parking

D. Site Characteristics:

The project site will occupy an area that was once used as paved parking for the medical center. Sometime between 2014-2015 the paved area was improved as a helipad and the helipad location was relocated.

ANALYSIS

A. General:

The existing helipad is located across Kasota Road approximately 400 feet west of the hospital. The new (relocated) helipad is located 1,050 feet to the east of the existing pad, adjacent to the northeast corner of the St. Mary Medical Center. The helipad is being relocated to reduce or shorten patient transfer times into the hospital. In addition, relocating the helipad closer to the medical center will allow patients to be moved by gurney directly into the hospital rather than having to be transferred first to an ambulance as is needed at the current helipad location, which will save additional time during patient transport. The Medical Center has a temporary permit to operate in the new location and is applying for a permanent permit through California Department of Transportation (Caltrans), Division of Aeronautics. Before Caltrans issues a permanent permit to relocate the helipad, they require approval from the Town (Conditional Use Permit) along with compliance with CEQA.

B. Site Analysis:

As indicated above, the helipad is being relocated to improve patient transfer times into the hospital. The helipad is equipped with green perimeter lighting, obstruction lights, and a lighted wind cone and is approved for day and night Visual Flight Rules (VFR) conditions only. The helicopter used by St. Mary Medical Center is an Airbus Helicopter EC 145 with an overall length of 42.8 feet and a height of 11.4 feet. The helipad is designed to accommodate helicopters that do not exceed 43 feet in overall length. The relocated helipad would operate in the same manner as the existing helipad (e.g., same direction and elevation of takeoffs and landings) only relocated to the east.

The helipad is located 170 feet from the north property line and forty (40) feet from the easterly property line. Both adjacent parcels are vacant.

The existing St. Mary Medical Center helipad and helicopter operations, currently under a temporary permit, are located on the west side of Kasota Road, west of the hospital staff parking lot. Due to the emergency nature of the use with which the helipad is associated, an exact schedule cannot be determined. It is estimated that the number of helicopter operations, including takeoffs and landings, would not exceed 14 in any given month.

Due to the potential of noise impacts during take-off and landings, a noise assessment was prepared for the project by LSA Associates which analyzed the noise impacts created by an Airbus Helicopter EC 145. Also, for the purposes of this analysis, the 65 dBA CNEL contour calculated is based on a "busy-day" which includes three complete operations: one in daytime hours, one in the evening hours, and one during the most sensitive nighttime hours. In order to calculate the 65 dBA CNEL contour associated with operations at the relocated

helipad, the Federal Aviation Administration-approved model Airport Emissions Design Tool (AEDT) 2.0c was used. The AEDT tool considers the type of helicopter in use, the geometrics of the flight path (including elevation), the time duration or arrival and departure, the schedule of operations, and the surrounding topography. Based on the results of the noise model, no sensitive receptors are located within the 65 dBA CNEL noise contour; therefore, no operational impacts are associated with the relocation of the helipad.

The helipad is located on a separate parcel owned by St. Mary Medical Center. A condition of approval is recommended that requires the parcel to be legally merged with the hospital campus parcel. Since Caltrans is the permitting agency and not the Town, the condition specifies that the Lot Merger must be approved by the Town and recorded within 90 days of the CUP approval.

- C. Environmental Assessment:  
Based upon an Initial Study, pursuant to the State Guidelines to Implement the California Environmental Quality Act (CEQA), a Negative Declaration has been prepared for this proposal.
- D. Noticing:  
The notice of public hearing for Conditional Use Permit No. 2017-004 was mailed to all property owners within a 700-foot radius of the project site and legally noticed in Apple Valley News on September 1, 2017.
- E. Conditional Use Permit Findings:  
As required under Section 9.16.090 of the Development Code, prior to approval of a Conditional Use Permit, the Planning Commission must make findings. The following are the findings along with a comment to address each.
1. That the proposed location, size, design and operating characteristics of the proposed use is consistent with the General Plan and Specific Plan, the purpose of this Code, the purpose of the zoning district in which the site is located, and the development policies and standards of the Town;  
  
Comment: The medical center helipad is consistent with Office Professional (O-P) designation with approval of a Conditional Use Permit and will therefore, be consistent with the General Plan land use designation and zoning of the site. Also, the General Plan Noise Element includes the acceptable noise level standards based on various land use categories affected by stationary noise sources. The results of the noise model, indicated that no sensitive receptors (residential or school) were located within the 65 dBA CNEL noise contour. Therefore, the project is consistent with the General Plan Noise Element.
  2. That the location, size, design and operating characteristics of the proposed use will be compatible with, and will not adversely affect nor be materially detrimental to, adjacent uses, residents, buildings, structures or natural resources;  
  
Comment: The location, size, design and operating characteristics of the project is consistent with Town's General Plan and zoning designation and is compatible with the pattern of development on adjacent properties.

Further, the noise assessment found noise related impacts. Because of this consistency, the proposed use and the conditions under which it would be maintained will not be detrimental to the public health, safety or welfare, nor be materially injurious to properties or improvements in the vicinity, nor be contrary to the adopted General Plan.

3. That the proposed use is compatible in scale, bulk, lot coverage, and density with adjacent uses;

Comment: The helipad is flat and consists of concrete, four (4)-foot chain-link parameter fencing, and flush mounted green parameter lighting. No other structures are proposed to be built within the project site. The surrounding land uses include vacant land to the north and east, the St. Mary's Medical Center to the south, and a parking lot west of the project site. The four (4)-foot chain-link parameter fence will not substantially degrade the existing visual character that would be incompatible in scale, bulk, lot coverage, and density with adjacent uses.

4. That there are public facilities, services and utilities available at the appropriate levels, or that these will be installed at the appropriate time to serve the project as they are needed;

Comment: The project site is already developed with the new temporary helipad. The helipad provides a landing destination for helicopters associated with the medical center. No impact would occur with the development of the project related to public facilities, services and utilities.

5. That there will not be a harmful effect upon desirable neighborhood characteristics;

Comment: The helipad is flat and consists of concrete, four (4)-foot chain-link parameter fencing, and flush mounted green parameter lighting. No structures are proposed to be built within the project site. The surrounding land uses include vacant land to the north and east, the St. Mary's Medical Center to the south, and a parking lot west of the project site.

6. That the generation of traffic will not adversely impact the capacity and physical character of surrounding streets;

Comment: The project is the relocation of the St. Mary Medical Center helicopter landing pad and therefore will not generate additional vehicle traffic.

7. That traffic improvements and/or mitigation measures are provided in a manner adequate to maintain the existing service level or a Level of Service (LOS) C or better on arterial roads and are consistent with the Circulation Element of the General Plan;

Comment: The project is the relocation of the St. Mary Medical Center helicopter landing pad and therefore will not generate additional vehicle traffic.

8. That there will not be significant harmful effects upon environmental quality and natural resources;

Comment: The project site is located within an area designated Office Professional (O-P). The project involves the relocation of an existing helipad, project-related air and GHG emissions will be less than thresholds established by the local air district, so impacts in this regard are less than significant and no mitigation is required. Other impacts related to biological resources, geologic and soil conditions, hydrology and water quality, hazards and hazardous materials, and archaeological/paleontological resources are less than significant.

9. That there are no other relevant negative impacts of the proposed use that cannot be reasonably mitigated;

Comment: The project site is located within an area designated Office Professional (O-P). The project involves the relocation of an existing helipad, project-related air and GHG emissions will be less than thresholds established by the local air district, so impacts in this regard are less than significant and no mitigation is required. Other impacts related to biological resources, geologic and soil conditions, hydrology and water quality, hazards and hazardous materials, and archaeological/paleontological resources are less than significant and do not require mitigation.

10. That the impacts, as described in paragraphs 1 through 9 above, and the proposed location, size, design and operating characteristics of the proposed use and the conditions under which it would be maintained will not be detrimental to the public health, safety or welfare, nor be materially injurious to properties or improvements in the vicinity, nor be contrary to the adopted General Plan;

Comment: The type, scale, and location of the project is consistent with Town's General Plan and zoning designation and is compatible with the pattern of development on adjacent properties. Further, the noise assessment found no noise related impacts. Because of this consistency, the proposed use and the conditions under which it would be maintained will not be detrimental to the public health, safety or welfare, nor be materially injurious to properties or improvements in the vicinity, nor be contrary to the adopted General Plan

11. That the proposed conditional use will comply with all of the applicable provisions of this title.

Comment: The medical center helipad is consistent with Office Professional (O-P) designation with approval of a Conditional Use Permit, and will therefore, be consistent with the General Plan land use designation and zoning of the site.

12. That the materials, textures and details of the proposed construction, to the extent feasible, are compatible with the adjacent and neighboring structures.  
Comment: The project is the relocation of the St. Mary Medical Center helicopter landing pad only within an already paved area.
13. That the development proposal does not unnecessarily block public views from other buildings or from public ways, or visually dominate its surroundings with respect to mass and scale to an extent unnecessary and inappropriate to the use.  
Comment: The project is the relocation of the St. Mary Medical Center helicopter landing pad only, and therefore, will not block any public views from other buildings or from public ways, or visually dominate its surroundings.
14. That quality in architectural design is maintained in order to enhance the visual environment of the Town and to protect the economic value of existing structures.  
Comment: The project is the relocation of the St. Mary Medical Center helicopter landing pad only within an already paved area.
15. That access to the site and circulation on and off-site is safe and convenient for pedestrians, bicyclists, equestrians and motorists.  
Comment: The project is the relocation of the St. Mary Medical Center helicopter landing pad. For safety reasons, the helipad is fenced off to prohibit access to the pad by non-medical personnel.

**RECOMMENDATION:**

Based upon the information contained within this report, and any input received from the public at the hearing, if the Planning Commission can make the required Findings, then it is recommended that the Planning Commission move to:

1. Adopt the Negative Declaration for Conditional Use Permit No. 2017-004, on the basis of the whole record before the Planning Commission, including the Initial Study and any comments received, there is no substantial evidence that the project will have a significant effect on the environment.
2. Find the Facts presented in the staff report support the required Findings for approval and adopt the Findings.
3. Approve Conditional Use Permit No. 2017-004; subject to the attached Conditions of Approval.
4. Direct staff to file a notice of Notice of Determination.

*Conditional Use Permit No. 2017-004  
September 20, 2017 Planning Commission Meeting*

**Prepared by:**

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Carol Miller  
Assistant Director of Community Development

**ATTACHMENTS:**

- 1) Recommended Conditions of Approval
- 2) Helipad Location Map
- 3) Helipad Plan
- 4) Initial Study
- 5) Response to Comment
- 6) Noise Impact Analysis
- 7) Zoning Map

TOWN OF APPLE VALLEY

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**RECOMMENDED CONDITIONS OF APPROVAL**  
**Conditional Use Permit No. 2017-004**

*Please note: Many of the suggested Conditions of Approval presented herewith are provided for informational purposes and are otherwise required by the Municipal Code. Failure to provide a Condition of Approval herein that reflects a requirement of the Municipal Code does not relieve the applicant and/or property owner from full conformance and adherence to all requirements of the Municipal Code.*

**Planning Division Conditions of Approval:**

- P1. This project shall comply with the provisions of State law and the Town of Apple Valley Development Code and the General Plan. This conditional approval, if not exercised, shall expire three (3) years from the date of action of the reviewing authority, unless otherwise extended pursuant to the provisions of application of State law and local ordinance. The extension application must be filed, and the appropriate fees paid, at least sixty (60) days prior to the expiration date. The Conditional Use Permit becomes effective ten (10) days from the date of the decision unless an appeal is filed as stated in the Town's Development Code.
- P2. The applicant shall agree to defend at its sole expense (with attorneys approved by the Town), hold harmless and indemnify the Town, its agents, officers and employees, against any action brought against the Town, its agents, officers or employees concerning the approval of this project or the implementation or performance thereof, and from any judgment, court costs and attorney's fees which the Town, its agents, officers or employees may be required to pay as a result of such action. The Town may, at its sole discretion, participate in the defense of any such action, but such participation shall not relieve the applicant of this obligation under this condition.
- P3. It is the sole responsibility of the applicant on any Permit, or other appropriate discretionary review application for any structure to submit plans, specifications and/or illustrations with the application that will fully and accurately represent and portray the structures, facilities and appurtenances thereto that are to be installed or erected if approved by the Commission. Any such plans, specifications and/or illustrations that are reviewed and approved by the Planning Commission at an advertised public hearing shall accurately reflect the structures, facilities and appurtenances expected and required to be installed at the approved location without substantive deviations, modifications, alterations, adjustments or revisions of any nature.
- P4. The filing of a Notice of Determination requires the County Clerk to collect a documentary handling fee of fifty dollars (\$50.00) if California Department of Fish and Wildlife gives a fee waiver. The fee must be paid in a timely manner in accordance with Town procedures. No permits may be issued until such fee is paid.
- P5. The approval of Conditional Use Permit No. 2017-004 by the Planning Commission is recognized as acknowledgment of Conditions of Approval by the applicant, unless an appeal is filed in accordance with Section 9.12.250, *Appeals*, of the Town of Apple Valley Development Code.



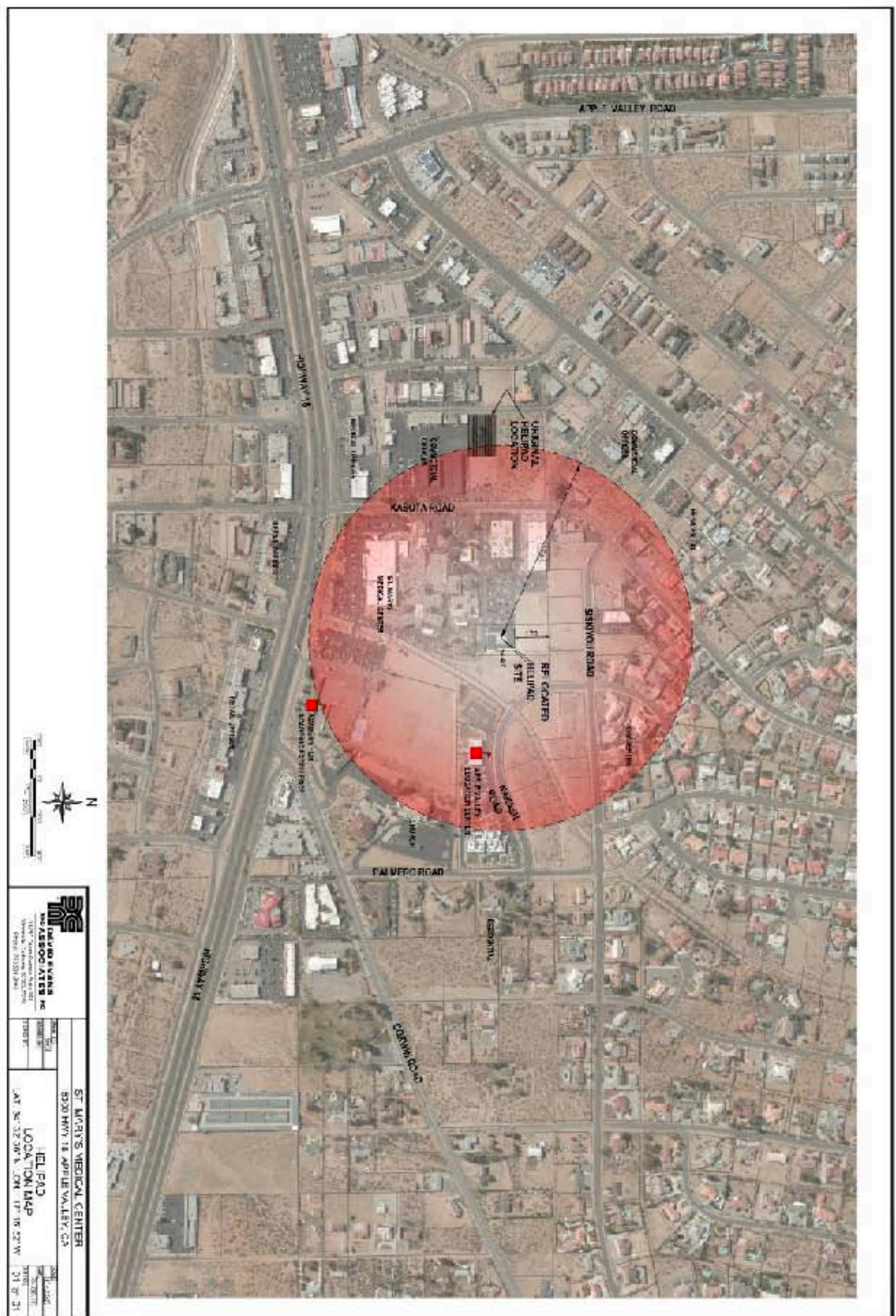
- P6. No deviation, modification, alteration, adjustment or revision to or from the appearance, location, fixtures, features or appurtenances thereto of any type or extent shall be approved without said changes being first submitted to the Planning Commission for consideration and approval. Said review shall not rise to the level of a revision to the original Permit or other discretionary review, therefore necessitating a new public hearing, but shall, instead, constitute a clarification of the Planning Commission's original approval.
- P7. Within ninety (90) days of the Town's approval, a Lot Merger application shall be approved and evidence of recordation provided which merges the subject site parcel with the main hospital campus parcel.
- P8. A copy of the final permit issued by Caltrans Division of Aeronautics shall be provided to the Town and any conditions of approval.
- P9. Helipad noise levels shall not exceed the 65 CNEL maximum noise level as identified in the Noise Analysis prepared by LSA Associates.


**Apple Valley Fire Protection District Conditions of Approval:**

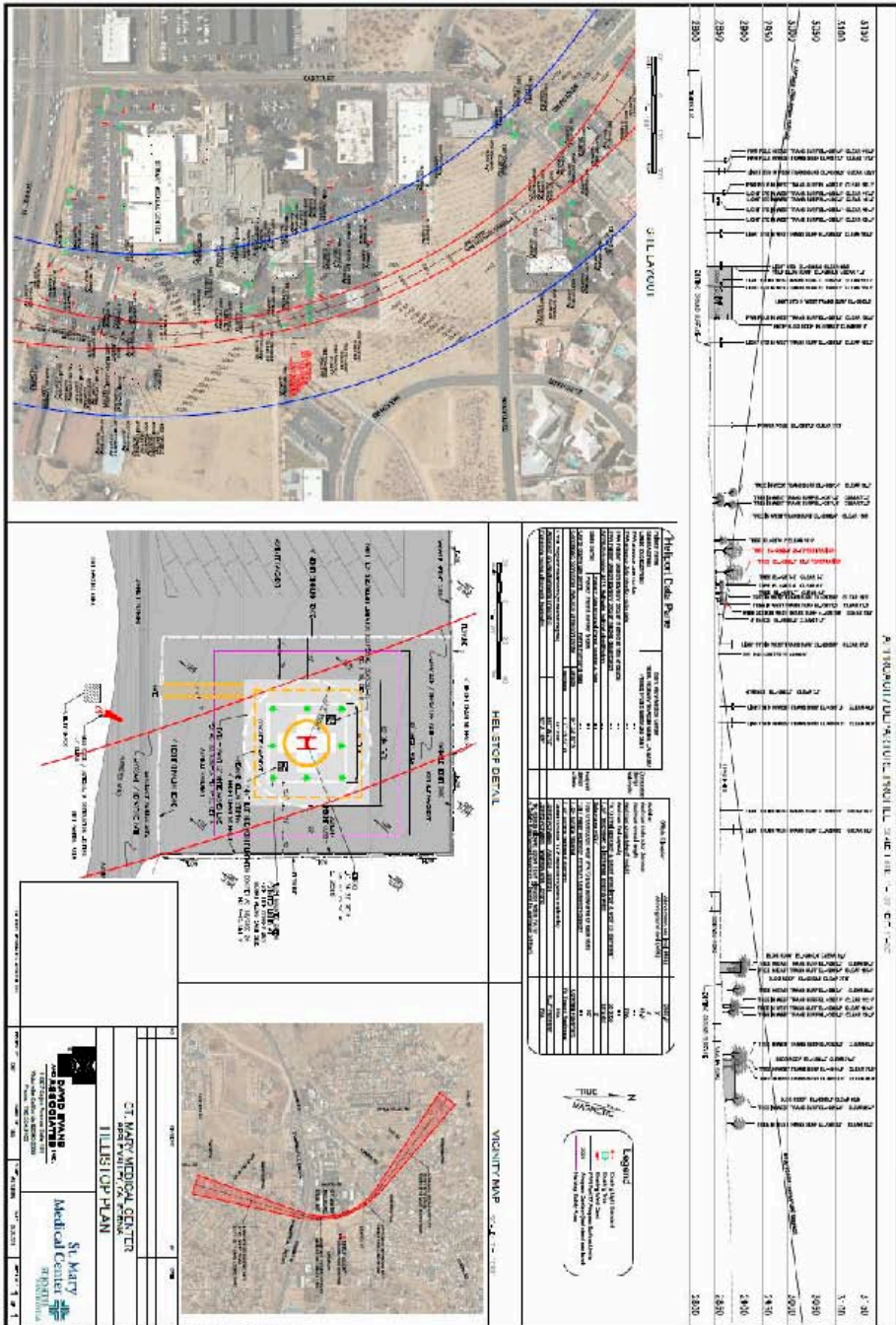
- FD1. Fire lanes shall be provided with a minimum width of twenty-six (26) feet, maintained, and identified. Twenty-six (26) feet access will start at both points of ingress and continue through the site.

Apple Valley Fire Protection District Ordinance 55

**End of Conditions**



		<b>ST. LUCIE'S MEDICAL CENTER</b> 1800 HWY 18, WEST VALLEY, CA	
PROJECT NO.: 2017-004 DATE: 08/20/17	SHEET NO.: 21 OF 21 SCALE: AS SHOWN	CLIENT: IEL PAD LOCATION: LOCAL MAP	DRAWN BY: [Name] CHECKED BY: [Name]



**TOWN OF APPLE VALLEY**

**INITIAL STUDY / NEGATIVE DECLARATION**

**MEDICAL CENTER HELIPAD RELOCATION**

**Project Description and Location:**

The project site is located north of Highway 18 and east of Kasota Road in the Town of Apple Valley in western San Bernardino County (see Figure 1). The project involves the relocation of a medical helipad serving the St. Mary Medical Center. The existing helipad is located across Kasota Road approximately 400 feet west of the hospital. The new (relocated) helipad would be located 1,050 feet (0.2 mile) to the east of the existing pad, adjacent to the northeast corner of the St. Mary Medical Center (see Figures 2 and 3). The helipad is being relocated to improve (i.e., reduce) patient transfer times into the hospital and would generally move the landing pattern of helicopters to the medical center approximately 1,050 feet to the east. The relocated helipad site is relatively flat with an elevation of approximately 2,865 feet above mean sea level.

The helipad is equipped with green perimeter lighting, obstruction lights, and a lighted wind cone and is approved for day and night Visual Flight Rules (VFR) conditions only. The design helicopter is an Airbus Helicopter EC 145 with an overall length of 42.8 feet and a height of 11.4 feet. The helipad is designed to accommodate helicopters that do not exceed 43 feet in overall length. The relocated helipad would operate in the same manner as the existing helipad (e.g., same direction and elevation of takeoffs and landings) only relocated slightly to the east (see Figures 4 through 7).

**July 7, 2017**

**PREPARED BY:**

LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507  
(951) 781-9310  
LSA Project Number APL1702

**PREPARED FOR:**

Town of Apple Valley  
Community Development Department, Planning Division  
14955 Dale Evans Parkway, Apple Valley, CA 92307

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not exempt from CEQA, qualifies for a Negative Declaration or if an Environmental Impact Report (EIR) must be prepared.

**2-12**



Town of Apple Valley  
July 2017

Medical Center Helipad Relocation  
Initial Study / Negative Declaration

1. **Project Title:** Medical Center Helipad Relocation (CUP 2017-004)
2. **Lead Agency:** Town of Apple Valley  
14955 Dale Evans Parkway, Apple Valley, CA 92307
3. **Contact Person:** Carol Miller, Principal Planner  
(760) 240-7000 x7200 [cmiller@applevalley.org](mailto:cmiller@applevalley.org)
4. **Project Location (Address/Nearest cross-streets):** The St. Mary Medical Center Helipad Project is located at the northeast corner of the St. Mary Medical Center in the Town of Apple Valley, California. The project site address is 18300 Highway 18, northeast of Kasota Road and Highway 18. The Assessor's Parcel Number (APN) of the site is 047310115. The project site is located in Section 11, Range 4 West, Township 5 North of the San Bernardino Baseline and Meridian, as shown on the San Bernardino South, California 7.5-minute topographic quadrangle map. Additionally, the site is located at latitude 34° 32' 35.6" North and longitude 117° 15' 52.3" West.
5. **Project Sponsor:** Mr. Luis Lazak – Director of Construction, St. Mary Medical Center
6. **Address:** 18300 Highway 18, Apple Valley, California 92307
7. **Existing General Plan/Zoning Designations:** The site is designated as Office Professional (O-P) under the Town's General Plan and is also zoned for Office Professional (O-P). The designation of O-P allows professional offices and is intended to act like a buffer between General Commercial and residential uses. O-P encourages high quality professional services with only ancillary retail commercial components. There is no minimum size for project sites in this designation, but assemblage of smaller parcels is encouraged.<sup>1</sup>
8. **Description of Project (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):** The project involves the relocation of a medical helipad serving the St. Mary Medical Center. The existing helipad is located across Kasota Road approximately 400 feet west of the hospital. The new (relocated) helipad would be located 1,050 feet (0.2 mile) to the east of the existing pad, adjacent to the northeast corner of the St. Mary Medical Center. The helipad is being relocated to reduce or shorten patient transfer times into the hospital. In addition, relocating the helipad closer to the medical center will allow patients to be moved by gurney directly into the hospital rather than having to be transferred first to an ambulance as is needed at the current helipad location, which will save additional time during patient transport. The Medical Center has a temporary permit to operate in the new location and is applying for a permanent permit to operate in the Town. In 1994, the project site appears to be paved with auto parking stalls to accommodate the medical center.<sup>2</sup>

The relocated helipad site is flat with an elevation of approximately 2,865 feet above mean sea level. The helipad is equipped with green perimeter lighting, obstruction lights, and a lighted wind cone for day and night use in accordance with Visual Flight Rules (VFR). The helicopter that will use the helipad is an Airbus Helicopter EC 145 with an overall length of 42.8 feet and a height of 11.4 feet. The helipad is designed to accommodate helicopters that do not exceed 43 feet in overall length. The relocated helipad would operate in the same manner as the existing helipad (e.g., same direction and elevation of takeoffs and landings) only relocated slightly to the east.

The Apple Valley Airport-APV is located approximately 4.3 miles northeast of the site. Major freeways in the area include Interstate 15 (I-15), located approximately 1.5 miles west of the site, respectively. Highway 18, also known as Happy Trails Highway is located adjacent south of the St. Mary Medical Center. The Mojave River is located approximately 1-mile southwest of the project site.

<sup>1</sup> Terra Nova/Town of Apple Valley General Plan, Chapter II Community Development, Land Use Element, August 11, 2009.  
<sup>2</sup> Historic Aerials, Nitronline, (accessed July 7, 2017), website: <https://www.historicaerials.com/viewer>

The project is abutted to the north and east by vacant land. Adjacent and west of the project is an auto parking lot, and south is the St. Mary Medical Center. The Apple Valley Early Education School is located approximately 0.1 mile east of the project site. Single-family residential units are located beyond vacant land, approximately 500 feet north of the site. Comparing the single-family residential units to the project site, the single-family residential units have a height differential of approximately 24 feet. Land use designations of the site and surrounding areas are described in Table A below.

**Table A – General Plan Designations and Land Uses**

Location	Land Use Designation	Current Land Uses
Onsite	Office Professional (O-P)	(Temporary) St. Mary Medical Center Helipad
North	Office Professional (O-P)	Vacant
South	Office Professional (O-P)	St. Mary Medical Center
East	Office Professional (O-P)	A mix of vacant land and the Apple Valley Early Education School.
West	Office Professional (O-P)	Auto parking stalls and St. Mary Medical Center buildings.

Figure 1 identifies the project's regional location, Figure 2 provides the existing and new temporary (relocated) helipad site and surrounding land uses, Figures 3a and 3b provide photographs of the existing and current site, Figure 4 identifies the current project, Figure 5 provides a detailed landing and takeoff plan, Figure 6 identifies the general flight path, and Figure 7 provides a 1,000 foot radius buffer around the site.

**9. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):**

- California Department of Transportation (Caltrans), Division of Aeronautics – Helipad Authorization.

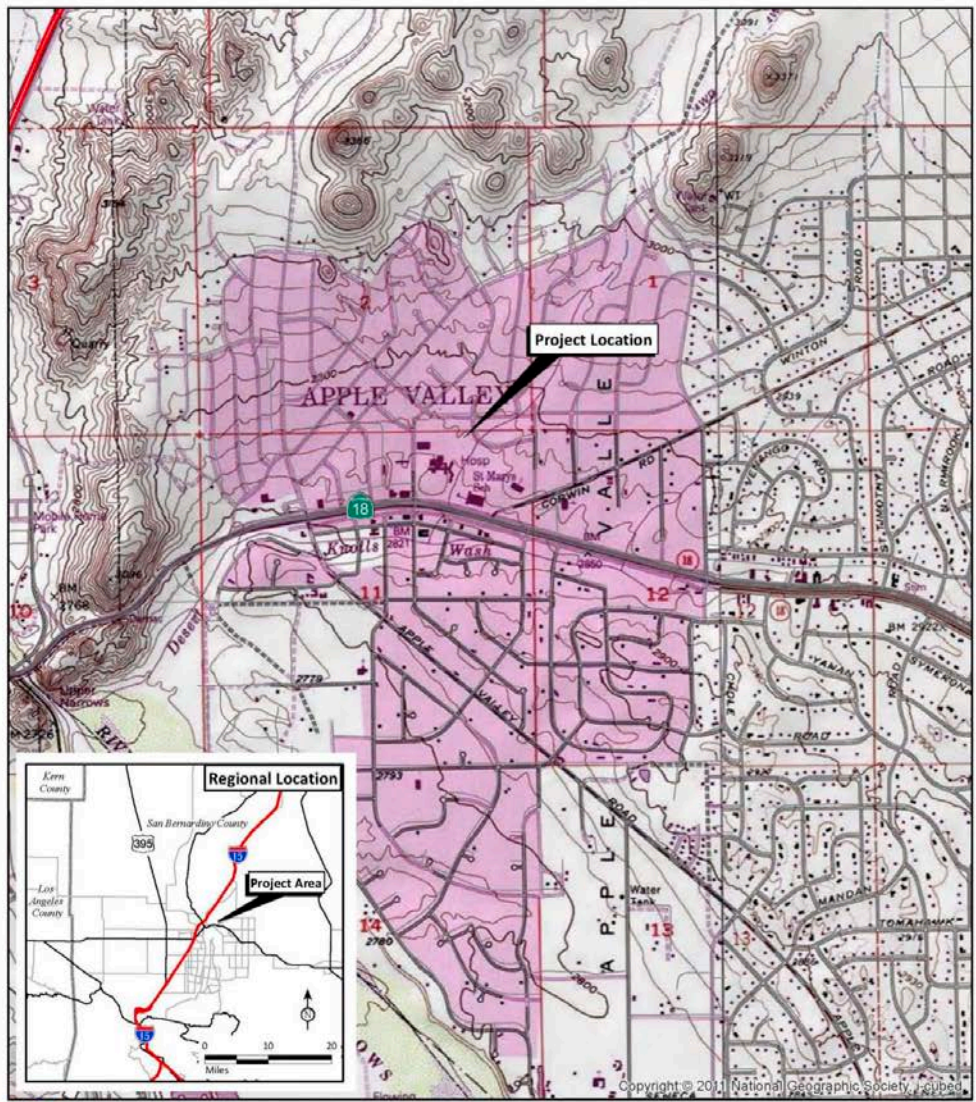
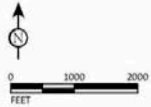


FIGURE 1

LSA



SOURCE: USGS 7.5' Quads: Apple Valley North (93), CA; Victorville (93), CA.  
I:\APL1702\Reports\US\_MND\fig1\_RegLoc.mxd (6/14/2017)

Apple Valley Helipad Project  
Regional and Project Location





FIGURE 2

**LSA**

LEGEND

- Proposed Project Site
- Existing Site
- Photograph Locations

0 125 250  
FEET

SOURCE: David Evans and Associates, Inc., September 21, 2016.  
 I:\APL1702\Reports\IS\_MND\fig2\_ExistingandProposedSite.mxd (6/21/2017)

Apple Valley Helipad Project  
 Existing and Proposed Site  
 and Photograph Key Map





Photograph 1: View north looking south.



Photograph 2: View west looking northeast.

LSA

FIGURE 3A

Apple Valley Hellpad Project  
Site Photographs

T:\AFL1702\Reports\IS\_MND\fig:3a-b\_SitePhotos.cdr (06/22/2017)

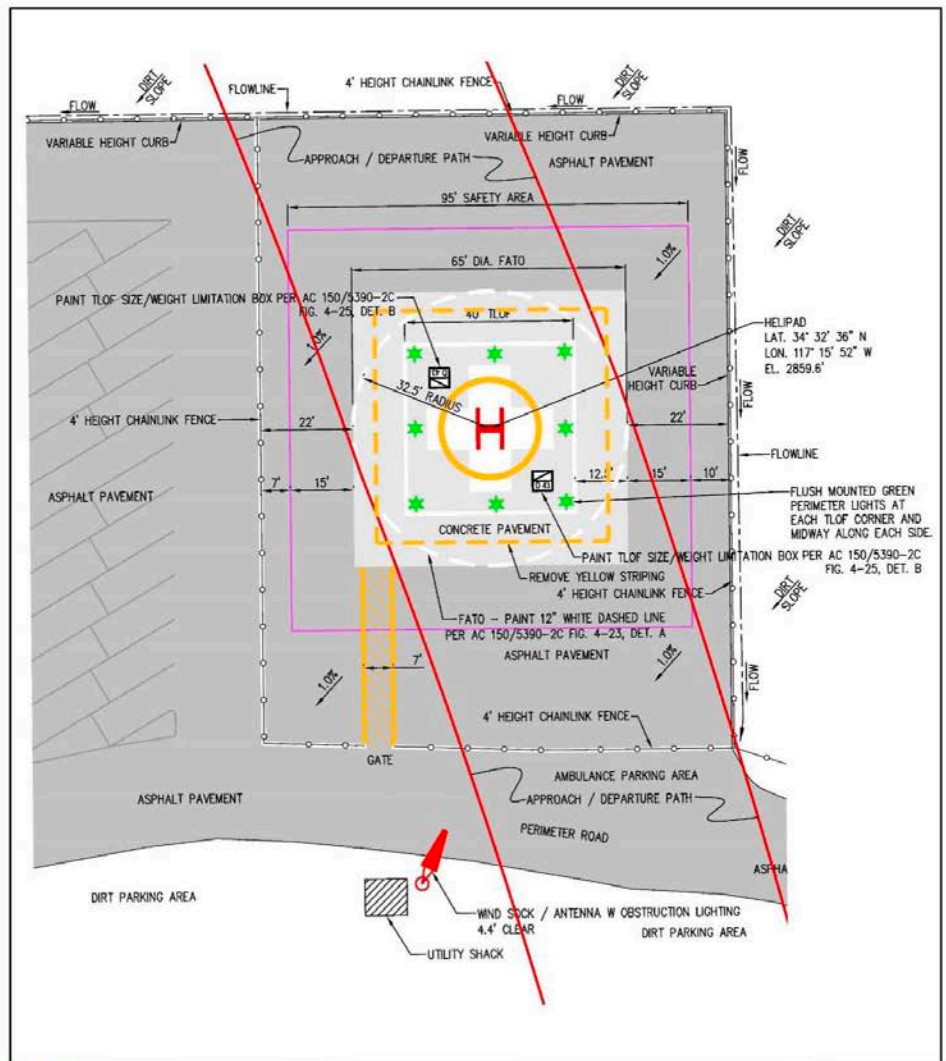
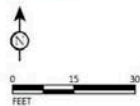


FIGURE 4

LSA



SOURCE: David Evans and Associates, Inc., September 21, 2016.  
 I:\APL1702\Reports\VS\_MND\Fig4\_ProposedProject.mxd (6/14/2017)

Apple Valley Helipad Project  
 Proposed Project

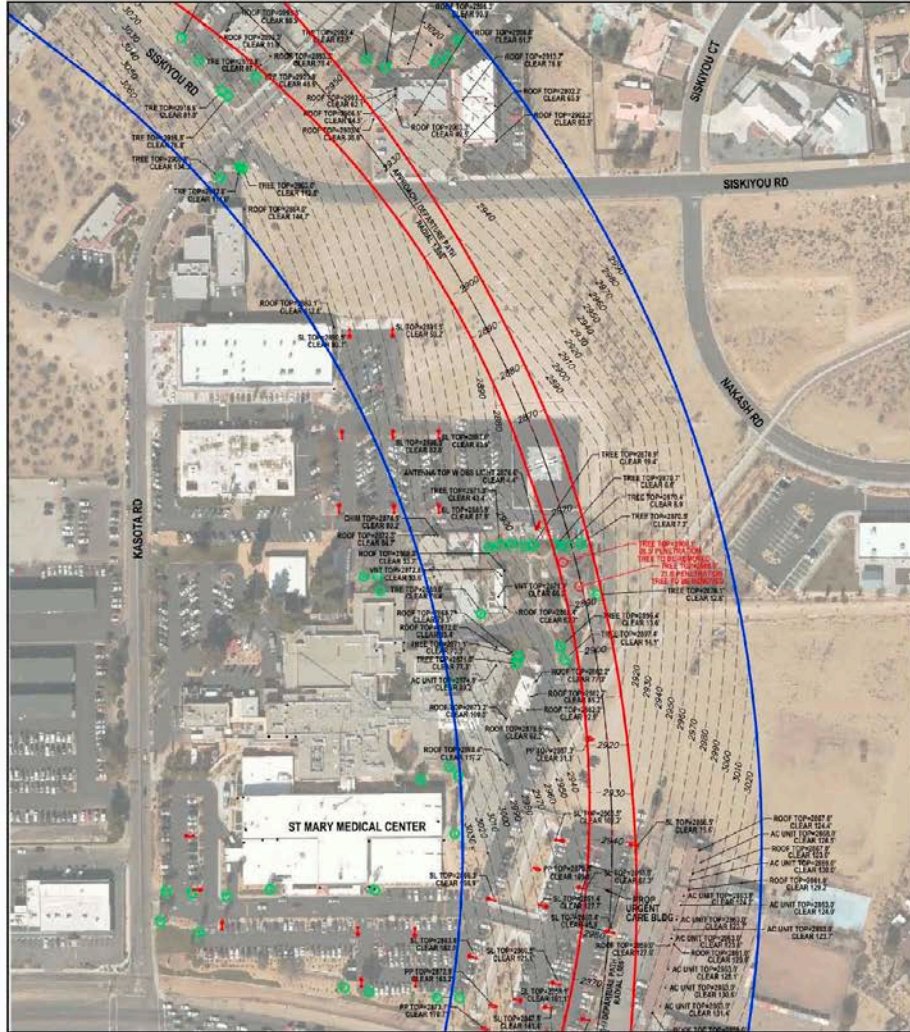


FIGURE 5

LSA



SOURCE: David Evans and Associates, Inc., September 21, 2016.  
 I:\APL1702\Reports\IS\_MND\fig5\_Landing\_Takeoff\DetailedFlightPath.mxd (6/14/2017)

Apple Valley Helipad Project  
 Landing/Takeoff Detailed Flight Path



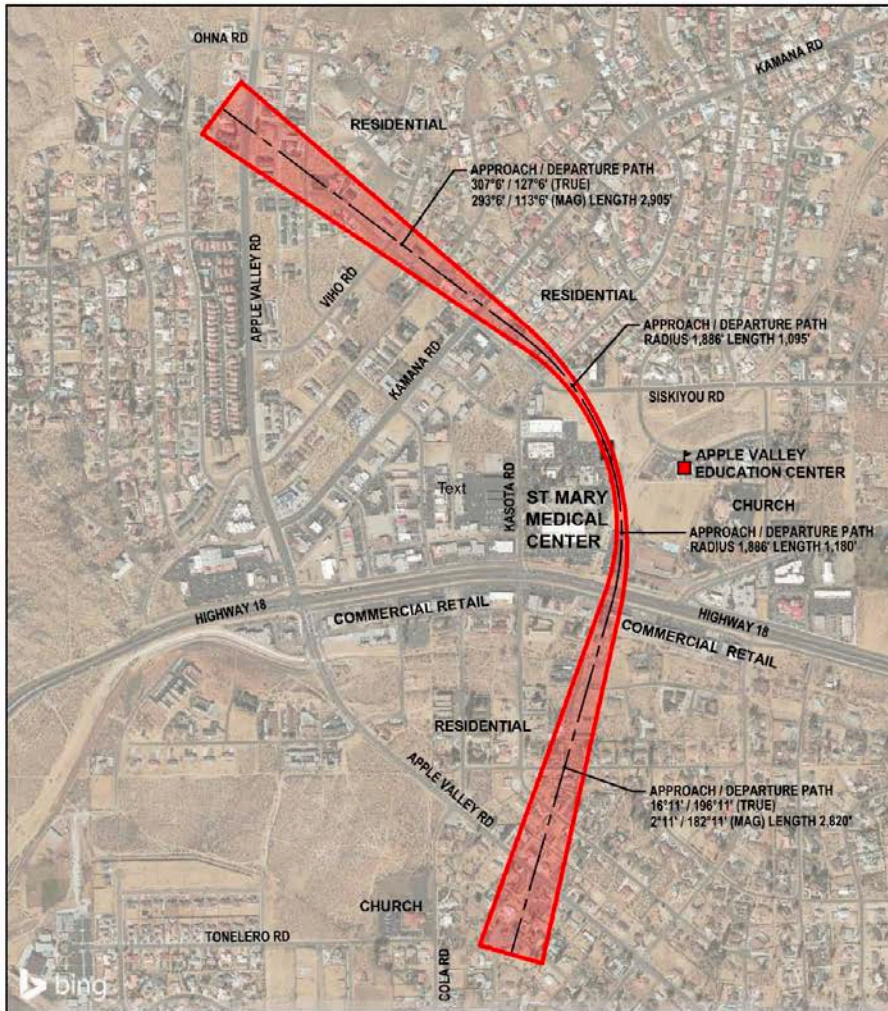


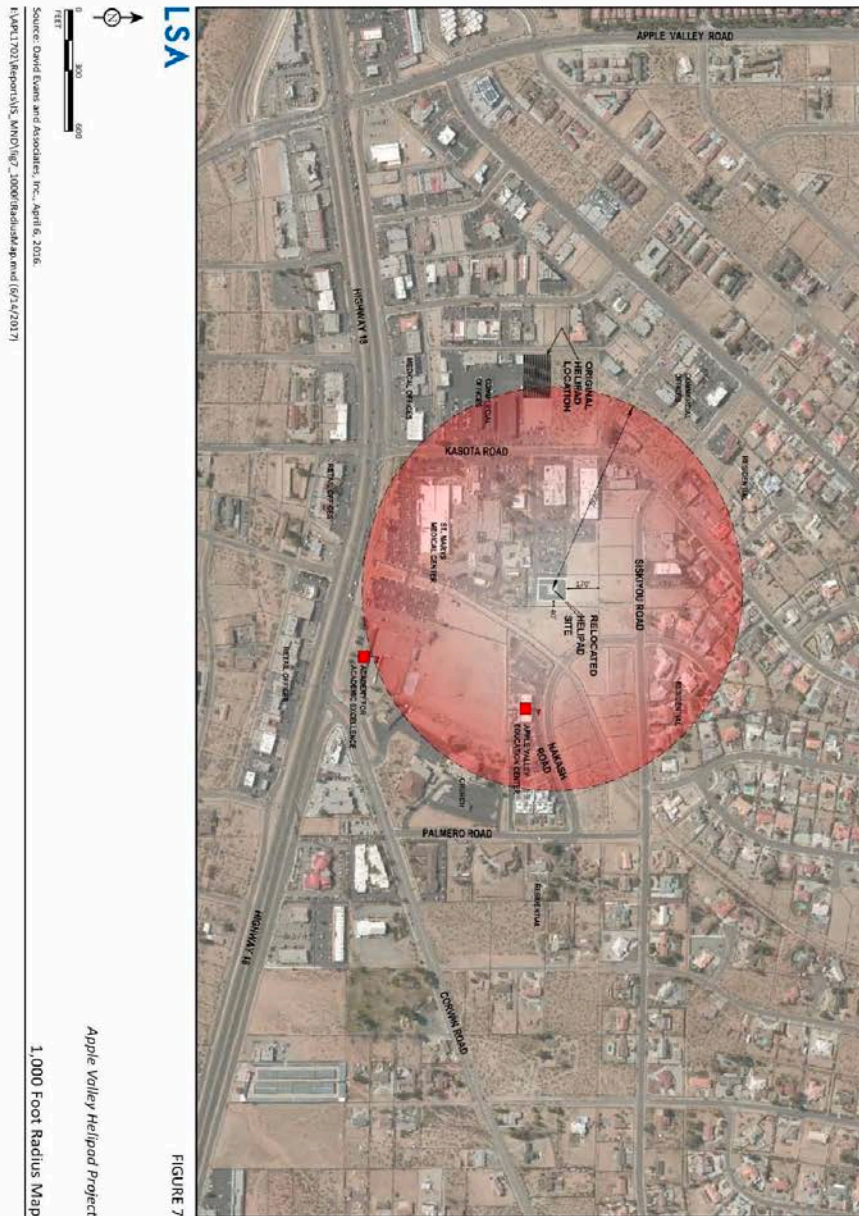
FIGURE 6

LSA



SOURCE: David Evans and Associates, Inc., September 21, 2016; Bing Aerial, 2016.  
 I:\APL1702\Reports\IS\_MND\fig6\_GeneralFlightPath.mxd (6/14/2017)

Apple Valley Helipad Project  
 General Flight Path



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality                 |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology /Soils              |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality   |
| <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/Traffic             | <input type="checkbox"/> Tribal Cultural Resources     | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance |  |  |

**DETERMINATION**

On the basis of 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 revisions in the Project have been made by or agreed to by the Project proponent. 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.
- I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Printed Name

**EVALUATION OF ENVIRONMENTAL IMPACTS**

I. AESTHETICS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 buildings within a state 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 of the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discussion*

- I.a *No Impact.* The project is the relocation of the St. Mary Medical Center helipad. The existing helipad is located approximately 400 feet west of the hospital. The current project will be relocated approximately 1,050 feet east of the existing helipad. The Mojave River, surrounding knolls, hillsides, mountains, and the natural desert environmental are an important natural resource that should be preserved as Open Space.<sup>1</sup> The current project site is developed with the St. Mary Medical Center helipad and is active. The closest resident is located approximately 500 feet to the north of the project site (please see Figure 7). The surrounding land uses to the west, east, and south includes a parking lot, vacant land, and the St. Mary Medical Center. The residential unit closest to the property is approximately 2,895 feet above mean sea level (AMSL), and the helipad is approximately 2,865 feet amsl; therefore the helipad is approximately 30-feet below the nearest residential unit. The front of the single-story residential unit is facing south towards the helipad. However, large trees exists on the one story single-family residential property which is blocking views to the south, including the medical center helipad. The height of an Airbus Helicopter EC145 is 11.4 feet. Additionally, the project includes a 4-foot high chain-link fence along the project boundaries. Mountains and peaks are located within and near the Town of Apple Valley, which including the Summit of Bell Mountain and Fairview Mountain. However, the project is located in an urban area which is slowly developing. Due to the height of the helicopter, the topography of the project site compared to the one story single-family residential units to the north, and the distance of the mountains, hills, knolls, and Mojave River, the project will have no impacts on scenic vistas. No mitigation is required.
- I.b *No Impact.* The project site is currently developed with the new (relocated) St. Mary Medical Center helipad. The site does not contain any scenic resources including trees, rock outcroppings, or historic buildings. The project site is not located along a state scenic highway. Due to the absence of onsite scenic resources, no impact would occur related to this issue. No mitigation is required.
- I.c *Less than Significant Impact* The project is the relocation of a helipad located adjacent and northeast of the St. Mary Medical Center. The helipad is flat and consists of concrete, 4-foot chain-link parameter fencing, and flush mounted green parameter lighting. No other structures are proposed to be built within the project site. The surrounding land uses include vacant land to the north and east, the St. Mary’s Medical Center to the south, and a parking lot west of the project site. The 4-foot chain-link parameter fence will not substantially degrade the existing visual character. The flat surface landing pad as well as the chain-link fence will have a less than significant impact to the visual characteristic or the quality of the site. No mitigation is warranted.

<sup>1</sup> Scenic Resources, Open Space and Conservation Element, City of Apple Valley General Plan, August 2009.



- i.d. *Less than Significant Impact.* The helipad would introduce new sources of lighting (i.e., outdoor flush-mounted green perimeter lighting). Lighting from the helicopter and for helicopter landings would be temporary and would not create a new permanent substantial source of ambient night light. The development of the project in and of itself would not include reflective construction material. However, the occurrence of the helicopter landing/takeoff may intermittently create a new source of glare, depending on the sun's angle, for nearby residences. The presence of helicopter lighting, as well as the green perimeter ground lighting, will be limited and their use will be temporary, so they will not create substantial new permanent sources of light or glare. Because of these reasons, potential impacts related to light and glare would be considered less than significant. No mitigation is required.

II. AGRICULTURE and FORESTRY RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in forest Protocols adopted by the California Air Resources Board.				
a) Convert Prime Farmland, Unique Farmland or Farmland Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or 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"/>

*Discussion*

- II.a-b *No Impact.* Based on farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), the project site is designated as "Urban & Built-Up" land<sup>1</sup> and no Prime, Unique, or Statewide Important Farmland is located on-site. The project site is not located within a Williamson Act contract. There is only one Williamson Act contract within the Town which is located north of Seneca Road near the Mojave River.<sup>2</sup> No conversion of designated farmland or prime farmland soils would occur so there would be no impact and no mitigation is required.

<sup>1</sup> California Department of Conservation, Farmland Mapping and Monitoring Program, 2014.  
<sup>2</sup> Town of Apple Valley General Plan, Environmental Resources, August 11, 2009.



- II.c *No Impact.* The project site is currently developed with the new (relocated) medical helicopter landing pad. The site is not zoned for timberland or forest uses, nor is there forest land present on or adjacent to the site. The project would not conflict with existing forest zoning, cause rezoning of forest land, or result in the loss or conversion of forest lands to non-forest uses. Therefore, no impacts associated with these issues would occur, and no mitigation is required.
- II.d *No Impact.* Please refer to Checklist Response II.c.
- II.e *No Impact.* The project will not result in the conversion of agricultural land to a non-agricultural use as no agricultural uses exist on-site or as an adjacent use. Similarly, no forestry uses exist on-site. In the absence of land designated for agricultural use or forestry use, no impact would occur. No mitigation is required.

III. AIR QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied up to make the following determinations.				
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 any air quality standard or contribute substantially to an existing projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

*Discussion*

The project is the relocation of the St. Mary Medical Center helicopter pad. The existing helipad is located across Kasota Road west of the St. Mary Medical Center. The new (relocated) helipad is located adjacent and northeast of the St. Mary Medical Center. The site has been developed with the helipad prior to preparation of this Initial Study. The action that the Town must take is to permanently permit the helipad.

- III.a-c *No Impact.* The project is located within the Mojave Desert Air Basin (Basin), under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The Basin stretches over 20,000 square miles of desert and is the second largest of the state's 35 air districts. The Basin includes Trona, Barstow, Needles, Victorville, Hesperia, Twentynine Palms, Yucca Valley, Blythe, and the Town of Apple Valley.

The project is the relocation of the St. Mary Medical Center helipad. The existing helipad is located across Kasota Road, approximately 400 feet west of the hospital. The new (relocated) helipad is approximately 1,050 feet east of the existing helipad. The helipad is located on the northeast corner of the St. Mary Medical Center, providing greater transfer times into the hospital. The existing General Plan Land Use Map identifies the project site as being

Office Professional (O-P). The new (relocated) helipad is consistent with the General Plan Land Use Map and zoning designation; therefore, no impact related to the consistency of an air quality plan. No mitigation is required.

The relocated helipad would operate in the same manner as the existing helipad (e.g., same direction and elevation of takeoffs and landings) only relocated slightly to the east; therefore, having an equivalent long-term air quality impact as the existing helipad. Further construction activities are not anticipated at this time. Therefore, the project will have a less than significant impact related to violation of any air quality standards and no mitigation is required.

The Mojave Desert Basin is in non-attainment for PM<sub>10</sub>, PM<sub>2.5</sub>, and ozone. As discussed above, the project is consistent with the Town's General Plan land use and zoning designations. The project is consistent with the development envisioned in the Town's General Plan, and no exceedance of any MDAQMD daily emission thresholds would occur. Therefore, no impact would occur related to this issue and no mitigation is required.

III.d-e *Less Than Significant Impact.* Prior to preparation of this Initial Study, the project site had already been developed by the St. Mary Medical Center as a temporary helipad, and no additional construction is anticipated if it is approved as a permanent helipad. The relocated helipad would operate in the same manner as the existing helipad (e.g., same direction and elevation of takeoffs and landings) only relocated slightly to the east; therefore, having an equivalent long-term air quality impact as the existing helipad. The closest sensitive receptor is located approximately 500 feet north of the project site. Emissions were not calculated for this report due to no new emissions generated from the project. Therefore, the project will have less than significant impacts related to short-term and long-term air quality emissions. No mitigation is required.

No sources of objectionable odors have been identified for the project area, and the project itself is not anticipated to emit any objectionable odors over the long-term, although there may be temporary fuel-related smells in the immediate project area during helicopter operations, depending on prevailing winds. Based on available information, the project is expected to have less than significant impacts related to odors and no mitigation is required.

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy of 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"/>

*Discussion*

- IV.a *No Impact.* Tables III-5 through III-10 in the Town of Apple Valley General Plan provides a discussion of the special status species within the Town limits. Within the Town, there are approximately thirty (30) sensitive species, such as the desert tortoise and the Least Bell's vireo. The Town lies within the West Mojave Habitat Conservation Plan and the Town of Apple Valley is preparing a Multi-Species Conservation Plan. The Mojave River is located approximately 1-mile west of the project site. In 1994, the project site appears to be paved with auto parking lot to accommodate the medical center. The project site is not zoned for Open Space nor is the site identified as Open Space in the Town of Apple Valley General Plan Land Use Map.<sup>1</sup> The project site is not identified as an area requiring additional biological study.<sup>2</sup> However, as discussed previously, the project is the relocation of the St. Mary Medical Center helipad, and has been developed prior to preparation of this Initial Study. Because the project site is currently developed with the helicopter landing pad, and no further construction is anticipated, no impact to sensitive species or natural communities would occur. No mitigation is required.
- IV.b-c *No Impact.* The project site is developed with a helicopter landing pad and does not contain any drainage features. No riparian habitats, sensitive natural communities, or wetland habitats are located on the project site, therefore, no impact on such habitats would occur and no mitigation is warranted.
- IV.d *No Impact.* The project has been developed as a medical helicopter landing pad and no further construction activity are anticipated at this time. The project site does not contain any native habitat, vegetation, or other biological resources or migration corridors. Due to its development and infrequent human use for helicopter operations, the project site does not provide suitable foraging or opportunities for localized movement of wildlife. Therefore, the project will have no impact on migratory wildlife and no mitigation is required.
- IV.e *No Impact.* The project site is currently developed with a helipad and no additional construction activities are anticipated. According to the Town of Apple Valley Development Code 2010, a Joshua Tree Preservation and Adoption Program has been prepared. However, the project site is currently developed and does not contain Joshua Trees.<sup>3</sup> The site is not affected by any local ordinances or policies related to biological resources. No impact related to this issue would occur and no mitigation is required.
- IV.f *No Impact.* Please refer to CEQA Checklist IV.a relative to adopted habitat conservation plans. The Town of Apple Valley is located in the West Mojave Habitat Conservation Plan. However, because the project has been paved prior to 1994 and the site is not identified as an area requiring additional biological study, no impacts related to conflict with habitat conservation plans would occur. No mitigation is required.

<sup>1</sup> Town of Apple Valley Zoning Map, adopted: April 27, 2010, amended: November 10, 2015.  
<sup>2</sup> Exhibit III-6, Town of Apple Valley General Plan (August 2009), Habitat Areas Requiring Additional Biological Study.  
<sup>3</sup> Chapter 9.76 Plant Protection and Management, Town of Apple Valley Development Code 2010.

Town of Apple Valley  
July 2017

Medical Center Helipad Relocation  
Initial Study / Negative Declaration

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site unique to geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion*

V.a *No Impact.* A "historic resource" includes, but is not limited to any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.<sup>1</sup> The project site is currently developed and is being used as a medical helicopter landing pad with no additional construction activities anticipated.

The project site does not contain any designated or eligible historic properties or resources. The closest property is the St. Mary's Regional Catholic School located adjacent and east of the project site, approximately 600 feet south from the project boundary. The St. Mary's Regional Catholic School is listed as Town of Apple Valley Historical Points of Interest.<sup>2</sup> The project site is not located within a cultural resources sensitivity area.<sup>3</sup> In the absence of any onsite historic resources and because the project site has already been developed with the helipad and no additional ground disturbance is anticipated, the project will have no impact on historical resources or properties and no mitigation is required.

V.b *No Impact.* The St. Mary's Medical Center is considered an historical site.<sup>4</sup> However, the project is already developed with a helipad. The project is developed with a temporary helipad prior to preparation of this document, and the project does not include further grading. There will be no additional disturbance of underlying soils, which may contain archaeological resources. Therefore, no impact to archaeological resource would occur. No mitigation is required.

V.c *No Impact.* The Town of Apple Valley General Plan identifies the soils on site as relatively young and has a low potential for containing any paleontological resources. Research indicates no paleontological resources have been discovered within the Town, including areas with soils similar to those that underlie the project site. The project site has already been developed with a new (relocated) medical helicopter landing pad. The helipad has been developed on a previously unimproved dirt parking area at the northeast corner of the St. Mary Medical Center. No further excavation is anticipated at this time; therefore, the project will have no impact on paleontological resources or unique geologic features. No mitigation is required.

<sup>1</sup> Public Resources Code, Section 5020.1(j).

<sup>2</sup> Table III-12, Town of Apple Valley General Plan (August 2009), Environmental Resources, Designated or Eligible Historic Properties in the Town and Sphere of Influence.

<sup>3</sup> Town of Apple Valley General Plan (August 2009), Environmental Resources, Cultural Resource Sensitivity Map, Exhibit III-7.

<sup>4</sup> Table III-11, Town of Apple Valley General Plan (August 2009), Environmental Resources, Recorded Historical/Archaeological Sites in the Town and Sphere of Influence.

V.d. *No Impact.* The project site has already been developed and no grading is anticipated. Therefore, no impacts related to undiscovered human remains is expected and no mitigation is required.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>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 area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

*Discussion*

VI.a(i-iii) *No Impact.* The closest known fault is the area is the Helendale Fault, located northeast of the Town of Apple Valley, and no known faults run through the Town. Furthermore, the project site has already been developed with a new (relocated) medical helicopter landing pad and does not include the development of any occupied structures. Therefore, development of the project will have no impact related to earthquakes or seismic activity, and no mitigation is required.

VI.a(iv) *No Impact.* The topography of the site is generally flat and does not include any slopes that could generate landslides. Based on the Town's General Plan, the project site is not located within an area susceptible to landslide activity.<sup>1</sup> No landslides would result from the project. No impact related to this issue would occur and no mitigation required.

<sup>1</sup> Exhibit IV-2, Apple Valley Seismic Related Hazards. Town of Apple Valley General Plan, August 2009.

- VI.b *No Impact.* Erosion occurs when wind or water remove and transport soil and rock particles. Construction activities, such as grading, disturb surface soils can increase their potential for erosion. The project site is currently paved with the helicopter landing pad and no further grading activities are anticipated. Because of potential rotor wash on vacant lands to the north and east of the site, soil erosion could occur at times. However, helicopter appearances are infrequent and short term. The adjacent lands to the helicopter landing pad itself is developed with pavement and will not cause soil erosion. Because of these reasons, the project will have no substantial impact on soil erosion or loss of topsoil. No mitigation is warranted.
- VI.c *No Impact.* Liquefaction is a phenomenon that occurs when strong earthquake shaking causes soils to collapse from a sudden loss of cohesion and undergo a transformation from a solid to a liquefied state. Factors influencing a site's potential for liquefaction include area seismicity, the type and characteristics of on-site soils, and the level of groundwater. Liquefaction typically occurs in areas where groundwater is shallower than approximately 30 feet, and where there is the presence of loose, sandy soils. The project is not located within an area of liquefaction susceptibility.<sup>1</sup> Because the project is not located in a zone of liquefaction susceptibility, no impact would occur related to this issue. No mitigation is required.
- VI.d *No Impact.* Expansive soils swell when wet and shrink when dry, potentially causing damage to overlying structures. Expansion potential is related to amount of type of clay particles present in the soil. Soils located on the project site include Bryman loamy fine sand, 5 to 9 percent slope and trigger gravelly loam with, 5 to 15 percent slope.<sup>1</sup> Bryman loamy fine sand is used for homesite development, it is limited by the moderate shrink-swell potential, low strength, hazard of sloughing, and the moderately slow permeability of the subsoil. The trigger gravelly loam contains little to no clay and is then considered to have low shrink-swell potential.<sup>2</sup> The project is the relocation of the St. Mary Medical Center helipad, which does not include the construction of any occupied structures, therefore, no impact related to expansive soils would occur and no mitigation is required.
- VI.e *No Impact.* The project is the relocation of a helipad and does not include the use of septic tanks. No impact related to this issue would occur and no mitigation is required.

VI. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 any applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion*

- III.a *No Impact.* The project will generate long-term regional greenhouse gas emissions associated with helicopter landings/takeoffs and regional stationary-source emissions (i.e., electricity used for outdoor lighting). The helipad has already been relocated and the operations of the helicopters will not change. The new (relocated) helipad will produce the equivalent greenhouse gas emissions compared to the existing helicopter landing pad. Therefore, there will be no increase in greenhouse gas emissions and impacts in this regard will be less than significant and no mitigation is required.

<sup>1</sup> Web Soil Survey, United States Department of Agricultural, Natural Resources Conservation Service, modified: August 10, 2016.

<sup>2</sup> Soil Survey of San Bernardino County Mojave River Area, United States Department of Conservation, Soil Conservation Service, 1986.

III.b *No Impact.* The California Climate Action Team (CAT) and the California Air Resource Board (CARB) have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32.

The new (relocated) helicopter landing pad has already been developed on a formerly unimproved vehicle parking area of the medical center, and additional construction activities are not anticipated. Since the project will not generate any additional significant amounts of greenhouse gases, it will not conflict with any applicable plan, policy, or regulation regarding greenhouse gases. No mitigation is required.

<b>VII. HAZARDS AND MATERIALS – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material 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 checked="" type="checkbox"/>	<input 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 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"/>
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 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"/>

*Discussion*

VII.a *No Impact.* The project site is currently developed with a helipad and no additional construction activities are anticipated. The project does not include the development of any occupied structures. The project will not use,

store, generate, or transport hazardous materials. Therefore, the project will have no impact related to the transport of hazardous materials. No mitigation is required.

- VII.b *Less than Significant Impact.* Due to the nature of the project (i.e., helicopter landing pad), the project will not handle, store, or dispose of hazardous materials so there would be no potential for incidents involving spills of hazardous materials. However, in an occurrence of a leakage of fuel or oil from the helicopter, the hospital's specific environmental service and custodial staff will use approved hazardous absorbent material to clean the leakage. The material will then be scooped and disposed of at a hazardous material waste site. Therefore, a less than significant impact related to this issue would occur and no mitigation is required.
- VII.c *Less than Significant Impact.* The nearest existing school to the project site is Apple Valley Early Education Center, which is located at 18415 Nakash Road, approximately 450 feet to the east of the project site. Additionally, the St. Mary Catholic School is located approximately 600 feet south of the site. Located to the north and east of the project site is vacant land with Happy Trails Highway (HWY-18) to the south and the St. Mary's Medical Center to the east. The project site is currently developed with the new (relocated) helicopter landing pad and no further construction activities are anticipated. As mentioned above, there is very little potential for leakage from the helicopter by fuel or oil due to the high level of maintenance received by helicopters. Any small leaks or spills from helicopter-related activities will be cleaned by the hospital's environmental services and/or custodial staff with the use of approved hazardous absorbent material. The hazardous material will then be collected and disposed of at a hazardous material waste site. Any small leaks from the helicopter will immediately be cleaned and remediated. Because of this reason, a less than significant impact related to this issue would occur and no mitigation is required.
- VII.d *No Impact.* The project site is not listed under the EnviroStor database.<sup>1</sup> The closest known hazardous materials site located is the Apple Valley Early Education Center, located at 18415 Nakash Road, approximately 0.1 mile east of the project site. The site required a school investigation with the status being no action required. Furthermore, the site has been developed with the new (relocated) helipad and no additional construction activities that would disturb onsite soils would occur. Because the site is not located within Envirostor database as containing hazardous materials and the project has already been developed with a helipad, the project will have no impacts related to this issue. No mitigation is required.
- VII.e-f *No Impact.* The Apple Valley Airport (APV) is located at 21600 Corwin Road, approximately 4.3 miles northeast of the project site. The project is outside the safety zones of the Apple Valley Airport.<sup>2</sup> The St. Mary Medical Center helipad is flat and does not include the construction of any structures on the project site. The project will have no impact related to this issue. No mitigation is required.
- VII.g *No Impact.* The project site is located in an area where low vehicular traffic occurs and will not conflict with emergency response or evacuation plans. The project site has access to Kasota Road and Highway 18 via a perimeter road around the medical center, so there will be no impacts in this regard and no mitigation is required.
- VII.h *No Impact.* The project does not include the development of structures that would expose people or structures to a significant risk of loss, injury or death involving wildfires. Therefore, no impacts associated with this issue are anticipated to occur and no mitigation is required.

<sup>1</sup> EnviroStor, Department of Toxic Substances Control, (accessed June 24, 2016), website: <https://www.envirostor.dtsc.ca.gov/public/>  
<sup>2</sup> Town of Apple Valley Draft Comprehensive Airport Land Use Compatibility Plan, Figure 6-1, March 1995.



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VIII. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion*

VIII.a *No Impact.* The project is the relocation of a helipad. The existing helipad is located approximately 400 feet west of the hospital, across Kasota Road. The new (relocated) helipad is located adjacent and northeast of the hospital, providing shorter or reduced patient transfer times into the hospital. Currently, the site is developed with the new

(relocated) helipad, with no additional grading or construction activity anticipated. Based on dimensions taken from the site plan and Google Earth, the helipad is approximately 109 feet by 150 feet, creating 16,350 square feet of impervious surfaces. The new (relocated) medical center helipad would comply with the same water quality standards as the St. Mary Medical Center. The project site is already developed, and its activities would comply with the same water quality standards and requirements as the medical center. Therefore, the project will have no impact related increased runoff and drainage. No mitigation is required.

- VIII.b *No Impact.* The helipad is being relocated to a formerly unimproved vehicle parking area at the northeast corner of the medical center. The project site is currently developed as the new temporary (relocated) St. Mary Medical Center helipad. The existing (old) helipad will not be removed due the relocated helipad, it will just not be in use. The helipad limits infiltration of stormwater runoff and, as a result, groundwater recharge. The project would not utilize water sources and will not contribute on a project level to groundwater depletion. The project site is not located within a designated recharge area and would not interfere with groundwater recharge. The project does not propose direct additions or withdrawals of groundwater. No impact to the project's potential impacts to groundwater availability, quality, or recharge capabilities are anticipated and no mitigation is required.
- VIII.c-e *No Impact.* The site has a gentle downward slope toward the Mojave River, located approximately 1 mile to the southwest of the site. A new temporary helipad has been constructed on a formerly unimproved dirt parking area at the northeast corner of the medical center. Runoff water flows from the helipad flows southwest, which will then percolate into the adjacent dirt parking south of the site. In a high rainfall event, the water will then flow along the street and then discharge into existing storm drain. The project will have no impact on altering an existing drainage pattern. No mitigation required.
- VIII.f *No Impact.* Please refer to Checklist Response VIII.a.
- VIII.g-h *No Impact.* As the project is not located within an area identified as being subject to flood hazards, the project would not impede or redirect flood flows.<sup>1</sup> Additionally, the project does not include the development of housing or any other occupied structures. No impact related to this issue would occur and no mitigation is required.
- VIII.i *No Impact.* The project is the relocation of a helipad, which does not include construction or occupancy of any structures. The project site is not located within a 100-year flood hazard area, nor is the project site located within a 500-year flood hazard area<sup>2</sup>. The project would have no impact related to this issue and no mitigation is required.
- VIII.j *No Impact.* The project site is not located near or adjacent to a lake or ocean; therefore, there is no potential for inundation of the site by a seiche (a wave or oscillation of the surface of water in an enclosed or semi-enclosed basin) or tsunami. Because the project is not in close proximity to any large, enclosed bodies of water (e.g., ocean, lake, or river) and is generally flat with no nearby mountainous areas, potential impacts resulting from tsunamis, seiches, or mudflows are not anticipated to occur. No impact associated with these issues will occur and no mitigation is required.

<sup>1</sup> Town of Apple Valley General Plan, Flood Zones in the Study Area, Exhibit IV-4, August 2009.  
<sup>2</sup> Ibid.

IX. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

*Discussion*

- IX.a *No Impact.* The project is currently occupied by the new temporary St. Mary Medical Center helicopter landing pad and does not provide connectivity between any commercial or residential neighborhoods. The surrounding land uses include vacant land to the north and east, a parking lot to the west, and the St Mary Medical Center to to the south. The project site is consistent with the Town of Apple Valley General Plan land use designations and zoning . Because the project is consistent with the Town of Apple Valley General Plan land use designation and zoning , it would not physically divide an established community. No impact related to this issue would occur and no mitigation required.
- IX.b *No Impact.* The applicable land use plans governing the project site are the Town of Apple Valley General Plan (Town of Apple Valley 2009) and Town Municipal Code. The is designated for Office Professional (O-P) uses. The Office Professional designation allows professional offices, and is intended to act as a buffer between General Commercial and residential uses. There is no minimum size for project sites in O-P, but assemblage of smaller parcels is encouraged. The project site is not located in a coastal plan area or a specific plan. The medical center helipad is consistent with Office Professional (O-P) designation with approval of a Conditional Use Permit (CUP) and will therefore be consistent with the General Plan land use designation and zoning of the site. A less than significant impact would occur regarding this issue, and no mitigation is required.
- IX.c *Less Than Significant Impact.* The Town lies within the West Mojave Habitat Conservation Plan and the Town of Apple Valley is preparing a Multi-Species Conservation Plan. The project site is not identified as an area requiring additional biological study.<sup>1</sup> In 1994, the project site appears to be paved with auto parking lot to accommodate the medical center. The project site is not zoned for Open Space nor is the site identified as Open Space in the Town of Apple Valley General Plan Land Use Map.<sup>2</sup> Additionally, the project site is currently developed with a new temporary (relocated) St. Mary Medical Center helipad and no further construction or grading activities are anticipated. Therefore, no impact related to this issue would occur and no mitigation is required.

<sup>1</sup> Exhibit III-6, Town of Apple Valley General Plan (August 2009), Habitat Areas Requiring Additional Biological Study.

<sup>2</sup> Town of Apple Valley Zoning Map, adopted: April 27, 2010, amended: November 10, 2015.

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<b>X. MINERAL RESOURCES – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion*

X.a-b *No Impact.* Important mineral resources that occur within the Town of Apple Valley include aggregate and limestone, both of which are used in the manufacturing of cement. Aggregates and limestone are located within the Town's sphere of influence and are found adjacent to the Mojave River and mountain ranges. The project site is identified in Mineral Resource Zone (MRZ) 3.a, which include areas containing known mineral occurrences of undetermined mineral resource significance. The project site does not contain significant mineral resources or is it zoned for mineral extraction. The project site is already developed with the new temporary St. Mary Medical Center helipad and no mineral resources extraction occurs onsite or in the surrounding area, and no further construction activities are anticipated at this time. Therefore, the project would not result in the loss of available mineral resources. No impact related to this issue would occur and no mitigation is required.

<b>XI. NOISE – Would the project result in:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons 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 level in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial 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 type="checkbox"/>	<input checked="" 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"/>

*Discussion*

Discussion in the following section is based on the *Noise Impact Analysis, St. Mary's Medical Center Helipad Relocation, Town of Apple Valley, California*, LSA Associates, Inc., June, 2017 located in Appendix A of this Initial Study.

- XI.a *Less Than Significant Impact.* A noise assessment was prepared for the project by LSA Associates (see Appendix A). The project is bounded on the north and east by vacant land. Adjacent and west of the project is a parking lot, and south of the site is the St. Mary Medical Center. The Apple Valley Early Education School is located approximately 0.1 mile east of the project site. Single-family residential units are located beyond the vacant land, approximately 500 feet north of the site. The relocated helipad would operate in the same manner as the existing helipad (e.g., same direction and elevation of takeoffs and landings) only relocated 1,050 feet to the east. This new site is somewhat closer to residential uses than the existing site (i.e., to the north), so LSA performed a detailed noise assessment of the proposed helipad operations.





Appendix G of the State CEQA Guidelines indicates a project will have a significant noise impact if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The applicable noise standards governing the project site are the City's General Plan and the noise criteria in the City's Municipal Code Noise Ordinance. The Town of Apple Valley's General Plan Noise Element includes the noise levels shown in Table B, Land Use Compatibility for Community Noise Environments. The Town has adopted a maximum outdoor noise level in residential areas of 65 dBA CNEL. In addition, the Town's Municipal Code in Sections 9.73.050-A and 9.73.050-B establishes the exterior and interior maximum permissible noise level that may intrude into a neighbor's property. The Municipal Code establishes noise level standards for various land use categories affected by stationary noise sources. Table C provides the Town's exterior maximum noise standard based on each receiving land use category and time period. Table D provides the Town's interior maximum noise standard based on each receiving land use category and time period. In addition, the Caltrans Division of Aeronautics in the California Code of Regulations Title 21 Chapter 2.5, Subchapter 6 defines a 65 dBA CNEL noise criterion as part of its "noise standards" with respect to aviation traffic as measured at potentially impacted residences near an airport (or in this case near a helipad).



**Table B: Land Use Compatibility for Community Noise Environments**

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential - Single Family Dwellings, Duplex, Mobile Homes	A	B					D
Residential - Multiple Family	A	B					D
Transient Lodging: Hotels and Motels	A	B					D
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals	A	B					D
Auditoriums, Concert Halls, Amphitheaters	B						
Sports Arenas, Outdoor Spectator Sports	B						
Playgrounds, Neighborhood Parks	A						D
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A						D
Office Buildings, Business, Commercial and Professional	A						D
Industrial, Manufacturing, Utilities, Agriculture	A						D

Source: California Department of Health Services, "Guidelines for the Preparation and Content of the Noise Element of the General Plan," 1990

-  **Normally Acceptable:** With no special noise reduction requirements assuming standard construction.
-  **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.
-  **Normally Unacceptable:** New construction is discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
-  **Clearly Unacceptable:** New construction or development should generally not be undertaken.

**Table C: Town of Apple Valley Exterior Maximum Noise Level Standards**

Receiving Land Use Category	Time Period	L <sub>50</sub> (30 mins)	L <sub>25</sub> (15 mins)	L <sub>5</sub> (5 mins)	L <sub>1</sub> (1 min)	L <sub>max</sub> (Anytime)
Single Family Residential	7:00 a.m. to 10 p.m.	50	55	60	65'	70
	10:00 p.m. to 7:00 a.m.	40	45	50	55	60
Multiple Dwelling Residential and Public Space	7:00 a.m. to 10 p.m.	50	55	60	65'	70
	10:00 p.m. to 7:00 a.m.	45	50	55	60	65
Limited Commercial and Office	7:00 a.m. to 10 p.m.	65'	70	75	80	85
	10:00 p.m. to 7:00 a.m.	60	65	70	75	80
Light/Heavy Industrial	7:00 a.m. to 10 p.m.	75	80	85	90	95
	10:00 p.m. to 7:00 a.m.	70	75	80	85	90

Source: Town of Apple Valley, Municipal Code.

**Table D: Town of Apple Valley Interior Maximum Noise Level Standards**

Receiving Land Use Category	Time Period	L <sub>50</sub> (30 mins)	L <sub>25</sub> (15 mins)	L <sub>5</sub> (5 mins)	L <sub>1</sub> (1 min)	L <sub>max</sub> (Anytime)
Multiple Family Residential	7:00 a.m. to 10 p.m.	--	--	45	50	55
	10:00 p.m. to 7:00 a.m.	--	--	35	40	45

Source: Town of Apple Valley, Municipal Code.

The helicopter used by the medical center is an Airbus Helicopter EC 145 with an overall length of 42.8 ft. The existing helipad and helicopter operations are currently under a temporary authorization and are located on the west side of Kasota Road, west of the medical center parking lot. Due to the emergency nature of the use, the helipad is not used on a pre-set schedule, but it is estimated that the number of helicopter operations, including take-offs and landings, would not exceed 14 in any given month. For the purposes of this analysis, the 65 dBA CNEL contour calculated is based on a "busy-day" which includes three complete operations, one in daytime hours, one in the evening hours, and one during the most-sensitive nighttime hours. This represents a "reasonable worst case" estimate of project operations for which to calculate potential noise impacts.

**Construction-Related (Short-Term) Noise Impacts.** Since the helipad improvements have already been made to the new location under the temporary permit, there will also be no construction-related noise impacts from this project, and no mitigation is required.

**Long-Term Operational Noise Impacts.** The LSA noise assessment calculated the 65 dBA CNEL contour associated with operations at the relocated helipad using the FAA-approved model Airport Emissions Design Tool (AEDT) 2.0c. The AEDT tool takes into account the type of helicopter in use, geometrics of the flight path including elevation, time duration or arrival and departure, schedule of operations, and surrounding topography. Based on the results of the noise model, no sensitive receptors are located within the 65 dBA CNEL noise contour, as shown in Figure 8. Therefore, there are no significant noise operational impacts associated with the relocation of the helipad, and no mitigation is required.

XI.b **Less Than Significant Impact.** Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the effect associated with the shaking of a building there is less of a reaction. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with

groundborne vibration and noise from these sources are usually localized to areas within about 100 feet from the vibration source. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

- XI.c *Less Than Significant Impact.* Noise increases are anticipated to result from vehicle and human activity. Response to question XI.a provided a detailed assessment of potential long-term noise impacts from project-related activity, and concluded that operational, long-term noise impacts are less than significant. No mitigation is required.

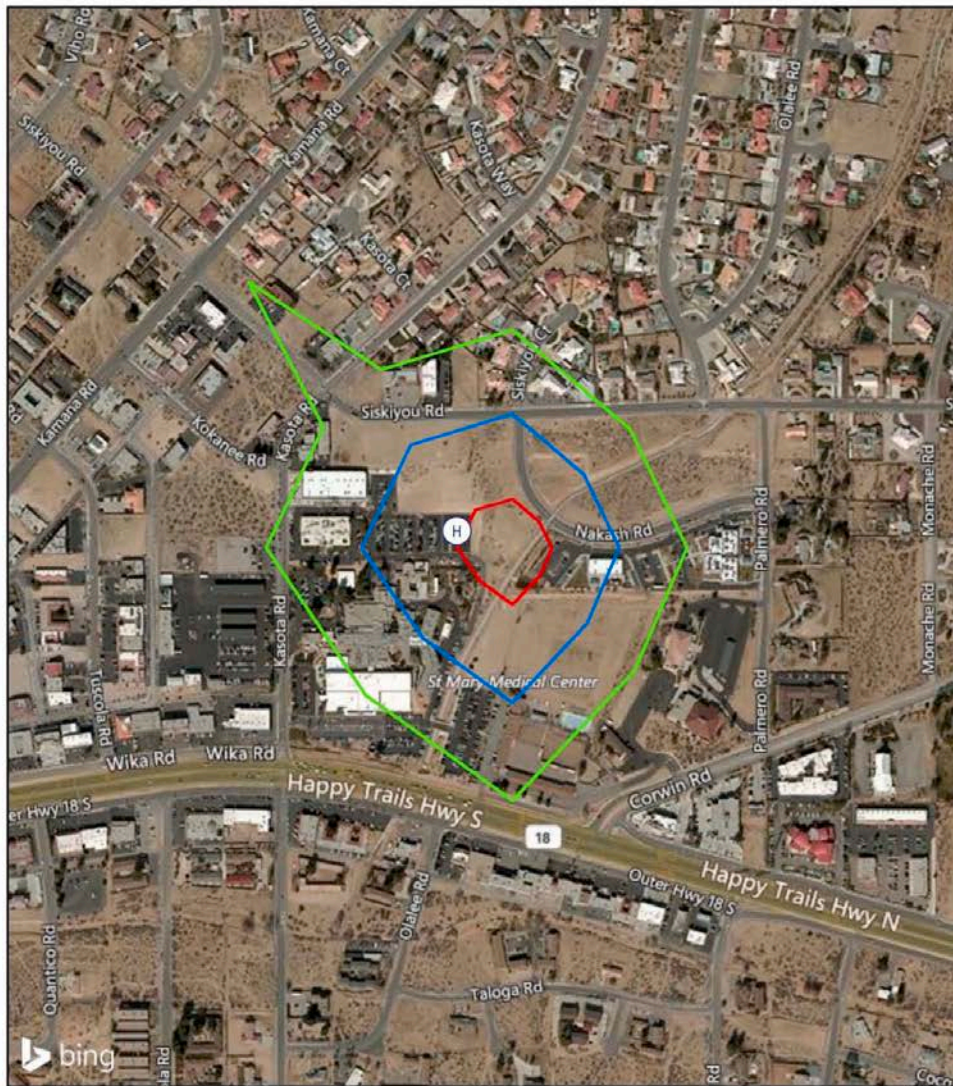
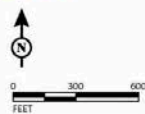


FIGURE 8

LSA

LEGEND

- Helipad
- 55 dBA CNEL
- 60 dBA CNEL
- 65 dBA CNEL



SOURCE: Bing (2/2015); LSA (6/2017); Aviation Environmental Design Tool (AEDT) 2c, 2017  
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XI.d *Less Than Significant Impact.* Refer to response to question XI a, the helipad use will be temporary or intermittent and will not exceed 65 dBA CNEL at the closest sensitive receptors. No mitigation is required.

XI.e-f *No Impact.* The Apple Valley Airport-APV is located approximately 4.3 miles northeast of the site. The helipad is not located within an area of influence of the APV or any private airport. No impact will occur and no mitigation is required.

<b>XII. POPULATION AND HOUSING – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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"/>

*Discussion*

XII.a *No Impact.* The project is the relocation of the St. Mary's Medical Center helipad approximately 1,050 east of the existing helipad site. The project in and of itself would not induce any population or housing growth within the City. Therefore, the project would have no impact related to this issue. No mitigation is required.

XII.b-c *No Impact.* The project site is currently developed with the new temporary (relocated) St. Mary Medical Center helicopter landing pad. No housing units occur within or adjacent to the project site and no units would be removed as a result of the project. No impact related to housing would occur. No mitigation is warranted.

<b>XIII. PUBLIC SERVICES – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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 or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



*Discussion*

XIII.a *Less Than Significant Impact.* The following sections evaluate the potential impacts of the project on fire protection, police protection, schools, parks, and other Town services.

**Fire Protection.** The Apple Valley Fire Protection District serves the Town of Apple Valley as well as other high desert communities. The District currently employs 43 full-time and 15 part-time and paid call personnel. The District staffs three fire stations, with the closest station being Fire Station 332, located at 18857 Outer Highway 18, approximate 0.8 mile southeast of the project site. The AVFPD maintains a mutual aid agreement with the City of Victorville Fire Department, San Bernardino County Fire Department, and the Bureau of Land Management. New development within the Town creates new demands for emergency fire services either by increasing the amount of services needed in a particular area of the Town or by increasing the types of services required for an area. However, the project is the relocation of the St. Mary's Medical Center helipad. The project does not include any occupied structures, and response times by fire protection staff would be less than five minutes. Therefore, the project will have a less than significant impact on fire protection within the project site. No mitigation is required. However, it should also be noted that relocating the helipad closer to the medical center will allow patients to be moved by gurney directly into the hospital rather than having to be transferred first to an ambulance as is needed at the current helipad location, which will save additional time during patient transport.

**Police Protection.** The Town of Apple Valley contracts with the San Bernardino County Sheriff Department and serve as the Town of Apple Valley Police Department. The closest office to the project site is located at 14931 Dale Evans Parkways approximately 3 miles east of the site. The relocation of the St. Mary's Medical Hospital helipad will not require police protection services. The project will have no impact on police protection. No mitigation is required.

**School Facilities.** The project is the relocation of the St. Mary's Medical Office helipad. The project does not include residential dwelling units and will not induce population growth into the Town of Apple Valley; therefore, the project will have no impact on school facilities. No mitigation is required.

**Recreation.** The project does not include recreational facilities. The project will not induce population growth into the Town; therefore, there will be no impacts associated on these facilities from the project. Therefore, no mitigation is required.

**Other Services.** The project is the relocation of a helipad and, as a result, would not cause in an increase in population resulting in a significant impact on other public facilities such as libraries and hospital services. The helipad will have a beneficial impact on hospital services since patients who are brought in by helicopter or are evaluated out by helicopter will have access to the hospital by gurney rather than by ambulance. Because of these reasons, the project will have no impact on other services and no mitigation is required.

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<b>XIV. RECREATION – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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"/>

*Discussion*

XIV.a-b *No Impact.* The project is the relocation of the St. Mary's Medical Hospital helipad and does not include any onsite recreational amenities. Since the project does not include any occupied structures, it would not create a significant increase in population that would increase the demand of local recreational facilities. No significant impact related to this issue would occur and no mitigation is required.

<b>XV. TRANSPORTATION/CIRCULATION – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to design features (e.g., sharp curves of 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"/>

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<b>XV. TRANSPORTATION/CIRCULATION – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion:*

XV.a-b *No Impact.* The project is the relocation of the St. Mary Medical Center helicopter landing pad and therefore will not generate additional vehicle traffic. The existing helipad is located approximately 400 feet west of the hospital, across Kasota Road. The new helipad will be approximately 1,050 feet east of the existing helipad, to the northeast corner of the St. Mary Medical Center. The project includes minimal air traffic and will have no impact on any applicable traffic or non-motorized plan, ordinance or policy. No mitigation is required.

XV.c *No Impact.* The nearest airport to the project site is Apple Valley Airport, located approximately 4.3 miles northeast of the project site. The project site is not located within the airport influence area. The project is not directly related to airport or airport-related operations and the project is flat in nature. The intermittent use of the helicopters will not interfere with the operations at Apple Valley Airport. Therefore, no impact would occur and no mitigation is required.

XV.d *No Impact.* The project is strictly for the use by helicopters associated with the medical center and has direct access to Kasota Road and Highway 18 via a perimeter access road around the medical center. Therefore, no impact related to this issue would occur. No mitigation is required. However, it should be noted that relocating the helipad closer to the medical center will allow patients to be moved by gurney directly into the hospital rather than having to be transferred first to an ambulance as is needed at the current helipad location, which will save additional time during patient transport.

XV.e. *No Impact.* The project does not include additional vehicular movement. The site is currently developed with the temporary helipad and no additional construction activities are anticipated. Therefore, the site will have no road closures and would not result in inadequate emergency access. No impact to this issue would result of the project and no mitigation is required.

XV.f *No Impact.* The new relocated helipad is located northeast of the St. Mary Medical Center and will not alter public transportation characteristics of the area. Additionally, the project site is currently developed with the temporary helipad, and no additional construction activities are anticipated. Because the project site is already developed, the project will have no impact with regards to conflict with an traffic related adopted policy, plans, or programs. No mitigation is required.

<b>XVI. UTILITIES – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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significant environmental effects?				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

*Discussion*

XVI.a-b *No Impact.* The project is relocation of the St. Mary Medical Center helipad, which will not generate wastewater nor will the project consume water. The helipad provides a landing destination for helicopters associated with the medical center. The project site has already been developed with the new (relocated) helipad prior to preparation of this Initial Study. Because the project would not generate wastewater, no impact would occur with the development of the project. No mitigation is required.

XVI.c *No Impact.* The site is currently developed with the St. Mary Medical Center helipad. Additional impermeable surfaces are not anticipated with the helipad. No additional drainage facilities are required to facilitate the site. Therefore, no impact with the construction of a new storm drain is required. No mitigation is required.

XVI.d *No Impact.* Please refer to response to CEQA Checklist XVI a-b.

XVI.e *No Impact.* Please refer to response to CEQA Checklist XVI a-b.

XVI.f-g *Less Than Significant Impact.* The project will not generate solid waste; therefore, no impact related to this issue would occur and no mitigation is required.

<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 drop 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 the 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 impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discussion*

XVI.a *No Impact.* Tables III-5 through III-10 in the Town of Apple Valley General Plan provides a discussion of the special status species within the Town limits. Within the Town of Apple Valley, there are approximately thirty (30) sensitive species such as the desert tortoise and the Least Bell's vireo. The Town lies in the West Mojave Habitat Conservation Plan and the Town of Apple Valley is preparing a Multi-Species Conservation Plan. The Mojave River is located approximately 1-mile west of the project site.

The project site does not contain any designated or eligible historic properties or resources. The closest property is the St. Mary's Regional Catholic Church located approximately 600 feet south of the project boundary. The St. Mary's Regional Catholic Church is listed as Town of Apple Valley Historical Points of Interest.<sup>1</sup> The project site is not located within a cultural resources sensitive area.<sup>2</sup>

Additionally, the project site is currently developed with the new temporary (relocated) helipad which was constructed prior to preparation of this Initial Study. Because the project site is currently developed with a helipad, and no further construction activities are anticipated, no impact to biological resources and/or eliminated important examples of the major periods of California history or prehistory would occur. No mitigation measures are required.

XVI.b *No Impact.* The project site is located within an area designated by the Town for Office Professional (O-P). The project involves the relocation of an existing helipad, there will be no additional criterial air pollutant or greenhouse gas emissions. Project-related air and GHG emissions will be less than thresholds established by the local air district, so impacts in this regard are less than significant and no mitigation is required. Other impacts related to biological resources, geologic and soil conditions, hydrology and water quality, hazards and hazardous materials, and archaeological/paleontological resources are less than significant and do not require mitigation.

The cumulative effects resulting from build out of the Town's General Plan were previously identified in the General Plan EIR. The type, scale, and location of the project is consistent with Town's General Plan and zoning designation and is compatible with the pattern of development on adjacent properties. Because of this consistency, the potential cumulative environmental effects of the project would fall within the impacts identified in the Town's General Plan EIR. The project is the relocation of the medical helicopter landing pad and does not include any occupied structures or additional housing or population. No impact related to this issue would occur, and no mitigation is required.

XVI.c *Less Than Significant Impact.* As detailed in the preceding responses, development of the proposed project would not result, either directly or indirectly, in adverse effects to human beings. Noise impacts were estimated to be less than significant and no mitigation was required.

<sup>1</sup> Table III-12, Town of Apple Valley General Plan (August 2009), Environmental Resources, Designated or Eligible Historic Properties in the Town and Sphere of Influence.

<sup>2</sup> Exhibit III-7, Town of Apple Valley General Plan (August 2009), Environmental Resources, Cultural Resources Sensitivity Map.

**REFERENCES**

1. California Department of Conservation, Farmland Mapping and Monitoring Program, 2016.
2. California Department of Conservation, Williamson Act GIS Coverage, San Bernardino County, *San Bernardino County Parcels Under Agricultural Contract*, 2016.
3. California Department of Toxic Substance Control, Hazardous Waste Substance and Sites List (Cortese List), site accessed May 18, 2017.
4. California Public Resources Code, §5020.1(j)
5. *CUPA Directory Search*, <http://www.calepa.ca.gov/CUPADirectory/default.aspx>, website accessed June 1, 2017.
6. Federal Emergency Management Agency (FEMA), Digital Flood Insurance Rate Maps (DFIRM), FEMA website accessed May 28, 2017.
7. Google Earth, Imagery Date: September 4, 2016.
8. Institute of Transportation Engineers, *Trip Generation*, 9th Edition. 2014.
9. LSA Associates, Inc. *Noise Impact Analysis, St. Mary's Medical Center Helipad Relocation, Town of Apple Valley, California*, June 2017.
10. *Noise Impact Analysis*, LSA Associates Inc., June 29, 2017.
11. Soil Survey of San Bernardino County, Mojave River Area, United States Department of Agriculture, Soil Conservation Service, 1986.
12. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.
13. South Coast Air Quality Management District, *2012 Air Quality Management Plan*.
14. Town of Apple Valley *General Plan*, August 2009.
15. Town of Apple Valley *Zoning Map*, adopted: April 27, 2010, amended: November 10, 2015.
16. United States Department of Agriculture, Soil Conservation Service, *Soil Survey of San Bernardino County, California*, 1980.



**APPENDIX A**  
**Noise Impact Assessment**



BERKELEY  
CARLSBAD  
FRESNO  
IRVINE  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROCKLIN  
SAN LUIS OBISPO

**PROJECT MEMORANDUM**

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**Date:** August 15, 2017  
**To:** Carol Miller, Town of Apple Valley  
**From:** Kent Norton, LSA Riverside  
**Project:** St. Mary's Medical Center Helipad Relocation Project  
**Subject:** Response to MND Comments

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In early July of 2017, the Town of Apple Valley circulated the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed helipad relocation at the St. Mary's Medical Center in the Town of Apple Valley (Conditional Use Permit No. 2017-004 and State Clearinghouse No. 2017071043) for a 30-day public review period. The Town the following four (4) comment letters regarding this project:

- California Native American Heritage Commission (NAHC)
- 29 Palms Band of Mission Indians (2 letters with different dates)
- San Manuel Band of Mission Indians

The following discussion presents the general comments in each letter and a specific response to each topic or question presented.

**LETTER 1: CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION (5 PAGES)**  
**Gayle Totton, Associate Governmental Project Analyst dated August 4, 2017**

**Comment 1.** The NAHC pointed out the IS/MND did not have a separate section analyzing impacts of the project relative to Tribal Cultural Resources.

**Response to Comment 1.** The commenter is correct, the IS/MND did not contain a specific separate section evaluating tribal cultural resources. It should be noted the changes to the State Guidelines are only recommendations or guidance for local agencies in the preparation of Initial Studies and other CEQA analyses, and local lead agencies can adopt or use their own specific Initial Study forms to evaluate potential environmental impacts on projects. Be that as it may, the following information is provided to complete the administrative or public record regarding the analysis of tribal cultural resources and AB 52 consultation. Section V of the Initial Study clearly indicates there are no issues regarding cultural resources in relation to the project site. In addition, the Response to Comment 2 below and the attached materials provide the requested documentation regarding AB 52.



**Comment 2.** The Town should provide documentation of government-to-government consultation regarding development projects as required under AB 52.

**Response to Comment 2.** On June 27, 2017, the Town of Apple Valley sent notices to the following four (4) tribal groups or representatives previously indicated by the NAHC that overlap the Town of Apple Valley limits:

- Cabazon Band of Mission Indians
- Desert Cahuilla Indians
- San Manuel Band of Mission Indians
- 29 Palms Band of Mission Indians

The 30-day period to indicate a desire to consult on a project under AB 52 is now closed. Two tribes, the 29 Palms Band of Mission Indians and the San Manuel Band of Mission Indians, responded to the request for interest in consultation issued by the Town for this project (see Letters 2 and 3).

**Comment 3.** There were no findings regarding impacts to tribal cultural resources for this project in the IS/MND regarding AB 52 or SB 18.

**Response to Comment 3.** First, the project does not contain any aspects that would trigger consultation under SB 18 (i.e., no General Plan amendment, change in open space, or a Specific Plan). The findings of the project relative to AB 52 are hereby summarized in this memorandum and will be outlined in the staff report and adoption materials for the Conditional Use Permit. As outlined above, the Town has complied with the consultation requirements of AB 52 and the proposed project would have no impacts on tribal cultural resources. Therefore, the requirements of AB 52 relative to this project have been met.

**LETTER 2: 29 PALMS BAND OF MISSION INDIANS (1 PAGE)**

**Anthony Madrical Jr., Tribal Historic Preservation Officer, dated July 6, 2017**

**Comment 1.** The tribal representative indicated they were not aware of any tribal cultural resources in the project area and were not interested in consulting with the Town on this project (i.e., they indicated they had “no interest in the project”).

**Response to Comment 1.** The Town acknowledges the 29 Palms Band of Mission Indians have no further interest in this project, and thank you for your participation in this consultation process.

**LETTER 3: 29 PALMS BAND OF MISSION INDIANS (1 PAGE)**

**Anthony Madrical Jr., Tribal Historic Preservation Officer, dated July 6, 2017**

**Comment 1.** The tribal representative reiterated their position stated in their July 6 letter.

**Response to Comment 1.** See Response to Comment 1 in Letter 2 above.



**LETTER 4: SAN MANUEL BAND OF MISSION INDIANS (EMAIL, 1 PAGE)**  
**JESSICA MAUCK., Cultural Resources Analyst, dated July 25, 2017**

**Comment 1.** The tribal representative indicated they were not aware of any tribal cultural resources in the project area and were not interested in consulting with the Town on this project (i.e., they indicated they do “not have any concerns with the project’s implementation”).

**Response to Comment 1.** The Town acknowledges the San Manuel Band of Mission Indians have no further interest in this project, and thank you for your participation in this consultation process.

Attachments: TAV AB 52 Consultation Notifications  
NAHC Letter 8-4-17  
29 Palms Letter 7-6-17  
29 Palms Letter 7-26-17



BERKELEY  
CARLSBAD  
FRESNO  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

June 29, 2017

Carol Miller  
Principal Planner  
Town of Apple Valley  
14955 Dale Evans Parkway  
Apple Valley, CA 92307

Subject: St. Mary Medical Center Helipad Relocation Project Noise Impact Analysis

Dear Ms. Miller:

LSA is pleased to submit this Noise Impact Analysis for the St. Mary Medical Center Helipad Relocation project (proposed project) at 18300 Highway 18 in the Town of Apple Valley, San Bernardino County, California. The proposed project will relocate the helipad northeast of Kasota Road and Highway 18, also known as Happy Trails Highway, from the existing helipad location across Kasota Road.

## PROJECT DESCRIPTION

### Project Location

The proposed project is at the northeast corner of Kasota Road and Highway 18 (also known as Happy Trails Highway) in the Town of Apple Valley, San Bernardino County, California. The proposed project will relocate the helipad to the northeast corner of Kasota Road and Highway 18 from the existing location on the west side of Kasota Road, west of the parking lot.

### Project Description

The proposed project involves the relocation of a medical helipad serving the St. Mary Medical Center. The existing helipad is across Kasota Road, approximately 400 feet west of the hospital. The new (relocated) helipad would be located 1,050 feet (0.2 mile) to the east of the existing helipad, adjacent to the northeast corner of the St. Mary Medical Center. The helipad is being relocated to improve patient transfer times into the hospital and would generally move the landing pattern of helicopters to the medical center approximately 1,000 feet to the east. The relocated helipad site is relatively flat, with an elevation of approximately 2,865 feet above mean sea level.

The helipad is equipped with green perimeter lighting, obstruction lights, and a lighted wind cone and is approved for day and night Visual Flight Rules (VFR) conditions only. The design helicopter is an Airbus Helicopter EC 145 with an overall length of 42.8 feet and a height of 11.4 feet. The helipad is designed to accommodate helicopters that do not exceed 43 feet in overall length. The relocated helipad would operate in the same manner as the existing helipad (e.g., the same direction and elevation of takeoffs and landings), only relocated slightly to the east.

Figure 1 (all figures are attached) identifies the project's regional location, Figure 2 provides the existing site and the helipad relocation site and surrounding land uses, Figure 3 shows the helipad



relocation site plan, Figure 4 provides a detailed landing and takeoff flight plan, Figure 5 identifies the general flight path, and Figure 6 provides a 1,000-foot radius buffer around the site.

#### CHARACTERISTICS OF SOUND

Sound is increasing to such disagreeable levels in the environment that it can threaten quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness may affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a proposed project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

#### Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) are 10 times more intense than 1 dB, 20 dB are 100 times more intense, and 30 dB are 1,000 times more intense. Thirty (30) dB represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.



There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound.  $L_{eq}$  is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the  $L_{eq}$  and the Community Noise Equivalent Level (CNEL) or the day-night average level ( $L_{dn}$ ) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly  $L_{eq}$  for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).  $L_{dn}$  is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and  $L_{dn}$  are within 1 dBA of each other and are normally interchangeable. The Town of Apple Valley uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the noise annoyance factor include  $L_{max}$ , which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by  $L_{max}$ , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise.  $L_{max}$  is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the  $L_{10}$  noise level represents the noise level exceeded 10 percent of the time during a stated period. The  $L_{50}$  noise level represents the median noise level, where the noise level exceeds this level half the time and is less than this level half the time. The  $L_{90}$  noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the  $L_{eq}$  and  $L_{50}$  are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. However, this range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. For analysis purposes, only audible changes in existing ambient or background noise levels are considered potentially significant.

#### Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed area.



#### CHARACTERISTICS OF HELICOPTER NOISE

Helicopters are equipped with two rotors. The main rotor is on the top of the cabin and is used to generate lift. The other rotor (the tail rotor) is in the tail, is used to produce a sideways force that prevents the body of the helicopter from rotating, and is used to steer the helicopter.

Power is transferred to the rotors from the engine via a main gearbox. The engine's revolutions per minute (RPMs) are reduced from thousands to hundreds by increasing the torque and slowing the rotation to an acceptable level for the rotors. Noise generated by the engine depends on the type/model of engine powering the helicopter. The transmission drives the mast, which provides direct rotation to the rotors. Noise generated by the transmission depends on the type/model of engine and transmission powering the helicopter.

#### METHODOLOGY

The evaluation of noise impacts associated with the proposed project includes the following:

- Determine the long-term project-related helicopter noise impacts on off-site noise-sensitive uses
- Determine the required mitigation measures to reduce long-term noise impacts

This Noise Impact Analysis uses the Town of Apple Valley noise standards, including the Noise Element of the General Plan, as thresholds against which potential noise impacts are evaluated.

#### REGULATORY SETTING

##### Town of Apple Valley

###### Noise Element

The Town of Apple Valley's Noise Element of the General Plan has implemented the noise levels shown in Table A, Land Use Compatibility for Community Noise Environments. The Town of Apple Valley has adopted a maximum outdoor noise level in residential areas of 65 dBA CNEL.

###### Municipal Code

The Town of Apple Valley's Municipal Code in Sections 9.73.050-A and 9.73.050-B establishes the exterior and interior maximum permissible noise level that may intrude into a neighbor's property. The Municipal Code establishes noise level standards for various land use categories affected by stationary noise sources. Table B provides the Town of Apple Valley's exterior maximum noise standard based on each receiving land use category and time period. Table C provides the Town of Apple Valley's interior maximum noise standard based on each receiving land use category and time period.



**Table A. Land Use Compatibility for Community Noise Environments**

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential - Single Family Dwellings, Duplex, Mobile Homes	A	B					D
Residential - Multiple Family	A	B					D
Transient Lodging: Hotels and Motels	A	B				G	D
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals	A	B				G	D
Auditoriums, Concert Halls, Amphitheaters		B				G	
Sports Arenas, Outdoor Spectator Sports		B				G	
Playgrounds, Neighborhood Parks	A					G	D
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A					G	D
Office Buildings, Business, Commercial and Professional	A				B		D
Industrial, Manufacturing, Utilities, Agriculture	A				B		D

Source: California Department of Health Services, "Guidelines for the Preparation and Content of the Noise Element of the General Plan," 1990

- Normally Acceptable:** With no special noise reduction requirements assuming standard construction.
- Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.
- Normally Unacceptable:** New construction is discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- Clearly Unacceptable:** New construction or development should generally not be undertaken.



**Table B. Town of Apple Valley Exterior Maximum Noise Level Standards**

Receiving Land Use Category	Time Period	L <sub>50</sub> (30 mins)	L <sub>25</sub> (15 mins)	L <sub>5</sub> (5 mins)	L <sub>2</sub> (1 min)	L <sub>max</sub> (Anytime)
Single Family Residential	7:00 a.m. to 10 p.m.	50	55	60	65	70
	10:00 p.m. to 7:00 a.m.	40	45	50	55	60
Multiple Dwelling Residential and Public Space	7:00 a.m. to 10 p.m.	50	55	60	65	70
	10:00 p.m. to 7:00 a.m.	45	50	55	60	65
Limited Commercial and Office	7:00 a.m. to 10 p.m.	65	70	75	80	85
	10:00 p.m. to 7:00 a.m.	60	65	70	75	80
Light/Heavy Industrial	7:00 a.m. to 10 p.m.	75	80	85	90	95
	10:00 p.m. to 7:00 a.m.	70	75	80	85	90

Source: Town of Apple Valley, Municipal Code.

L<sub>50</sub> = the noise level representing the median noise level; half the time the noise level exceeds this level and half the time it is less than this level

L<sub>25</sub> = the noise level exceeded 25 percent of the time during a stated period

L<sub>5</sub> = the noise level exceeded 5 percent of the time during a stated period

L<sub>2</sub> = the noise level exceeded 2 percent of the time during a stated period

L<sub>max</sub> = maximum instantaneous noise level

min = minute

**Table C. Town of Apple Valley Interior Maximum Noise Level Standards**

Receiving Land Use Category	Time Period	L <sub>50</sub> (30 mins)	L <sub>25</sub> (15 mins)	L <sub>5</sub> (5 mins)	L <sub>2</sub> (1 min)	L <sub>max</sub> (Anytime)
Multiple Family Residential	7:00 a.m. to 10 p.m.	–	–	45	50	55
	10:00 p.m. to 7:00 a.m.	–	–	35	40	45

Source: Town of Apple Valley, Municipal Code.

L<sub>50</sub> = the noise level representing the median noise level; half the time the noise level exceeds this level and half the time it is less than this level

L<sub>25</sub> = the noise level exceeded 25 percent of the time during a stated period

L<sub>5</sub> = the noise level exceeded 5 percent of the time during a stated period

L<sub>2</sub> = the noise level exceeded 2 percent of the time during a stated period

L<sub>max</sub> = maximum instantaneous noise level

min = minute

**California Code of Regulations**

The California Department of Transportation Division of Aeronautics in the California Code of Regulations Title 21, Chapter 2.5, Subchapter 6 defines a 65 dBA CNEL noise criterion as part of its “noise standards” with respect to aviation traffic as measured at potentially impacted residences near an airport.

**THRESHOLD OF SIGNIFICANCE**

Based on guidelines for the implementation of the California Environmental Quality Act, Appendix G, Public Resource Code Sections 15000–15387<sup>1</sup>, a project will normally have a significant effect on the

<sup>1</sup> American Council of Engineering Companies (ACEC). 2016. California Environmental Quality Act (CEQA) Guidelines.



environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The applicable noise standards governing the project site during construction are the criteria in the Town of Apple Valley's Municipal Code Noise Ordinance.

**EXISTING SETTING**

**Overview of the Existing Noise Environment**

The project site would be exposed to noise associated with traffic on Kasota Road and Highway 18 (also known as Happy Trails Highway). The project is mostly shielded from these two roadways by the existing on-site building.

**Existing Land Uses in the Project Vicinity**

The project is abutted to the north and east by vacant land. An auto parking lot is adjacent west of the project site and the St. Mary Medical Center is south of the project site. The Apple Valley Early Education School is approximately 0.1 mile east of the project site. Single-family residential units are located beyond vacant land, approximately 500 feet north of the site. Comparing the single-family residential units to the project site, the single-family residential units have a height differential of approximately 24 feet. The Apple Valley Airport is approximately 4.3 miles northeast of the site. The major freeways in the area include Interstate 15, approximately 1.5 miles west of the site. Highway 18, also known as Happy Trails Highway, is located adjacent to and south of the St. Mary Medical Center. The Mojave River is approximately 1 mile southwest of the project site. The land use designations of the site and surrounding areas are described in Table D.

**Table D. General Plan Designations and Land Uses**

Location	Land Use Designation	Current Land Uses
On site	Office Professional (O-P)	St. Mary Medical Center Helipad
North	Office Professional (O-P)	Vacant
South	Office Professional (O-P)	St. Mary Medical Center
East	Office Professional (O-P)	A mix of vacant land and the Apple Valley Early Education School
West	Office Professional (O-P)	Auto parking stalls and St. Mary Medical Center buildings

**Impacts**

*Helicopter Operations*

The helicopter used by St. Mary Medical Center is an Airbus Helicopter EC 145 with an overall length of 42.8 feet. The existing St. Mary Medical Center helipad and helicopter operations, currently under a temporary authorization, are located on the west side of Kasota Road, west of the parking lot, in the Town of Apple Valley, San Bernardino County, California. Due to the emergency nature of the use with which the helipad is associated, an exact schedule cannot be determined. It is estimated that the number of helicopter operations, including takeoffs and landings, would not exceed 14 in any given month. Also, for the purposes of this analysis, the 65 dBA CNEL contour calculated is





based on a "busy-day" which includes three complete operations: one in daytime hours, one in the evening hours, and one during the most sensitive nighttime hours.

*Helicopter Noise Impacts*

In order to calculate the 65 dBA CNEL contour associated with operations at the relocated helipad, the Federal Aviation Administration-approved model Airport Emissions Design Tool (AEDT) 2.0c was used. The AEDT tool takes into account the type of helicopter in use, the geometrics of the flight path (including elevation), the time duration or arrival and departure, the schedule of operations, and the surrounding topography. Based on the results of the noise model, as shown on Figure 7, no sensitive receptors are located within the 65 dBA CNEL noise contour; therefore, no operational impacts are associated with the relocation of the helipad.

**MITIGATION MEASURES**

No mitigation measures are required for the relocation of the helipad.

Sincerely,

**LSA Associates, Inc.**

A handwritten signature in blue ink that reads "Jason Lui".

Jason Lui, Senior Noise Specialist

Attachment: Figures 1-7



**FIGURES 1–7**

- Figure 1: Regional and Project Location
- Figure 2: Existing and Helipad Relocation Site
- Figure 3: Helipad Relocation Site Plan
- Figure 4: Detailed Landing and Takeoff Flight Plan
- Figure 5: General Flight Path
- Figure 6: 1,000 Foot Radius Map
- Figure 7: Relocated Helipad Noise Contours

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**2-61**

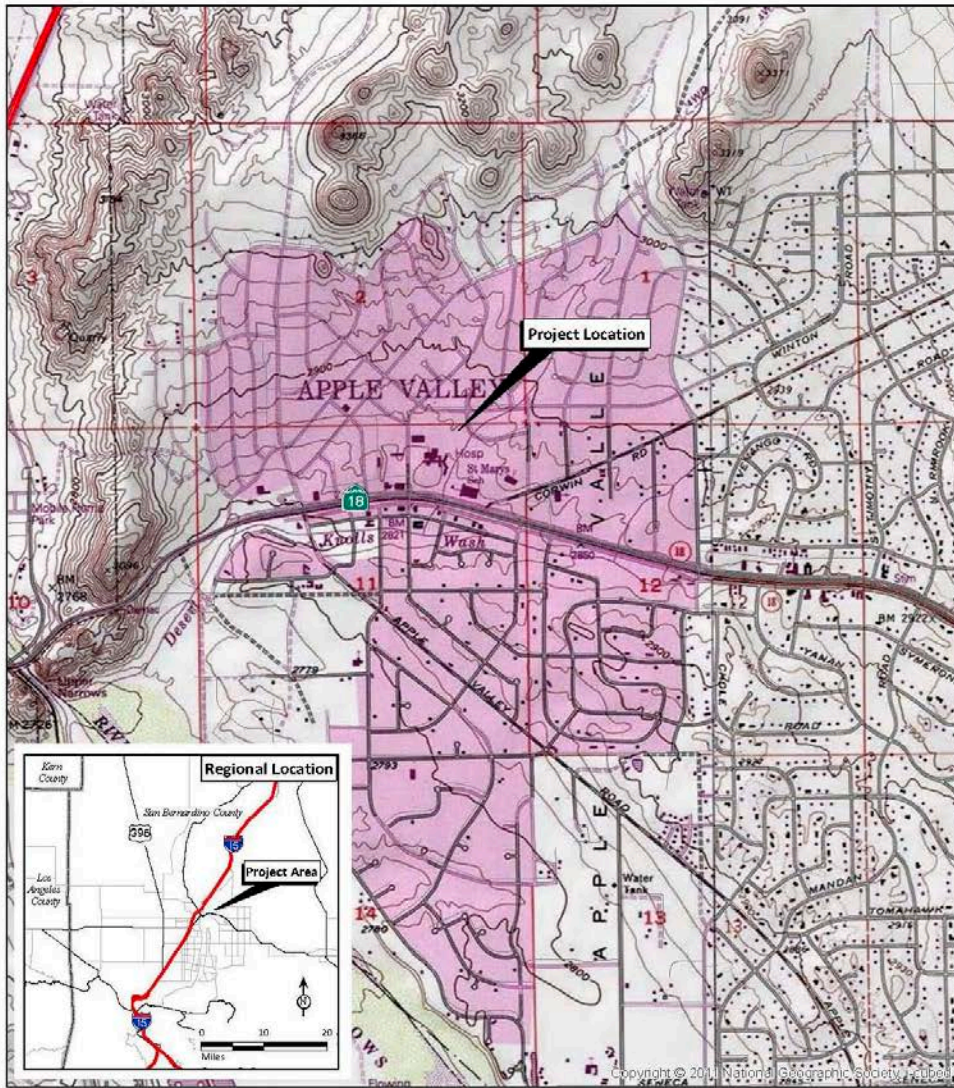


FIGURE 1

LSA



0 1000 2000  
FEET

SOURCE: USGS 7.5' Quads: Apple Valley North (93), CA; Victorville (93), CA.  
E:\APL1702\Reports\15\_MND\fig1\_RegLoc.mxd (6/14/2017)

Apple Valley Helipad Project  
Regional and Project Location





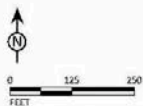


FIGURE 2

LSA

LEGEND

-  Proposed Project Site
-  Existing Site



SOURCE: David Evans and Associates, Inc., September 21, 2016.  
I:\APL1702\Report\Noise\fig2\_ExistingandHelipadRelocationSite.mxd (6/28/2017)

Apple Valley Helipad Project  
Existing and Helipad Relocation Site

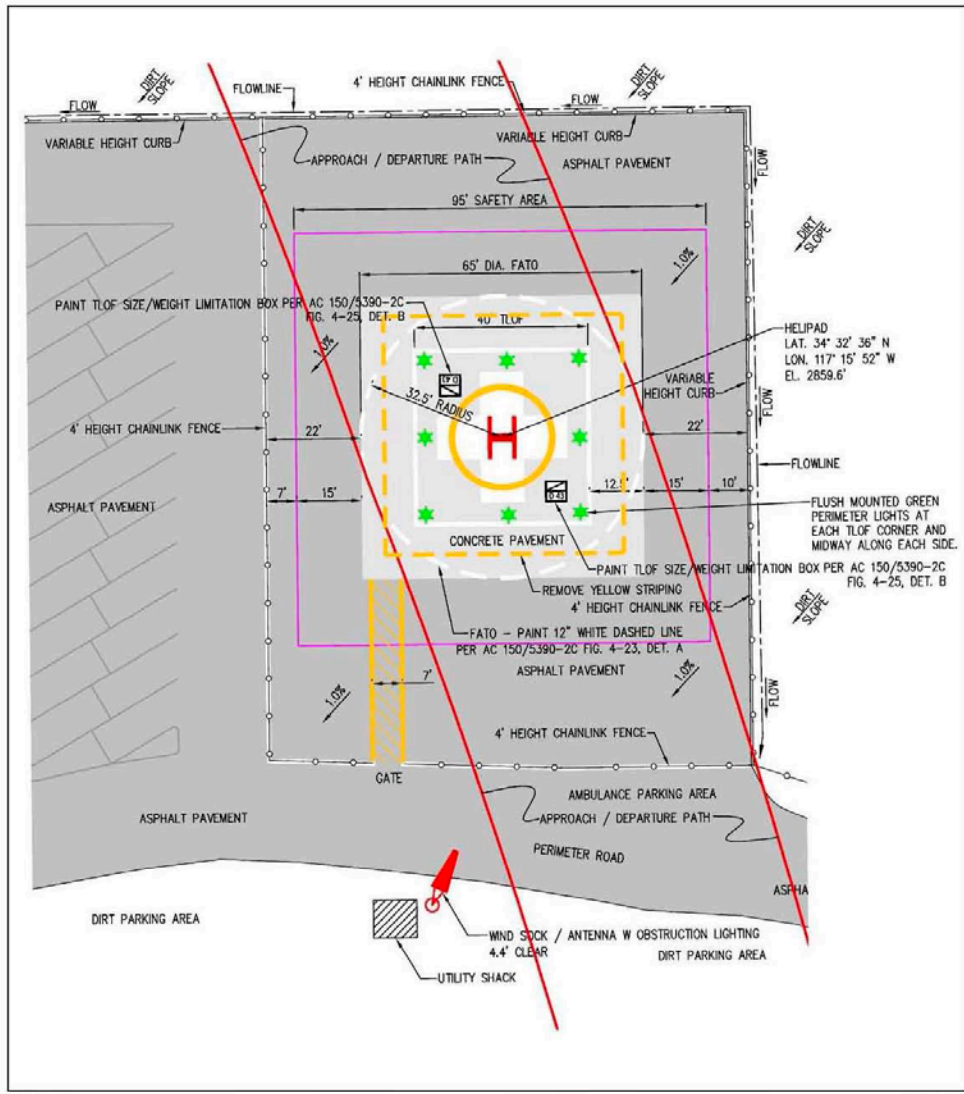
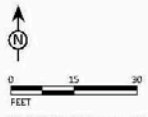


FIGURE 3

LSA



SOURCE: David Evans and Associates, Inc., September 21, 2016.  
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Apple Valley Helipad Project  
 Helipad Relocation Site Plan



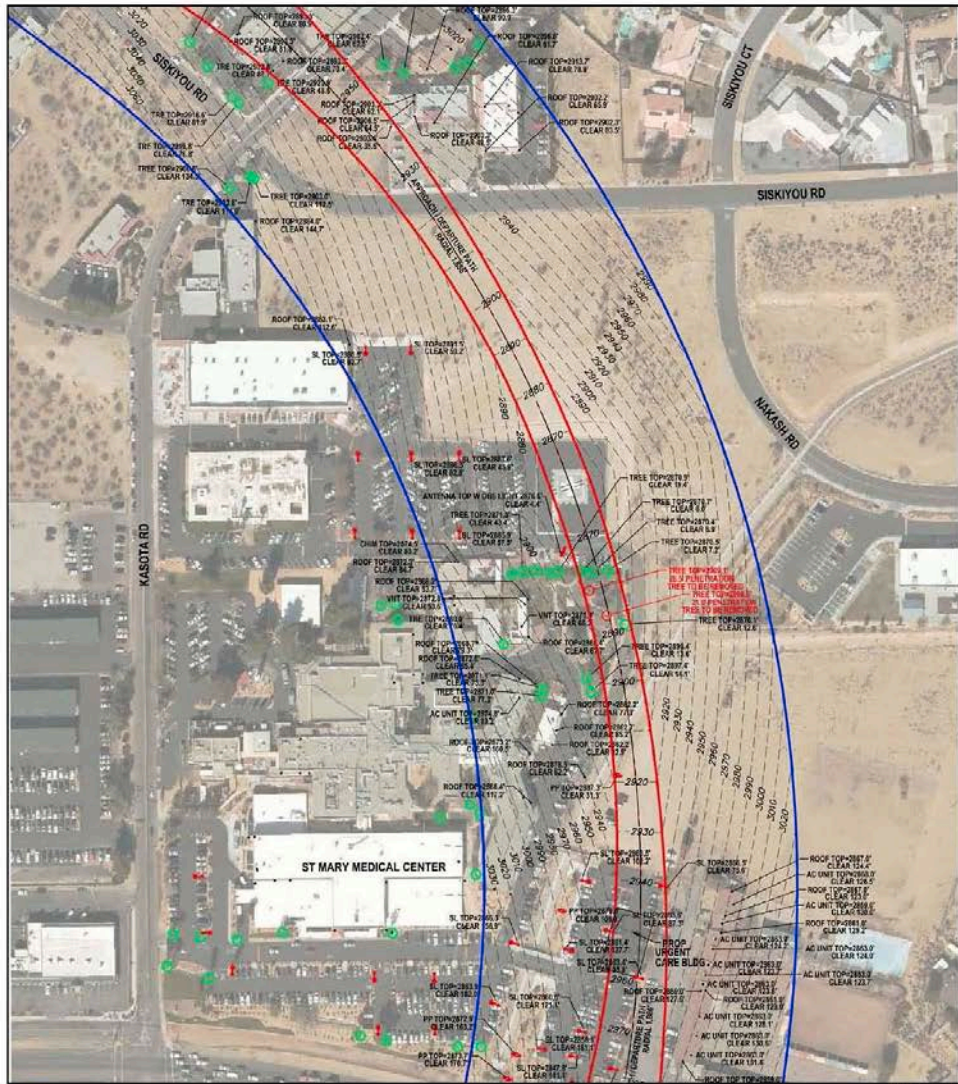
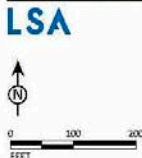


FIGURE 4



SOURCE: David Evans and Associates, Inc., September 21, 2016.  
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Apple Valley Helipad Project  
 Detailed Landing and Takeoff Flight Path

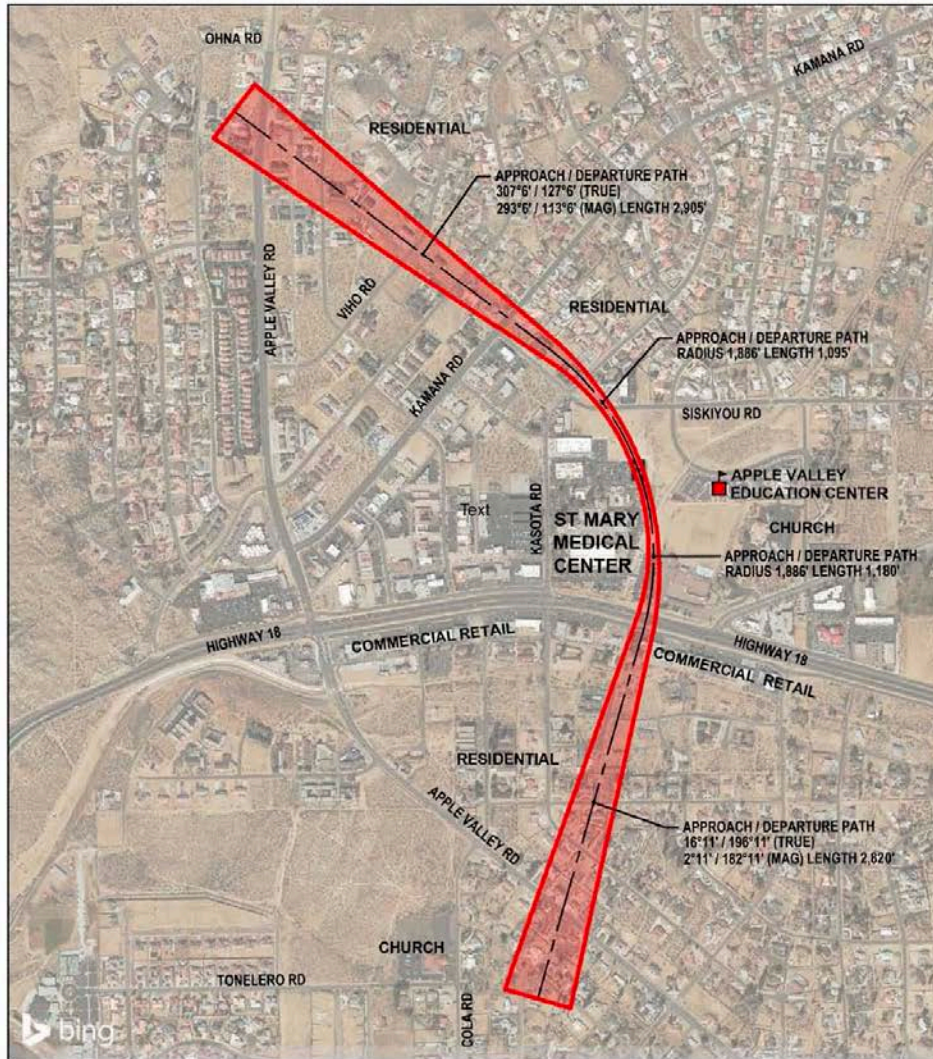


FIGURE 5

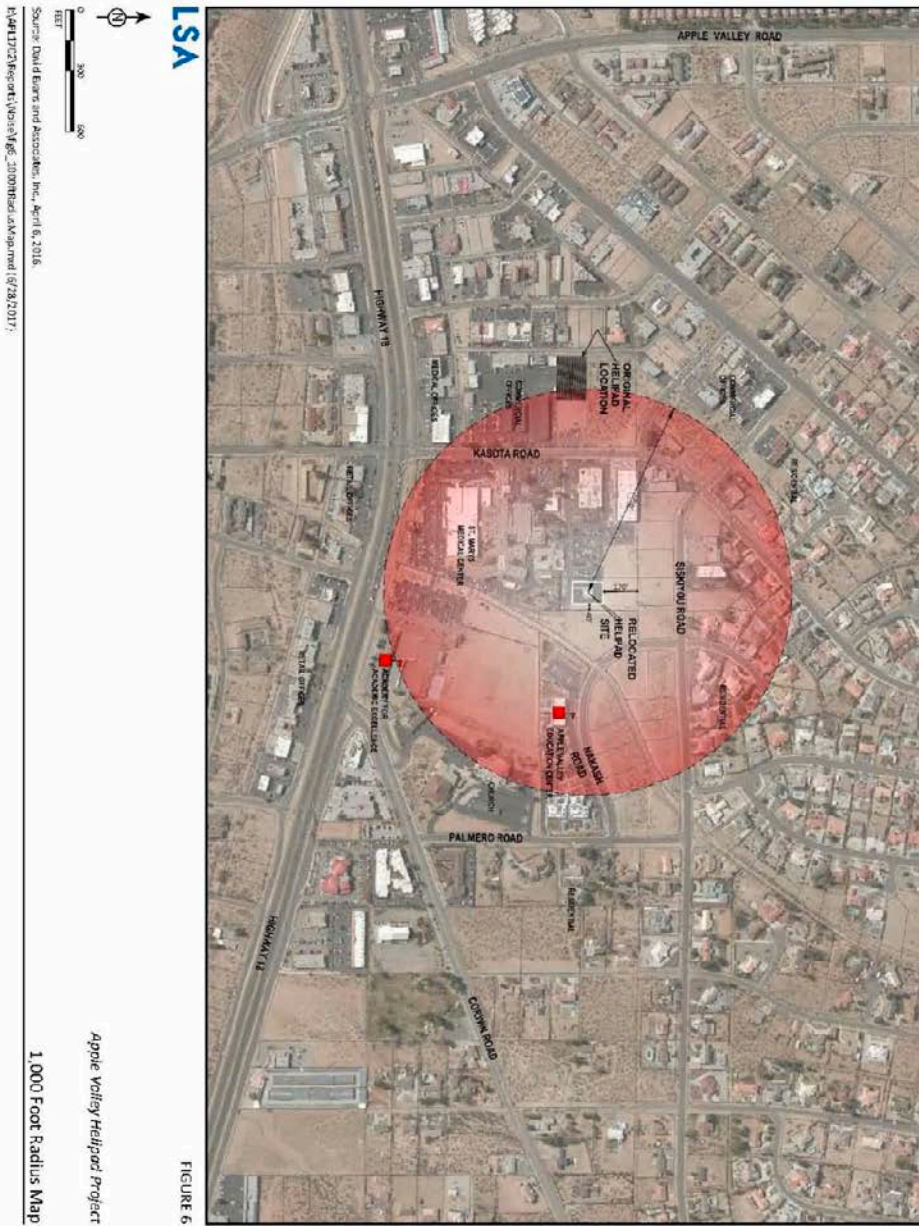
LSA



SOURCE: David Evans and Associates, Inc., September 21, 2016; Bing Aerial, 2016.  
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Apple Valley Helipad Project  
 General Flight Path





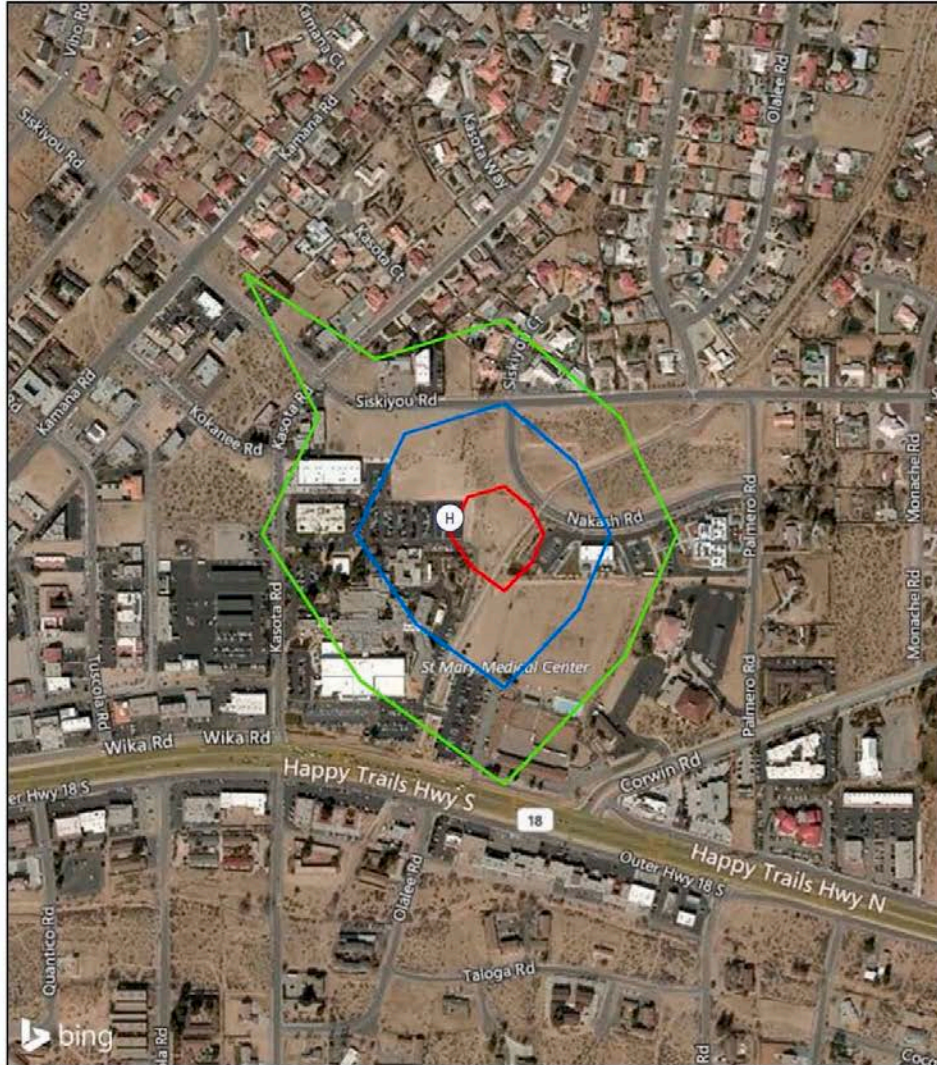
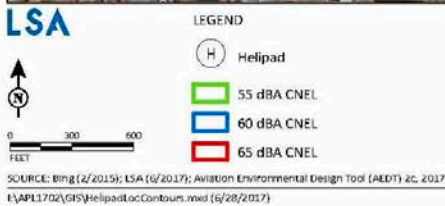


FIGURE 7



Apple Valley Helipad Project  
 Relocated Helipad Noise Contours



Conditional Use Permit 2017-004

