



**INITIAL STUDY FOR THE**  
**Southern California Edison (SCE) HELIPAD**  
(Planning Application 14-0112)

Lead Agency:

**CITY OF WILDOMAR**  
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## APPENDIX – HELIPORT NOISE STUDY NOISE

## **APPENDICES INCLUDED ON ENCLOSED CD-ROM**

1. Heliport Noise Study, SCE Wildomar Service Center, Southern California Edison, August 22, 2014

**Note to Reader:** To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available on the Environmental Documents Center of the City of Wildomar Planning Department website (<http://www.cityofwildomar.org/planning.asp>). Printed copies of the appendices are also available as part of the project file and can be reviewed at the following location:

**City of Wildomar City Hall**

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Hours: Monday–Thursday, 8 a.m.–5 p.m. (closed Fridays)

## I. INTRODUCTION AND PROJECT DESCRIPTION

### Purpose and Project Overview

Southern California Edison (SCE) has applied to develop a new licensed helipad at its SCE Service Center in Wildomar (Planning Application 14-0133). The new helipad will also require approval from the California Department of Transportation (Caltrans) and the Federal Aviation Administration (FAA). The service center helipad would have two flight paths, one to and from the southwest and one to and from the northeast. The purpose of this Initial Study is to evaluate the potential environmental effects associated with operation of the new helipad.

### Project Location

The service center helipad would be located at the existing SCE facility at 24487 Prielipp Road in Wildomar, California. The proposed helipad would be located along the southern portion of the service center parking lot (see **Figure 1**). The project site is identified as Assessor's Parcel Number (APN) 389-260-038-6.

Surrounding land uses include multi-family residential uses to the north across Prielipp Road, single-family residential uses to the east, manufacturing and light industrial uses to the west, and the Temecula Freeway (Interstate 15) and undeveloped land to the south. Directly adjacent and to the south of the proposed helipad site is undeveloped land that is approximately 40 to 60 feet below the grade of the service center site. Single-family homes in Murrieta are located approximately 700 feet to the south of the undeveloped land. The service center currently has a General Plan designation of LI (Light Industrial) and is zoned M-SC (Manufacturing-Service Commercial) and I-P (Industrial Park). Implementation of the proposed project would not involve a change in either the General Plan or the zoning designation. **Figure 2** shows the regional location, while **Figure 1** shows an aerial view of the proposed project site, including the proposed helipad location.

### Project Description

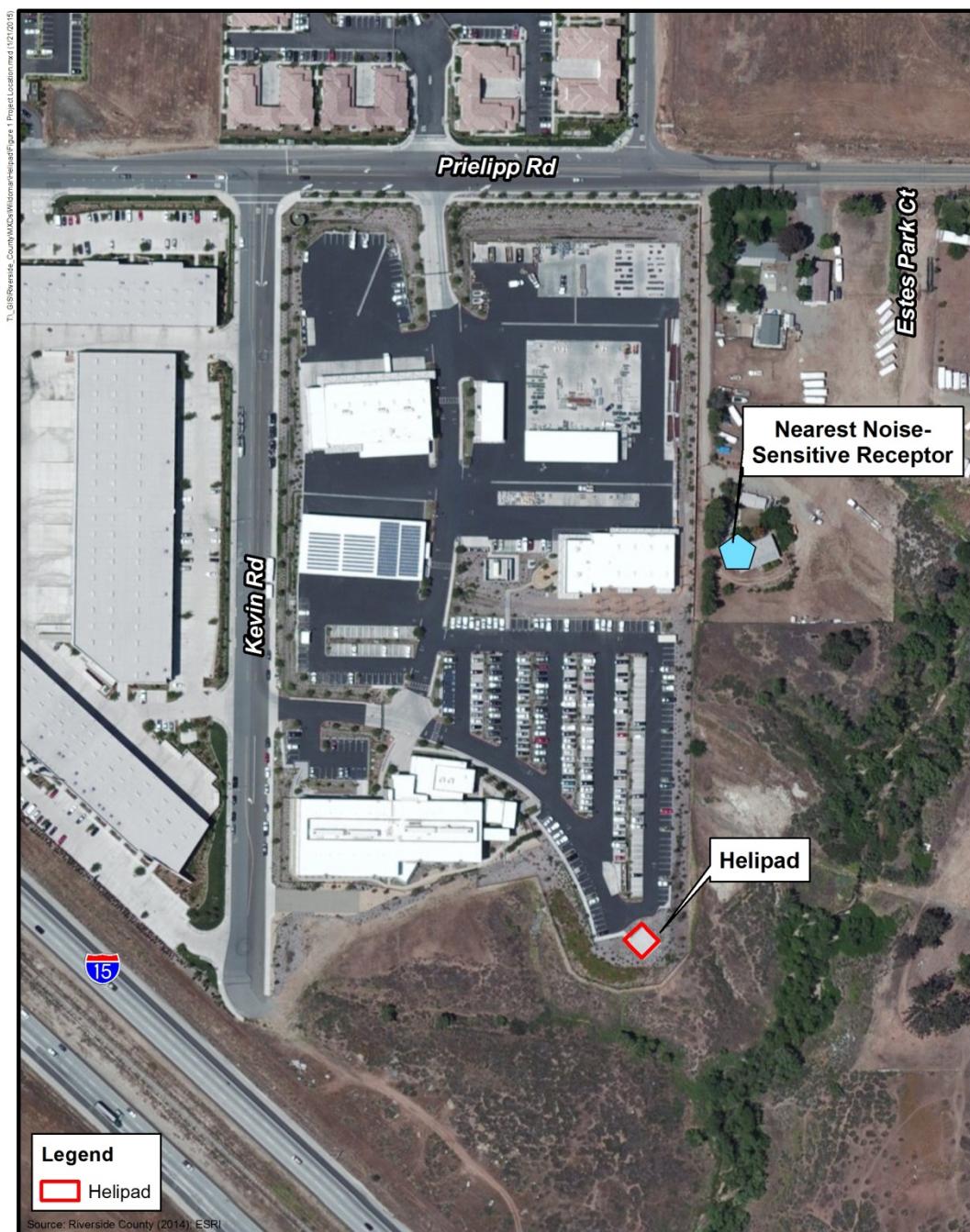
Southern California Edison (SCE) is requesting to use a helicopter landing pad (helipad) that was constructed in 2007 as part of the SCE Wildomar Service Center. While the pad area itself is approximately 20 feet by 20 feet, the total site consists of a gross site area of 19.3 acres and a net site area of 17.2 acres and already contains a fully operational service center. SCE obtained Entitlement Approval for the new service center in 2007 from the County of Riverside. The proposed helipad location was indicated on the original Entitlement Application, and a concrete pad suitable for helipad operations was developed as part of the service center site; however; operation of the helipad was omitted from the final submittal approved by the County of Riverside. As such, the proposed project would not involve any new construction other than restriping the existing concrete slab and installing lights for helipad operation. No other physical improvements would be made to the existing service center site.

SCE maintains a fleet of six helicopters at its Aircraft Operations Facility at the Chino Airport in Chino. SCE primarily uses the helicopters for periodic patrolling of utility lines in remote areas. Helicopters are also needed during natural disasters or other catastrophic events to transport linemen and materials to repair damaged transmission lines. Because of the nature of SCE's operations, the proposed Wildomar helipad will be used on an as-needed basis. The applicant anticipates that the Wildomar Service Center helipad would be used on average twice a year.

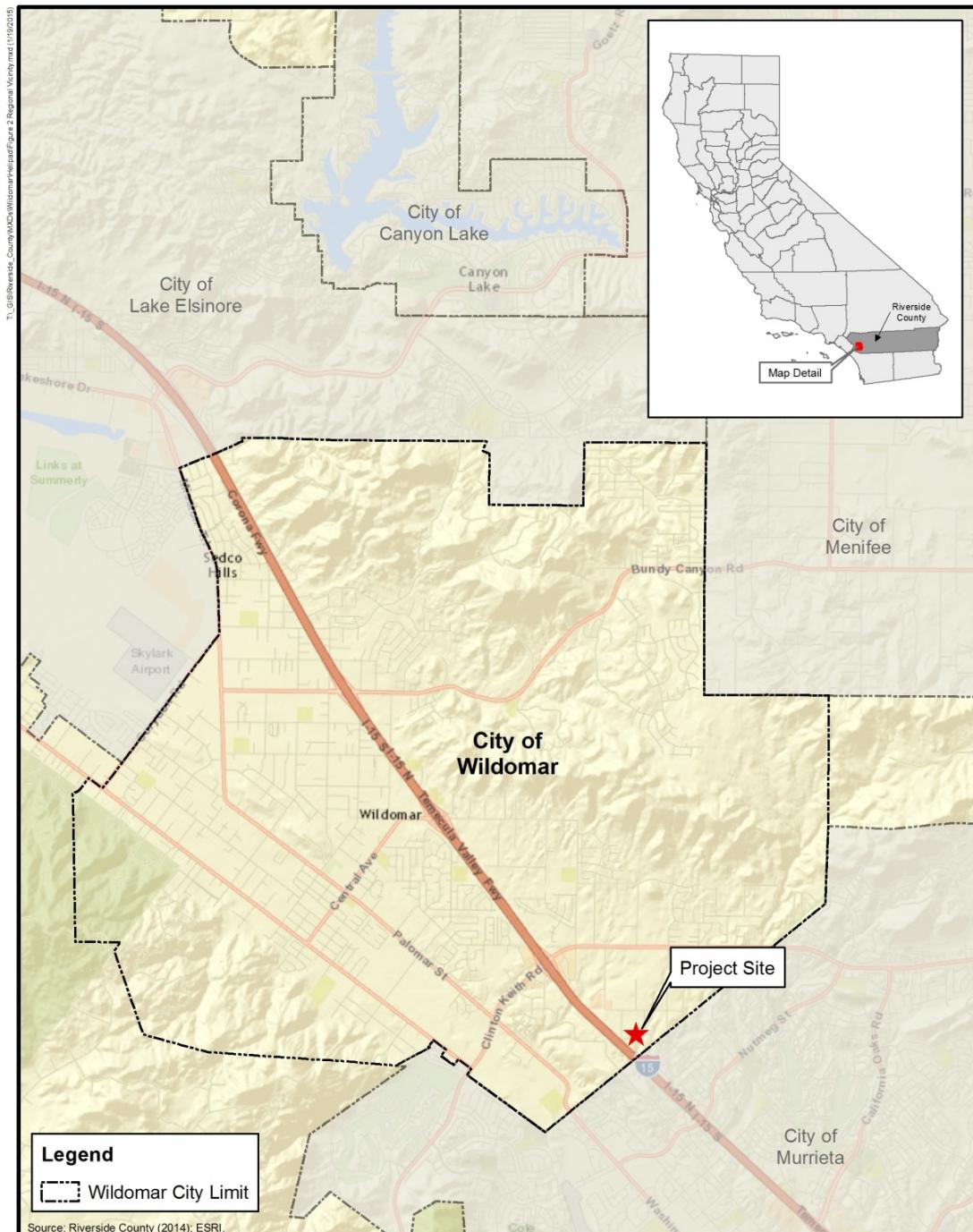
Helicopters currently in the SCE helicopter fleet for daily operation consist of the EC 135 P2+ and the A/S 350 B. SCE plans to add a Bell 205 A++ helicopter to the fleet. Typical flight operations, as they pertain to the project's helipad, would consist of a helicopter's arrival in order to pick up a line inspector, during which time the helicopter may idle on the pad for up to 10 to 15 minutes, and a departure. The SCE Wildomar Service Center helipad would have two flight paths, one to and from the southwest and one to and from the northeast (see **Figure 3**). Because of the nature of the operations and flight path, the helicopter would avoid flying directly over noise-sensitive uses to the extent practicable during such operations and would typically not be in the local airspace for more than a few minutes.

### **Continuous Event Application**

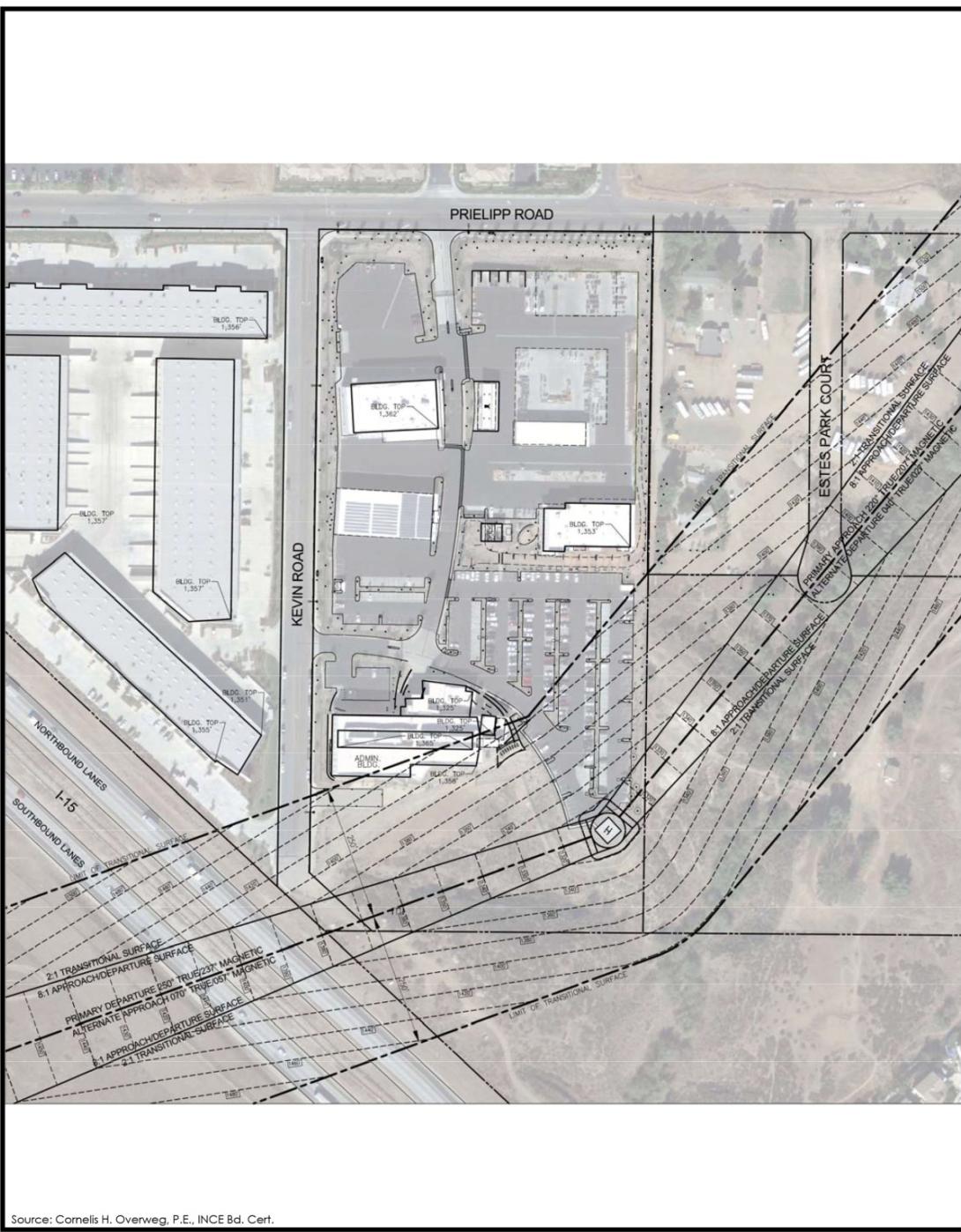
Periodic use of the helipad has the potential to exceed local noise standards. The proposed project therefore includes a request for relief from the standards for flight operations through approval of a Continuous Event Application pursuant to Wildomar Municipal Code Section 9.48.070(A)(3).



**Figure 1**  
Project Location  
**PMC**



**Figure 2**  
Regional Vicinity  
**PMC**  
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**Figure 3**  
Wildomar Service Center – Helipad Flight Paths

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## **II. EXISTING CONDITIONS**

### **Regulatory Setting**

The City of Wildomar General Plan land use designation for the project site is Light Industrial, allowing a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 floor area ratio. The existing service center is consistent with this land use designation. The General Plan land use designations for the properties immediately adjacent to the service center site include Medium High Density Residential (MHDR) to the east, Light Industrial (LI) to the west, Very High Density Residential (VHDR) to the north, and Light Industrial (LI) to the south (see **Figures 4** and **5**).

The project site is currently zoned M-SC (Manufacturing-Service Commercial) and I-P (Industrial Park). The M-SC zoning district allows heliports provided a plot plan is approved. Furthermore, the I-P zoning district allows heliports provided a conditional use permit is approved.

## **III. REGULATORY FRAMEWORK**

This section lists specific environmental review and consultation requirements and identifies permits and approvals that may need to be obtained from local, state, and federal agencies prior to implementation of the proposed project.

### **Federal**

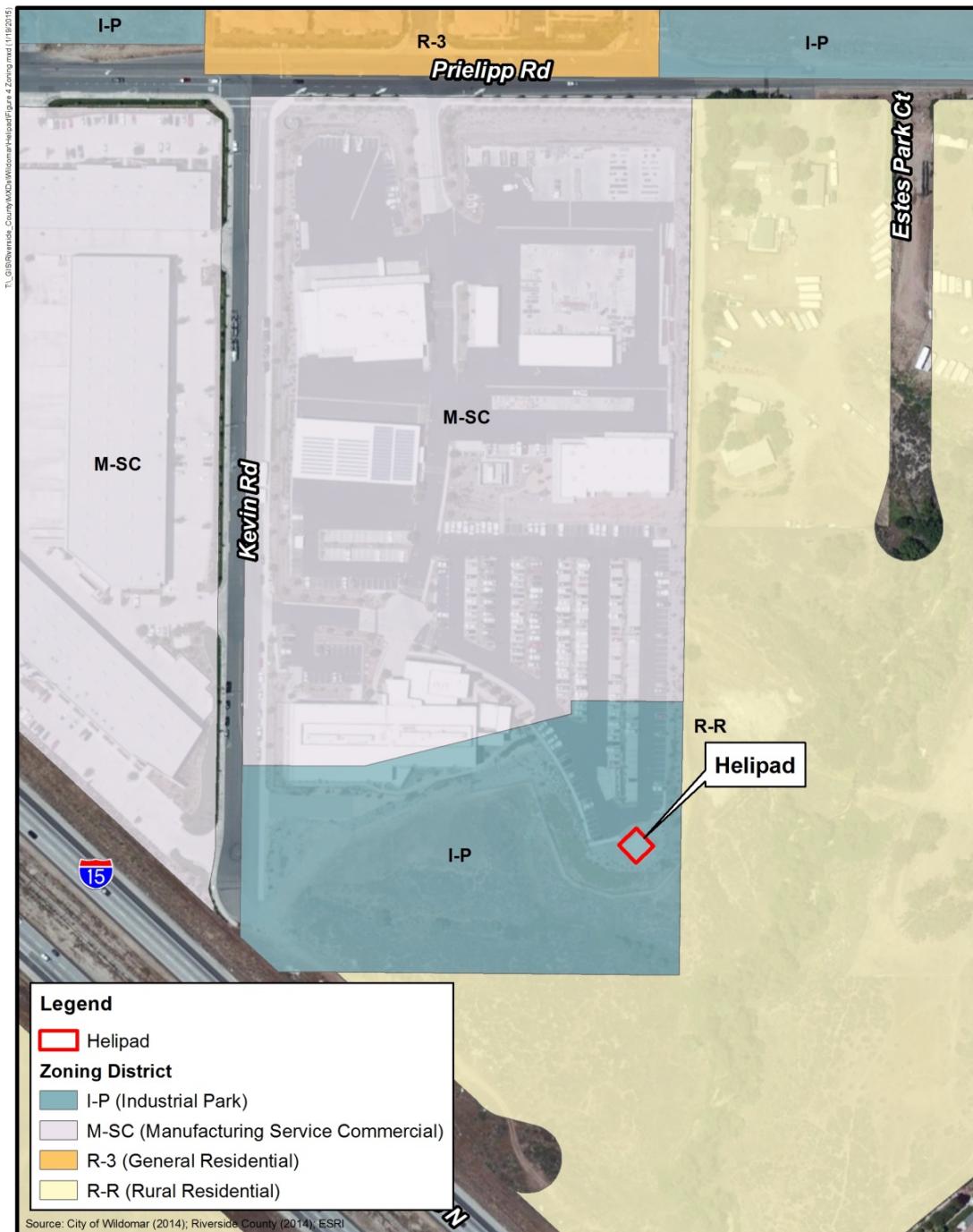
#### Federal Aviation Administration

The Federal Aviation Administration (FAA) provides standards for the design of heliports in Advisory Circular 150/5390-2C. The circular covers general aviation heliports, including private use prior permission required, transport heliports, hospital heliports, and emergency landing facilities. The FAA recommends the guidelines and specification in the circular for materials and methods used in the construction of heliports. The operator must also complete FAA Form 7460-1 (Notice of Proposed Construction and Alteration) and FAA Form 7480-1 (Notice of Landing Area). The FAA will conduct an airspace study to determine the proposed facility's impact on the National Airspace System; an Airspace Determination is the end product.

### **State**

#### State Aeronautics Act

Under the State Aeronautics Act, the California Department of Transportation (Caltrans) has authority to grant permits for the planning, construction, establishment, maintenance, and operation of airports and air navigation facilities. Sections 3534(b)(1), 3550, 3551, and 3554 provide required details, which include heliport design standards such as the TLOF (Touchdown and Liftoff Area), FATO (Final Approach and Takeoff Area), and Safety Areas, Federal Aviation Regulation Part 77 imaginary surfaces including the Primary, Approach, and Transitional Surfaces, and required marking, lighting, and visual aids.



**Figure 4**

Zoning

**PMC**



**Figure 5**  
General Plan Land Use Designations



## Local

### Riverside County Airport Land Use Commission

The Riverside County Airport Land Use Commission prepares the Airport Land Use Compatibility Plan (ALUCP) and ensures that county and city plans (general, specific, or other) are consistent with the ALUCP. Airport land use commissions establish the policies on land uses around an airport, ensuring land uses are compatible with airport operations. This is done on an advisory basis. These commissions also evaluate the compatibility of proposed local agency land use policy actions with the relevant provisions in the ALUCP. In reviewing proposals for new airports and heliports, the commission focuses on noise, safety, airspace protection, and overflight impacts on surrounding land uses. The Riverside County ALUCP was prepared in 2012.

### City of Wildomar General Plan

The General Plan includes the following policies to address effects of airport compatibility and noise impacts.

Circulation Policy 14.3: Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by Federal Aviation Administration regulations.

Noise Policy 1.1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used.

Noise Policy 1.2: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.

Noise Policy 1.4: Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

Noise Policy 1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise sensitive uses.

### City of Wildomar Municipal Code

The following represent typical conditions and requirements for development in Wildomar. These standards will be applied to the project per ordinance, policy, or county, state, or federal law. The standards also address many environmental impacts and as shown below, are divided into the respective environmental sections.

#### **Noise Ordinance**

Chapter 9.48 of the Wildomar Municipal Code limits intrusive noise in the city and establishes allowable noise levels for various land uses. The proposed project site has a General Plan designation of LI (Light Industrial). Section 9.48.040 establishes a maximum noise level of 75 dBA for LI-designated land uses.

## **IV. ENVIRONMENTAL CHECKLIST FORM**

### **A. BACKGROUND**

**1. Project Title:** Southern California Edison Wildomar Service Center Helipad Project (14-0112)

**2. Lead Agency Name and Address:**

City of Wildomar, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595

**3. Contact Person and Phone Number:**

Matthew Bassi, Planning Director; (951) 677-7751, ext. 213

**4. Project Location:**

The service center helipad would be located at the existing SCE facility located at 24487 Priellipp Road in Wildomar, California. The proposed helipad would be located along the southern portion of the service center parking lot. The project site is identified as Assessor's Parcel Number (APN) 389-260-038-6.

**5. Project Sponsor's Name and Address:**

Southern California Edison, 2244 Walnut Grove Avenue, Rosemead, CA 91770

**6. General Plan Designation:** Light Industrial (LI)

**7. Zoning:** M-SC and I-P (Manufacturing-Service Commercial and Industrial Park)

**8. Description of Project:**

The project applicant requests a conditional use permit (CUP) to operate a new licensed helipad at the SCE Wildomar Service Center. The site consists of a gross site area of 19.3 acres and a net site area of 17.2 acres and already contains a fully operational service center. A Continuous Event Application is requested for relief from the City's Municipal Code for flight operations associated with the helipad. The proposed helipad location was indicated on the original 2007 Entitlement Application, and a concrete pad suitable for helipad operations was developed as part of the service center site. The proposed project would not involve any construction other than restriping the existing concrete slab and installing lights for helipad operation. No other physical improvements would be made to the existing service center site.

**9. Surrounding Land Uses and Setting:**

North – Zoning: General Residential (R-3) and Industrial Park (I-P); General Plan designation: Very High Density Residential (VHDR)

South – Zoning: General Residential (R-4) and Interstate 15; General Plan designation: Light Industrial (LI)

East – Zoning: Rural General Residential (R-4) and Rural Residential (R-R); General Plan designation: Medium High Density Residential (MHDR)

West – Zoning: Manufacturing-Service Commercial (M-SC) and Interstate 15; General Plan designation: Light Industrial (LI)

**10. Other Public Agencies Whose Approval May Be Required:**

- Federal Aviation Administration
- California Department of Transportation, Division of Aeronautics

## B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is “Less Than Significant Impact With Mitigation Incorporated” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Noise	<input type="checkbox"/> Mandatory Findings of Significance

## V. ENVIRONMENTAL ANALYSIS

### 1. Aesthetics

Issues, would the proposal:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				✓
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

### DISCUSSION

- a) **No Impact.** Scenic vistas in the project vicinity include views of mountain ridgelines to the east, south, and west. Residential properties block the northern view of the mountain ridgelines (Google Earth 2015). The physical changes associated with the proposed project involve painting an existing concrete helipad and installing lights for helipad operations. None of the project elements would create new buildings or obscure views of the surrounding mountain ridgelines. The FAA Advisory Circular requires that the helipad be lighted with green lights no more than 2 inches above the surface of the helipad. Additional lighting may be provided at the perimeter, but must be low so as not to interfere with operations. A lighted wind cone is shown on **Figure 6** and may be internally or externally lit. The existing buildings will block views of the wind cone from city streets and the interstate, while the helipad lighting will be physically too low to be visible from outside the property. All lighting will be subject to Wildomar Municipal Code Chapter 8.64, Light Pollution, which has an exemption for lighting that is “authorized by a provision of state or federal law as long as the lighting conforms to the requirements of said law” (Section 8.64.030[e]). None of the proposed lighting is anticipated to violate the City’s light ordinance. No impacts will occur.
- b) **No Impact.** The project site is located directly north of Interstate 15 (I-15), which is eligible to be designated as a state scenic highway (City of Wildomar 2008, Figure C-9). The physical changes associated with the proposed project involve painting an existing concrete helipad and installing lights for helipad operations. None of the project elements would create new buildings or affect views of the surrounding mountain ridgelines from the interstate.

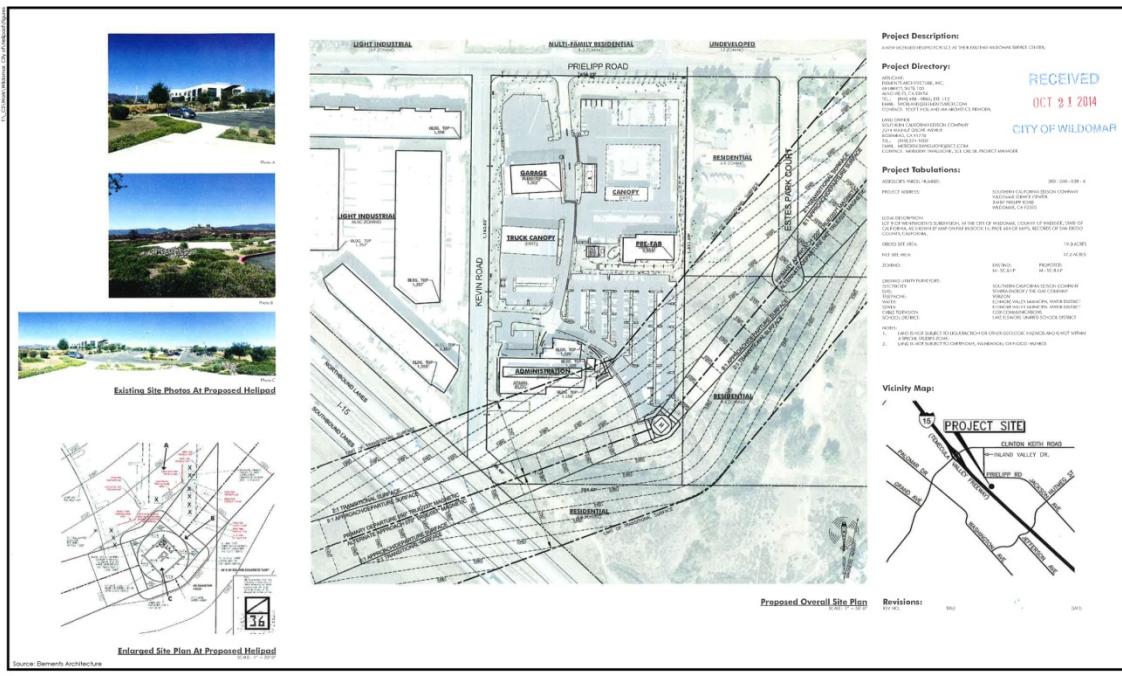
c, d) **No Impact.** Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, project implementation would not degrade the existing visual character or quality of the site and its surroundings or create a new source of substantial light or glare. The FAA Advisory Circular requires that the helipad be lighted with green lights no more than 2 inches above the surface of the helipad. Additional lighting may be provided at the perimeter, but must be low so as not to interfere with operations. A lighted wind cone is shown on **Figure 6** and may be internally or externally lit. The existing buildings will block views of the wind cone from city streets and the interstate, while the helipad lighting will be physically too low to be visible from outside the property. All lighting will be subject to Wildomar Municipal Code Chapter 8.64, Light Pollution, which has an exemption for lighting that is “authorized by a provision of state or federal law as long as the lighting conforms to the requirements of said law” (Section 8.64.030[e]). None of the proposed lighting is anticipated to violate the City’s light ordinance. No impact will occur.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. All lighting must comply with Wildomar Municipal Code Chapter 8.64, Light Pollution.

#### **MITIGATION MEASURES**

None required.



**Figure 6**  
Site Plan  
**PMC**

## 2. Agricultural Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forestland (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))?				✓
d) Result in the loss of forestland or conversion of forestland to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?				✓

## DISCUSSION

a, b) **No Impact.** The project site is designated by the California Department of Conservation's (2013) Farmland Mapping and Monitoring Program as Urban and Built-Up Land. According to the Riverside County Land Information System (2014b), the site is not located within an agricultural preserve and is not subject to a Williamson Act contract. As described previously, the proposed project will authorize the use of an existing helipad. Therefore, project implementation would not result in the conversion of Farmland to nonagricultural use, would not conflict with existing agricultural zoning or a Williamson Act contract, and would not otherwise adversely impact agriculture in the area. No impacts will occur.

c-e) **No Impact.** The project site is located in an urbanized area of Wildomar and does not contain forestland. Therefore, project implementation would not result in the loss or conversion of forestland to non-forest use and would not otherwise adversely impact forestland in the area. No impacts will occur.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

### 3. Air Quality

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?				✓

### DISCUSSION

a) **No Impact.** The project site is located in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is classified as nonattainment by the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) (i.e., ozone [ $O_3$ ], coarse particulate ( $PM_{10}$ ), fine particulate matter ( $PM_{2.5}$ ), and lead). These are considered criteria pollutants because they are four of several prevalent air pollutants known to be hazardous to human health. It should be noted that the Riverside County portion of the SoCAB is not classified as nonattainment for lead and the proposed project is not anticipated to generate a quantifiable amount of lead emissions, as these emissions are not associated with typical land use projects.

In order to reduce emissions for which the SoCAB is in nonattainment, the SCAQMD has adopted the 2012 Air Quality Management Plan (AQMP). The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, the Southern California Association of Governments (SCAG), and the EPA. The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The project is subject to the SCAQMD's Air Quality Management Plan.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the 2012 AQMP or increments based on the years of project buildout phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Impact b) below, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Implementation of the helipad at the existing SCE Service Center would not result in an increase in employment or residential growth at the project site or in the city. No impact would occur.

b) **Less Than Significant Impact.** As discussed previously, the project site is located in the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. The service center helipad would be located at the existing SCE facility. The proposed helipad location was indicated on the original Entitlement Application submitted to Riverside County in 2007. A concrete pad suitable for helipad operations was developed as part of the service center site; however, operation of the helipad was omitted from the final submittal approved by the County of Riverside. As such, the proposed project would not involve any new construction other than restriping the existing concrete slab and installing lights for helipad operation. No other improvements would be made to the existing service center site; therefore, minimal construction-related emissions would be produced from the application of the paint for restriping. Operational emissions would be limited to emissions from helicopter take-offs and landings. Because of the nature of SCE's operations, the proposed Wildomar helipad will be used on an as-needed basis. It is anticipated that the Wildomar service center helipad would be used on average twice a year. While exact emission factors for the EC 135 P2+ and the A/S 350 B helicopters are not readily available, the Swiss Confederation Federal Office of Civil Aviation (FOCA), *Guidance on the Determination of Helicopter Emissions*, Swiss Confederation Federal Office of Civil Aviation (FOCA) calculated emission factors for the landing-takeoff cycle (LTO) and the one-hour flight for the EC 135 P2+ and the A/S 350. **Table 1** shows the pollutant emissions associated with LTO and one-hour flight for the helicopters that would utilize the SCE helipad.

**Table 1**  
**Emission Factors for LTO and One-Hour Flight**

Aircraft	Pollutant					
	ROG	NOx	CO	SO	PM10	PM2.5
<i>LTO</i>						
A/S 350	0.55	0.39	0.70	N/A	0.01	N/A
EC 135 P2+	1.74	0.45	2.27	N/A	0.01	N/A
<i>One-Hour Flight</i>						
A/S 350	1.12	2.86	1.36	N/A	0.81	N/A
EC 135 P2+	3.28	3.68	4.05	N/A	0.11	N/A
<i>SCAQMD Threshold</i>	55.00	55.00	550.00	150.00	150.00	NA

Source: FOCA 2009

As shown in **Table 1**, individual LTO and one-hour flight emissions would be significantly below the SCAQMD operational thresholds. As the helipad would be used infrequently (anticipated use is two times per year), it is unlikely that the helipad would experience a sufficient number of uses that would result in an exceedence in the SCAQMD thresholds, and therefore; emissions from the proposed project would be below the SCAQMD thresholds and less than significant.

c) **Less Than Significant Impact.** The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.<sup>1</sup> The discussion under Impact a) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project is consistent.

As such, cumulative impacts would be less than significant per the SCAQMD significance threshold since the project would be consistent with the AQMP.

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<sup>1</sup> CEQA Guidelines Section 15064(h)(3) states, "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

- d) **Less Than Significant Impact.** Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. The SCAQMD has developed a localized significance threshold methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts at its nearest sensitive receptor as part of the SCAQMD's environmental justice program. As shown under Impact b), construction and operational emissions would be minimal and would not exceed any SCAQMD thresholds. Further, due to the anticipated limited use of the helipad, any emissions generated by operations would be temporary in nature and minimal. Both the EC 135 P2+ and the A/S 350 B helicopters are gas-turbine engines, which burn fuel at extremely high temperatures that minimize emission (EPA 1978). The proposed project would not result in locating new sensitive receptors adjacent to pollutant sources. Therefore, the proposed project would not represent a negative impact to adjacent and nearby sensitive receptors.
- e) **No Impact.** The SCAQMD's (1993) CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project will not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, there would be no odor impacts from the proposed project.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

#### **MITIGATION MEASURES**

None required.

#### 4. Biological Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact 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 Wildlife or US Fish and Wildlife Service?				✓
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 Wildlife or US Fish and Wildlife Service?				✓
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?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
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?				✓

#### DISCUSSION

- a) **No Impact.** According to the Riverside County GIS System (2014a), the project site is not in a Multi-Species Habitat Conservation Area. Furthermore, as described previously, the proposed project will authorize the use of an existing helipad. Therefore, the project will not directly affect habitats, and no impacts will occur.
- b, c) **No Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under the California Environmental Quality Act (CEQA); (c) areas designated as sensitive natural communities by the California Department of Fish and Wildlife (CDFW); (d) areas outlined in Section 1600 of the Fish and Game Code; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies (Western Riverside County Multiple Species Habitat Conservation Plan [MSHCP]). There are no sensitive habitats in

the project area. No construction is proposed with the project, as the pad was installed in 2007. The lights associated with the helipad will be installed in or adjacent to the pad in pavement. Project-related activities are not anticipated to adversely affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by the CDFW or the US Fish and Wildlife Service (USFWS). Furthermore, no drainages, stream courses, or other natural water features occur on the project site. Therefore, the project will have no impacts on riparian habitat and sensitive natural communities.

d-f) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The proposed project site is already developed and will not interfere with wildlife corridors.

Wildomar Municipal Code Chapter 16.44 includes a requirement for street trees; however, these provisions are intended for new trees to be planted along roadways and do not address existing native or non-native trees. The City does not have any other ordinances pertaining to trees or the protection of biological resources. As such, the project would not conflict with any local policies or ordinances protecting biological resources.

The project site is not located within the MSHCP Plan Area or a Criteria Cell group. Since the site is not located within a Criteria Cell, there are no conservation requirements on the property and no impacts will occur.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

#### **MITIGATION MEASURES**

None required.

## 5. Cultural Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact 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?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓

## DISCUSSION

- a) **No Impact.** According to the Riverside County GIS System (2014a), the project site is not located in a historic preservation district. There are also no historic resources on the project site. Therefore, project implementation would have no impact on historical resources.
- b) **No Impact.** The proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, no impacts to archaeological resources will occur.
- c) **No Impact.** According to the Riverside County Land Information System (2014b), the project site is located in an area with high paleontological sensitivity. However, the proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, no impacts will occur.
- d) **No Impact.** The proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Further, the project will not result in excavation or construction in areas that were not previously disturbed and paved. Therefore, no impacts to human remains will occur.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

## 6. Geology and Soils

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓

## DISCUSSION

a)

- i) **No Impact.** According to the Wildomar GIS System (2014a), the project site is not located along a fault or in a fault zone. Therefore, no impacts will occur.
- ii) **Less Than Significant Impact.** The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Wildomar fault of the Elsinore Fault Zone or other fault zones throughout the region. The project site has been and will continue to be exposed to the potential for strong seismic ground shaking and associated hazards. Since the helipad will only be used an estimated two times a year and the

proposed project will not include the development of any new buildings, the risk of loss, injury, or death involving strong seismic ground shaking will be less than significant.

- iii) **Less Than Significant Impact.** Liquefaction occurs when vibrations or water pressure in a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. Liquefaction has the potential to damage foundations, roads, and infrastructure. Liquefaction most often occurs when three conditions are met: (1) loose, granular sediment or fill; (2) saturation by groundwater; and (3) strong shaking.

The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. However, the Riverside County Land Information System determined that the project site is in a moderate to low liquefaction zone. Therefore, this impact is less than significant.

- iv) **No Impact.** The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Although the project site is located in an area of high seismic activity, due to the relatively level terrain of the site and surrounding properties, the site is not at risk for landslide, collapse, or rockfall hazards. No impacts will occur.

- b) **Less Than Significant Impact.** The City routinely requires the submittal of detailed erosion control plans with any grading plans. However, the proposed project will use an existing helipad that was installed in 2007. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. As a result, these impacts would be less than significant.

- c) **No Impact.** See Impact 6.a.iii). As discussed in Impact 6.a.iv), the project site is not at risk for landslide, collapse, or rockfall due to the relatively level terrain of the site and surrounding developed properties. Furthermore, the proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, no impacts will occur.

- d) **Less Than Significant Impact.** Expansive soils possess a “shrink-swell” characteristic, which is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils.

According to the Natural Resources Conservation Service (NRCS) (2014), the project site is underlain by three soil types: Placentia fine sandy loam, 0 to 5 percent slopes; Ramona and Buren loams, 5 to 15 percent slopes, eroded; and San Timoteo loam, 8 to 25 percent slopes, eroded. Since these soils have loam bases, they expand and contract very little with moisture changes. Therefore, this impact is less than significant.

- e) **No Impact.** The project does not propose the use or construction of a septic tank or alternative wastewater disposal system; therefore, no impact will occur.

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.

## 7. Greenhouse Gas Emissions

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact 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?			✓	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

### DISCUSSION

a) **Less Than Significant Impact.** Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD conducted Stakeholder Working Group Meeting #15, which resulted in a recommended screening threshold of 3,000 metric tons of carbon dioxide equivalents (CO<sub>2</sub>e) for all land uses. Therefore, for the purposes of this evaluation and in the absence of any adopted significance thresholds, a screening threshold of 3,000 metric tons of CO<sub>2</sub>e per year is used to assess the significance of GHG emissions. The project would be considered to have a significant impact if the projected emissions would surpass 3,000 metric tons of CO<sub>2</sub>e annually.

As previously stated, the proposed project would not involve any substantial construction activities other than restriping an existing concrete pad. Additionally, implementation of the proposed project would not result in new employees, nor would the existing SCE Service Center expand its operations in any way. The helipad would be used on a limited basis, primarily for periodic patrolling of SCE's utility lines in remote areas. Helicopters are also needed during natural disasters or other catastrophic events to transport linemen and materials to repair damaged transmission lines. Because of the nature of SCE's operations, the proposed Wildomar helipad will be used on an as-needed basis. It is anticipated that the Wildomar service center helipad would be used on average twice a year.

GHG emission rates for the EC 135 P2+ and the A/S 350 depend on many factors, including hours of flight time and miles traveled. In order to calculate the GHG emissions from use of the SCE helipad, the following assumptions were utilized:

- Flights would originate from the Chino Airport and would be 70 mile round trip
- The flight time would be 100 hours annually

Based upon data provided by the United Kingdom Department of Environment, and using the assumptions above, the estimated yearly GHG emissions for the A/S 350 would be approximately 0.23 metric tons per trip, and 43.09 metric tons per year. The GHG emissions from use of the EC 135 P2+ would be approximately 0.26 metric tons per year, and 61.28 metric tons per year (Conklin & de Decker Associates, 2015). It is likely that the actual flight time would be significantly less than 100 hours per year, resulting in lower emission rates. Due to the limited nature of the helipad use and the low emission rates from gas turbine engines, GHG emissions would be less than the 3,000 metric tons per year threshold and considered less than significant.

b) **Less Than Significant Impact.** The City of Wildomar does not have local policies or ordinances with the purpose of reducing GHG emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32), codified at Health and Safety Code Sections 38500, 38501, 28510 (repealed), 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, and 38592–38599. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The adoption of AB 32 provided a clear mandate that climate change should be included in the environmental review process for development projects. The proposed project would not surpass the SCAQMD's recommended GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32.

SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted April 4, 2012. SCAG's RTP/SCS identifies that land use strategies which focus new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures. The 2012 RTP/SCS incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including location of land uses and residential densities in local general plans, when integrated with the proposed regional transportation network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. Implementation of the helipad at the existing SCE Service Center would not result in an increase in employment or residential growth at the project site or in the city. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 RTP/SCS to achieve the greenhouse gas reduction goals and strategies for passenger vehicles. This impact is less than significant.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

## 8. Hazards and Hazardous Materials

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
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?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?				✓
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?			✓	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
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?				✓

## DISCUSSION

a, b) **Less Than Significant Impact.** The proposed project consists of approval to use an existing helipad at the existing SCE Service Center. No hazardous materials would be transported, stored, or disposed of due to implementation of the proposed project. The implementation of the helipad does not include fueling station or maintenance operations for SCE helicopters. The transport and use of hazardous materials are strictly regulated by state and federal agencies to minimize adverse hazards from accidental release. In addition, the Riverside County Environmental Health Department operates an emergency response team to ensure public safety in the event of an

accidental release. Therefore, the proposed project would not create a significant hazard to the public or the environment and this impact would be less than significant.

- c) **No Impact.** There are no schools located within one-quarter mile of the project site. Regardless, the proposed project would not emit hazardous emissions and would not involve the handling of hazardous materials, substances, or waste. Therefore, no impact would occur.
- d) **Less Than Significant Impact.** The project site is not located on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5 as of January 2015 (DTSC 2015; SWRCB 2015). Impacts would be less than significant.
- e) **No Impact.** The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 7 miles east of the project site. Given the distance and because the project is not in the airport land use plan area for French Valley Airport, there is no impact.
- f) **Less Than Significant Impact.** The project site would involve the approval to use an existing helipad at the existing SCE Service Center, which would be considered a private use airport. FAA Advisory Circular 150/5390-2C, Heliport Design, provides the standards used to design heliports in the United States. This includes defining acceptable approach, landing, takeoff, and safety areas that must be maintained clear of obstructions. The FAA also provides standards for the placement of lighting, wind cones, beacons, and other heliport markings. In addition, the circular describes the appropriate approach and departure transitional surfaces, flight path dimensions, and heliport protection zones.

Federal Aviation Regulations (FAR) Part 157, Notice of Construction, Activation, and Deactivation of Airports, establishes standards and notification requirements for projects that propose to construct, alter, or deactivate an air facility. The notification allows the FAA to identify potential aeronautical hazards in advance, to prevent and minimize any adverse impacts and provide safe and efficient use of navigable airspace. FAR Part 157 serves as the basis for evaluating the effects of the proposed action on the safe and efficient use of airspace by aircraft and the safety of persons and property on the ground. These effects include but are not limited to evaluating:

- The effects the proposed action would have on existing or proposed traffic patterns of neighboring airports.
- The effects the proposed action would have on the existing airspace structure and projected programs of the FAA.
- The effects that existing or proposed objects (on file with the FAA) within the affected area would have on the airport proposal.

The proposed project would be required per FAR Part 157 to conduct an airspace study to determine whether the proposed helipad would be acceptable from an airspace utilization standpoint and meet all FAA design considerations. The airspace study would be required to show that the FAA does not object to the establishment of the proposed landing area and to provide determinations related to the safe and efficient use of navigable airspace by aircraft with respect to the safety of persons and property on the ground.

FAR Part 77 includes the establishment of imaginary surfaces that allows the FAA to identify potential aeronautical hazards in advance, thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace. The regulations identify three-dimensional imaginary surfaces through which no object should penetrate. Section 77.29 (Airport Imaginary Surfaces for Heliports) establishes this imaginary surface as (a) a primary surface defined as the designated takeoff and landing area of a heliport; (b) an approach surface that begins at each end of the primary surface and extends outward and upward for 4,000 feet, extending at a 8:1 slope, and (c) a transitional surface that extends outward and upward from the primary surface and from the approach surfaces at a slope of two to one for a distance of 250 feet. An object that would be constructed or altered within the imaginary surface area of the helipad would be subject to the FAA requirements.

The Division of Aeronautics within Caltrans is the state permitting agency for helipads and reviews all the documentation and approvals submitted from the local government agencies and the FAA to make the final determination as to the safety and appropriateness of the location for a helipad and the adequacy of helipad design. Caltrans has adopted many of the design standards set forth in FAA Advisory Circular 150/5390-2C and has developed some additional criteria of its own (Title 21, Sections 3525–3560, California Code of Regulations).

California Code of Regulations (CCR), Title 21, Sections 3525–3560 provide rules, regulations, and permit requirements related to the proposed helipad that incorporate most of the FAA regulations, including design standards, lighting standards, visual standards, and obstruction standards. All of the standards and regulations contained in CCR, Title 21, Sections 3525–3560 related to the adequacy of helipad design, including marking, lighting, and visual aids, must be met to receive a helipad operating permit from the Caltrans Division of Aeronautics.

State of California aeronautics law in the State Aeronautics Act of the Public Utilities Code provides regulations to protect the public interest in aeronautics by fostering and promoting safety in aeronautics; ensuring uniformity of the laws and regulations relating to aeronautics consistent with federal aeronautics laws and regulations; ensuring that persons residing in the vicinity of airports are protected to the greatest possible extent against intrusions by unreasonable levels of aircraft noise; and developing informational programs to increase the understanding of current air transportation issues, including aviation safety, planning, noise, and the role of aviation as an integral part of the state's transportation system.

As shown in **Figure 3**, the helipad would have two flight paths, one to and from the southwest and one to and from the northeast. The southwest flight path would be over Interstate 15, while the northeast flight path would be over land that is primarily undeveloped. In addition, the flight paths are consistent with the Federal Aviation Regulations that include prescriptive standards for flight paths and other safety requirements designed to provide adequate maneuvering room for pilots using the helipad. Specifically, the proposed flight paths are designed to meet FAR Part 77 obstruction clearance standards that specify a series of imaginary surfaces in the airspace surrounding landing areas. These surfaces include a primary surface (a horizontal plane at helipad elevation), approach surfaces (shallow, inclined planes along each designated flight path), and transition surfaces (steeper inclined planes to the sides of flight paths). Per FAA and Caltrans design requirements, the proposed flight paths are approximately aligned with the prevailing wind and extend from the edge of the helipad for a distance of 4,000 feet, at a ratio of 1 foot vertical for every 8 feet horizontal distance traveled.

The FAA's and the Caltrans Division of Aeronautics' review and permitting procedures that would be conducted as part of the proposed project evaluate the effects the proposed helipad would have on the safety of persons or property on the ground and existing and proposed objects that extend into air. Prior to providing an airspace determination letter from the FAA and a helipad permit from the Caltrans Division of Aeronautics, both agencies would determine that the proposed helipad location would not adversely affect the safe and efficient use of the navigable airspace by aircraft and would not result in safety effects to persons or property on the ground. An airspace determination letter from the FAA and a permit from the Caltrans Division of Aeronautics would be required prior to operation of the proposed helipad. In addition, the proposed project will be reviewed by the Riverside County Airport Land Use Commission and must receive a determination of consistency with the Riverside County Airport Land Use Compatibility Plan. Implementation of flight paths that are consistent with FAA and Caltrans design requirements, the airport land use plan, and operating under approvals from these agencies would reduce safety hazards to both people in the helicopters and those residing or working in the project area. As a result, impacts related to substantial safety risks for people residing or working in the project area would be less than significant.

- g) **No Impact.** Development of the proposed project will not require the closure or relocation of any roadways, and operation of the proposed helipad would have no impact on any plans for emergency evacuation.
- h) **No Impact.** According to the California Department of Forestry and Fire Protection (Cal Fire), the project site is not located in an area designated by Cal Fire as a Very High Fire Hazard Severity Zone (VHFHSZ). The project site is completely developed with existing commercial structures and surface parking, as well as the area for the proposed helipad. Therefore, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and there would be no impact.

## **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

## **MITIGATION MEASURES**

None required.

## 9. Hydrology and Water Quality

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				✓
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
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?				✓
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?				✓
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?				✓
f) Otherwise substantially degrade water quality?				✓
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?				✓
h) Place within 100-year flood hazard area structures which would impede or redirect flood flows?				✓
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?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓

## DISCUSSION

a, c, d-f) **No Impact.** The proposed project consists of approval to use an existing helipad at the SCE Service Center. The proposed project would not involve any construction or ground-disturbing activities. No other improvements would be made to the existing service center site. No increase in impervious surfaces would be constructed with implementation of the proposed project. The project would involve restriping the existing helipad site and would not result in a change in runoff patterns that would increase discharge rates or alter drainage patterns on the project site. Therefore, no impact would occur.

b) **No Impact.** The proposed project would not result in an increase in impervious surface that would adversely impact groundwater recharge in the basin. Further, the proposed project would not result in an increase in potable water use such that the groundwater basin would be adversely impacted. No impact would occur.

g, h) **No Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA; n.d.) as Zone X, indicating minimal risk of flooding. Furthermore, the project does not propose any residential uses. Therefore, the project would not place housing or other structures within a 100-year flood hazard area and would not impede or redirect flood flows. No impact would occur.

i) **No Impact.** The project site is located outside of a dam inundation zone. There would be no impact.

j) **No Impact.** The project site is not located in an area that is subject to seiches, mudflows, or tsunamis. As a result, no impacts are anticipated.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

## 10. Land Use and Planning

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
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?				✓
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓	

## DISCUSSION

- a) **No Impact.** The proposed project consists of development of a helipad at the existing SCE Service Center. Development of the proposed project would be consistent with existing commercial and industrial uses and would not impede movement through the area. No impact would occur.
- b) **No Impact.** As described previously, the helipad is located at the existing SCE Service Center. The helipad location was indicated on the original Entitlement Application submitted to Riverside County in 2007. A concrete pad suitable for helipad operations was developed as part of the service center site; however; operation of the helipad was omitted from the final submittal approved by the County of Riverside. As such, the proposed project would not involve any new construction other than restriping the existing concrete slab and installing lights for helipad operation. No other improvements would be made to the existing site. Heliports are an allowable use in the M-SC and IP zones. As no construction will occur and the use is permitted, the project will have no impact on any ordinance adopted for the purpose of avoiding or mitigating an environmental effect.
- c) **Less Than Significant Impact.** The proposed project consists of approval to use an existing helipad at the SCE Service Center. Development of the proposed project would be consistent with the existing commercial and industrial uses and would not conflict with the MSHCP. This impact would be less than significant.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

## 11. Mineral Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓

### DISCUSSION

- a) **No Impact.** The proposed project is located in an area designated as MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. This project consists of an approval to use an existing helipad. As a result, no impacts are anticipated.
- b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan. As a result, no impacts are anticipated.

### STANDARD CONDITIONS AND REQUIREMENTS

None required.

### MITIGATION MEASURES

None required.

## 12. Noise

Issues, would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) The exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?				✓
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?			✓	

### SETTING

A heliport noise study was prepared for the proposed project by Southern California Edison on August 22, 2014 (see **Appendix 2**). The reader is referred to this study for detail on the noise setting, including noise terminology and descriptors and characteristics of sound.

The nearest noise-sensitive receptor to the proposed Service Center helipad is a single family residence located to the northeast, approximately 500 feet from the proposed helipad, and at approximately 95 feet vertical distance below the northeast flight path. The existing ambient noise levels in the project vicinity were monitored on July 23, 2014, between 10:15 a.m. and 11:00 a.m. The noise measurements were taken with a calibrated Brüel & Kjaer Model 2250 integrating sound level meter, equipped with a  $\frac{1}{2}$ -inch pre-polarized condenser microphone/pre-amplifier and a windscreens. This sound level meter meets the current American National Standards Institute standard for a Type 1 precision sound level meter.

The noise level readings were taken at the nearest noise-sensitive receptor property line, Noise Monitor Location 1, and at the helipad, Noise Monitor Location 2 (see **Figure 7**). A summary of the monitored ambient noise levels is presented in **Table 2**. The data indicates that the existing daytime ambient noise levels in the project vicinity range between 55 dBA and 56 dBA. The dominant noise source during the noise measurements was Interstate 15. The weather conditions during measurements were 86°F, clear sky, and less than 2 mph wind.

**Table 2**  
**Monitored Ambient Noise Levels**

Locations		Ambient Noise Levels
Location 1	Nearest Residential Property Line	56 dBA
Location 2	Proposed Helipad	55 dBA

Source: SCE 2014, p. 6

a, c, d) **Less than Significant Impact.** SCE obtained Entitlement Approval for the new Service Center in 2007 from the County of Riverside. The helipad location was indicated on the original Entitlement Application and a concrete pad suitable for helipad operations was developed as part of the service center site; however, operation of the helipad was omitted from the final submittal approved by the County of Riverside. As such, the proposed project would not involve any new construction other than restriping the existing concrete slab and installing lights for helipad operation. No other improvements would be made to the existing service center site. Therefore, construction activities would not occur, and there would be no impact from construction-related noise.

SCE maintains a fleet of six helicopters at its Aircraft Operations Facility at the Chino Airport in Chino. SCE primarily uses the helicopters for periodic patrolling of utility lines in remote areas. Helicopters are also needed during natural disasters or other catastrophic events to transport linemen and materials to repair damaged transmission lines. Because of the nature of SCE's operations, the proposed Wildomar helipad will be used on an as-needed basis. The applicant anticipates that the Wildomar Service Center helipad would be used on average twice a year. The service center helipad would have two flight paths, one to and from the southwest and the one to and from the northeast.

Helicopters currently in the SCE helicopter fleet for daily operation consist of the EC 135 P2+ and the A/S 350 B. SCE plans to add a Bell 205 A++ helicopter to the fleet. Typical flight operations as they pertain to the project's helipad would consist of a helicopter's arrival in order to pick up a line inspector, during which time the helicopter may idle on the pad for up to 10 to 15 minutes, and a departure. The SCE Wildomar Service Center helipad would have two flight paths, one to and from the southwest and one to and from the northeast. Because of the nature of the operations and flight path, the helicopter would avoid flying directly over noise-sensitive uses to the extent practicable during such operations and would typically not be in the local airspace for more than a few minutes. **Figure 3** depicts the anticipated flight paths that would be utilized by helicopters accessing the helipad.

Helicopter noise originates from three components of the helicopter: the rotors, engine, and transmission. Generally speaking helicopters are equipped with two rotors. The main rotor is located on the top of the cabin and is used to generate lift. The other rotor (tail rotor) is located in the tail and is used to produce a sideways force that prevents the body of the helicopter from rotating and is also used to steer the helicopter. Almost all helicopters are equipped with one of two types of tail rotors: a conventional tail rotor or a Fenestron tail rotor. By nature of its construction, the Fenestron tail rotor is quieter than the conventional tail rotor. The A/S 350 B is equipped with a conventional tail rotor and the EC 135 P2+ is equipped with the Fenestron tail rotor, and is therefore substantially quieter than the A/S 350 B. The A/S 350 B is most likely the aircraft that will be used at the helipad for the inspection of SCE's transmission and distribution lines. There are currently also no FAA measured noise level data available for the EC 135, Bell 205, and Bell 205 A++ aircraft. The FAA-measured EPNdB (or single event – one second) noise levels for A/S 350 B helicopters ranges is approximately 87.2 dBA during a flyover at 500 feet, 89.2 dBA during take-off, and 91.2 dBA during approach. These helicopter EPNdB noise levels have been converted in 1-hour Leq noise levels at the nearest noise-sensitive receptor location, presented in **Table 3**.

**Table 3**  
**Helicopter Noise Levels at Nearest Noise-Sensitive Receptor**

A/S 350 B Operation	EPNdB	Receptor Distance (feet)	$L_{eq-hr}$ at Receptor (dBA)
Take-off	89.2	500	54
Approach	91.2	500	56
Level flyover	87.2	95	66

Source: SCE 2014, p. 6

Chapter 9.48 of the Wildomar Municipal Code limits intrusive noise in the city and establishes allowable noise levels for various land uses. The proposed project site has a General Plan designation of LI (Light Industrial). Municipal Code Section 9.48.040 establishes a maximum noise level of 75 dBA for LI-designated land uses. The residential land use to the northeast has a General Plan designation of MHDR (Medium High Density Residential), which has a maximum noise level limit of 55 dBA. As shown in **Table 3**, the take-off and approach of the A/S 350 B helicopters would range between 54 dBA Leq and 56 dBA Leq, while overflight could reach noise levels of up to 66 dBA Leq. While the 56 dBA Leq and 66 dBA Leq noise levels would exceed the limits established by Municipal Code Section 9.48.040, the operational noise would be temporary in nature, lasting only for a few minutes during approach and direct flyover. Further, the noise would be anticipated to occur two times per year. As such, there would be no substantial increase in noise levels. Single event noise levels would exceed the City's Municipal Code noise levels of 55 dBA at the nearest noise-sensitive receptor; however, Section 9.48.070(A)(3) allows an exemption from the noise standard with the granting of a Continuous Event Application.

While the anticipated use of the helipad is twice each year, there is no way to determine the actual number of flight operations. In the event of an emergency such as a wildfire, seismic event, or other catastrophe that would disrupt power to the region, there may be a need to use the helipad frequently during or following the event. However, during routine use, the applicant

indicates that the pad will be used on average twice a year. Due to the infrequent and unscheduled nature of the proposed helipad operations, the granting of a Continuous Event Application would allow the operation of the helipad to be exempt from the 55 dBA standard, and the impact would therefore be less than significant.

b) **No Impact.** Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. Groundborne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction. In addition, the rumble noise that usually accompanies building vibration is perceptible only inside buildings (Harris Miller Miller & Hanson [HMMH] 2006). As such, the range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Vibration levels attenuate at a rate of 6 VdB per doubling of distance, such that a vibration level of 98 VdB at 25 feet from the source would be reduced to 92 VdB at 50 feet, and 71 VdB at 500 feet. As the proposed project uses an existing concrete pad that was designed for helipad use when the SCE Service Center was originally constructed, no ground-disturbing activities would occur. Restriping the pad and installing light fixtures for helipad operations will not generate vibration. Take-off and landing operations would not result in substantial vibration impacts, as the closest vibration sensitive receptor is located approximately 500 feet from the helipad and any groundbourne vibration from operations would dissipate to less than significant levels.

e) **No Impact.** There are no public airport runways within 2 miles of the project site. The nearest public airport is French Valley Airport, approximately 7 miles east of the project site.

f) **Less Than Significant Impact.** The project site would involve the approval to use an existing helipad at the SCE Service Center, which would be considered a private use airport. For construction of new or expanded airports or heliports in locations having existing ambient noise exposure levels less than 60 dB CNEL, the Riverside County ALUCP identifies significant impacts resulting from the proposed action using three criteria: for locations having an existing ambient noise level of 55 dB CNEL or less, an increase of 5 dB or more is deemed significant; for locations having an existing ambient noise level between 55 and 60 dB CNEL, an increase of 3 dB or more is deemed significant; and for locations having an existing ambient noise level of more than 60 dB CNEL, an increase of 1.5 dB or more is deemed significant. As shown in **Table 2**, noise levels would increase during the occasional flight operations; however, the increase would only occur approximately two times a year and therefore would not result in an increase in the 24-hour

CNEL (see **Appendix 2** for greater details on the 24-hour CNEL noise descriptor). As such, the proposed project would not expose people residing or working in the project area to excessive noise levels, and this impact would be less than significant.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

#### **MITIGATION MEASURES**

None required.



**Figure 7**  
Noise Monitor Location

**PMC**

### 13. Population and Housing

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

### DISCUSSION

a-c) **No Impact.** The proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on site. Therefore, the project would not induce substantial population growth, displace substantial numbers of existing housing, or displace substantial numbers of people. No impacts will occur.

### STANDARD CONDITIONS AND REQUIREMENTS

None required.

### MITIGATION MEASURES

None required.

#### 14. Public Services

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
sult in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?				✓
b) Police protection?				✓
c) Schools?				✓
d) Parks?				✓
e) Other public facilities?				✓

#### DISCUSSION

a-e) **No Impact.** The proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, the project will not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection, police protection, schools, parks, or other public facilities. No impacts will occur.

#### STANDARD CONDITIONS AND REQUIREMENTS

None required.

#### MITIGATION MEASURES

None required.

## 15. Recreation

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact 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?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				✓

## DISCUSSION

a, b) **No Impact.** The proposed project will use an existing helipad. Implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. As discussed in subsection 13, Population and Housing, the proposed project would not result in substantial population growth. Therefore, the project will not increase the use of existing neighborhood and regional parks or other recreation facilities or require the construction or expansion of recreational facilities. No impacts will occur.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

## 16. Transportation/Traffic

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact 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?				✓
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?				✓
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e) Result in inadequate emergency access?				✓
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				✓

## DISCUSSION

a, b, d-f) **No Impact.** The proposed project will use an existing helipad. As previously stated, implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, the project would not induce substantial population growth and will not affect the performance of the circulation system. No impacts will occur.

c) **Less Than Significant Impact.** The helipad will have two flight paths, one to and from the southwest and one to and from the northeast. The proposed helipad will be used on an as-needed basis. Another heliport is located 348 feet from the proposed project at Inland Valley Medical Center, 36485 Inland Valley Drive. However, the applicant anticipates that the Wildomar Service Center helipad is not likely to see activity more than twice a year, and the project is replacing an existing helipad. Therefore, this impact would be less than significant.

## **STANDARD CONDITIONS AND REQUIREMENTS**

1. Prior to issuance of any building permit on the project site, the project applicant shall pay all existing roadway network fees (e.g., development impact fees and the Transportation Uniform Mitigation Fee).

## **MITIGATION MEASURES**

None required.

## 17. Utilities and Service Systems

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?				✓
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✓
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✓

### DISCUSSION

a, b) **No Impact.** The San Diego Regional Water Quality Control Board regulates wastewater discharges in the portion of Wildomar encompassing the project site.<sup>2</sup> Existing development on the project site will continue to receive wastewater services from the Elsinore Valley Municipal Water District (EVMWD). Wastewater would be conveyed to the Lake Elsinore Wastewater Treatment Facility located at 14980 Strickland Avenue in Lake Elsinore. Per Regional Water

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<sup>2</sup> The city lies within two different watersheds and therefore is subject to the jurisdiction of two different regional boards: Santa Ana (Lake Elsinore) and San Diego (Santa Margarita River). This would require the City to administer two separate MS4 permits, which would add considerably to the cost and burden of development. The City requested to be governed by one MS4 permit to reduce costs. The City and the Regional Boards agreed that the City would be governed by the MS4 permit issued by the San Diego Regional Water Quality Control Board for the Santa Margarita River watershed. So, no matter where a project is located within the city, it must comply with the MS4 permit issued by the San Diego Regional Board for the Santa Margarita River watershed. Other regulatory responsibilities such as compliance with Clean Water Act Section 401, Water Quality Certification, fall within the jurisdictions as mapped by the State of California ([http://www.waterboards.ca.gov/waterboards\\_map.shtml](http://www.waterboards.ca.gov/waterboards_map.shtml)).

Quality Control Board Order No. R8-2005-0003, the treatment plant has a capacity of 8 million gallons per day (mgd) with an average flow of approximately 4.66 mgd, resulting in a remaining treatment capacity of approximately 3.34 mgd (EVMWD 2008). The proposed project will not result in the construction of new buildings or plumbing fixtures that would increase wastewater. Therefore, wastewater on the project site will remain the same and no impact will occur.

- c) **No Impact.** The project does not include drainage construction or improvements. The proposed project involves approval to use an existing helipad. Furthermore, implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, no impact will occur.
- d) **No Impact.** The project site is within the service boundary of the EVMWD. However, the proposed project involves approval to use an existing helipad. Furthermore, implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. The EVMWD has an adopted Urban Water Management Plan (UWMP), 2011, and a Wastewater Master Plan (WWMP), 2008, that are designed to meet the service needs of future growth. Because the project is consistent with the General Plan land use designation and the zoning for the site, the water demand is included in the 2011 Urban Water Management Plan. Development of the project was considered in the EVMWD Urban Water Management Plan as part of the City of Wildomar General Plan. Therefore, no impact will occur.
- e) **No Impact.** The proposed project involves approval to use an existing helipad. Furthermore, implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, no impact will occur.
- f) **No Impact.** The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2014). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day. The proposed project involves approval to use an existing helipad. Furthermore, implementation of the proposed project will not result in modification to existing buildings or construction of any new buildings on-site. Therefore, the project will not create additional waste that exceeds the landfill's capacity. No impact will occur.
- g) **No Impact.** Development on the project site would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. City of Wildomar Municipal Code Chapter 8.104 regulates solid waste handling and mandates that sufficient receptacles be in place on-site to accommodate refuse and recycling. The proposed project would not result in an increase in employment or intensity at the existing Service Center. Compliance with state law and the City's Municipal Code will ensure that the project results in no impact.

## **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

## **MITIGATION MEASURES**

None required.

## VI. MANDATORY FINDINGS OF SIGNIFICANCE

Issues, does the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?			✓	
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

### DISCUSSION

The following are Mandatory Findings of Significance in accordance with CEQA Guidelines Section 15065.

- a) **Less Than Significant Impact.** Based on evaluations and discussion contained in this IS/ND, the proposed project has a very limited potential to incrementally degrade the quality of the environment because the site is currently developed with industrial and commercial uses. Implementation of the proposed project would not involve any ground-disturbing activities that would contribute to the degradation of fish or wildlife populations or biological communities. The proposed project site is fully developed and therefore no impact to cultural resources would occur. Therefore, the proposed project would not significantly affect the environment.
- b) **Less Than Significant Impact.** The proposed project would not have cumulatively considerable impacts. Where the proposed project would have no impacts, specifically aesthetics, agricultural resources, biological resources, cultural resources, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities, it would not contribute to cumulative impacts. Issues for which the proposed project would have no impact or less than significant impacts are specific to site conditions and the type of use proposed; these include air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and transportation and traffic. As such, these impacts do not combine with impacts from other projects to cause a cumulative effect.

- c) **Less Than Significant Impact.** The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. Compliance with all federal, state, and local regulations would ensure that any potential impacts that would adversely affect humans would be less than significant. All significant impacts are avoidable, and the City of Wildomar will ensure that all regulations imposed to protect human beings are implemented.

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## **APPENDIX**

# **HELIPORT NOISE STUDY**

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EMF and Energy Group  
Corporate Environmental, Health and Safety Department  
Safety, Security and Compliance  
Monrovia Office Building  
1218 S. Fifth Avenue  
Monrovia, CA 91016

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# **HELIPORT NOISE STUDY**

## **SCE WILDOMAR SERVICE CENTER**

### **CITY OF WILDOMAR, CALIFORNIA**

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August 22, 2014

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**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**

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**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**

## **EXECUTIVE SUMMARY**

This report provides an evaluation of the potential noise impacts from the Wildomar Service Center heliport located at 24487 Prielipp Road in the City of Wildomar, California.

The California Environmental Quality Act guidelines consider that a significant noise impact would occur if the Wildomar Service Center heliport project would result in a substantial increase in ambient noise levels in the project vicinity above levels existing without the project.

The analysis in this study indicates that the Wildomar Service Center heliport noise levels at the nearest noise sensitive receptor in the project vicinity are expected to range between 54 dBA and 66 dBA. These noise levels would not result in a substantial increase of the existing ambient noise levels monitored in the project vicinity.

In addition, it is anticipated that the Wildomar Service Center heliport would not likely see helicopter activity more than twice per year and the helicopter take-offs, approaches, and overflights would be of short duration (a few minutes).

Based on the analysis in this study it can be concluded that the noise impacts from the Wildomar Service Center heliport project would be *less than significant*.

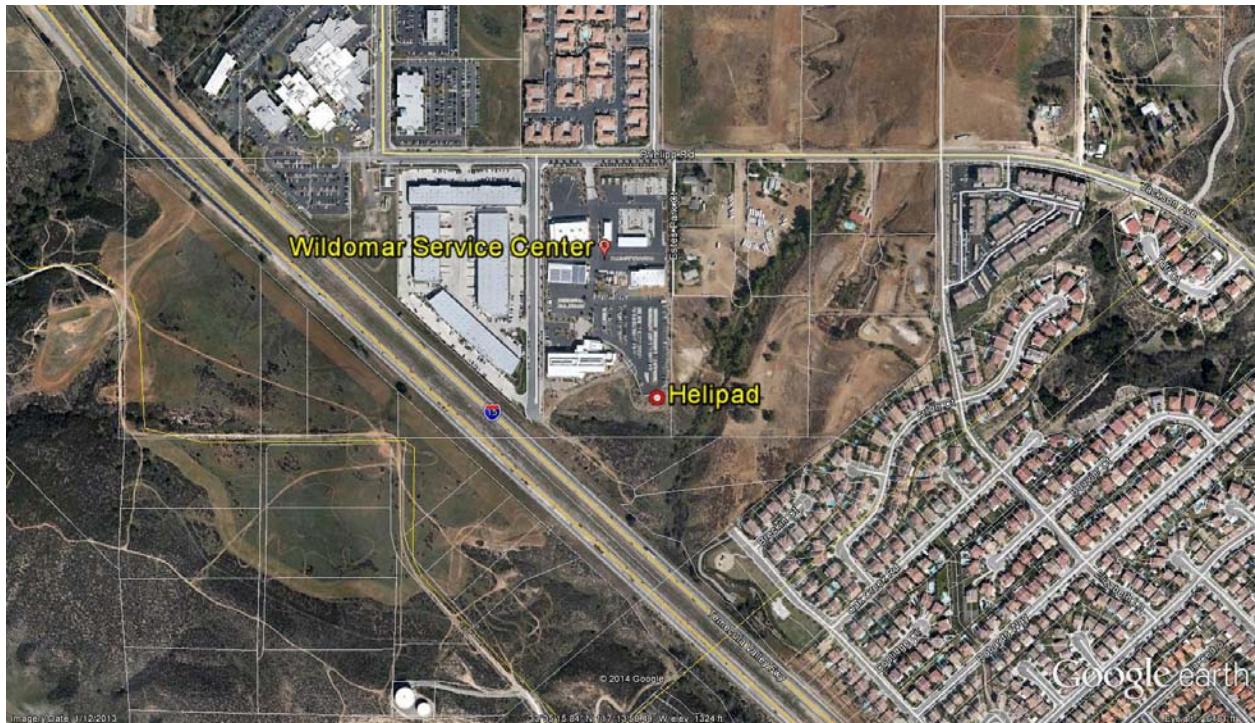
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# HELIPORT NOISE STUDY

## SCE WILDOMAR SERVICE CENTER

### 1. INTRODUCTION

The Wildomar Service Center heliport is an existing Southern California Edison (SCE) facility located at 24487 Priellip Road in the City of Wildomar, California (*Figure 1*).



**Figure 1 – Location Map**

The SCE Wildomar Service Center heliport would have two flight paths, one to and from the southwest and the second to and from the northeast of the heliport (See *Appendix “A”*).

This report provides a noise impact evaluation based on a comparison of the Wildomar Service Center heliport noise levels with the existing ambient noise levels at the nearest noise sensitive receptor in the project vicinity.

A summary of Noise Fundamentals and Acoustical Terms used in this report are presented in *Appendix “B”*.

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**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**

## **2. PROJECT BACKGROUND**

Although SCE helipads are used on an as-needed basis, and it is difficult to predict the exact frequency of flight operations, it is anticipated that the Wildomar Service Center heliport would not be used more than twice per year.

Typical flight operations will consist of a helicopter arrival to pick up SCE staff, during which time the helicopter may idle for a few minutes on the helipad, and a departure. The helicopter pilots would avoid flying directly over noise sensitive land uses to the extent practicable during such operations, and would typically not be in the local airspace for more than a few minutes.

## **3. HELICOPTER TYPES AND NOISE LEVELS**

The current SCE fleet of helicopters includes the A/S 350, the EC 135, and the Bell 205. The Bell 205 A++ is planned to be added to the SCE fleet of helicopters and is a modification to the Bell 205.

The following provides a discussion of when and how these helicopters are most likely going to be used at the Wildomar Service Center heliport and their available noise levels.

### **3.1 A/S 350**

The A/S 350 is most likely the aircraft that will be used at the Wildomar Service Center heliport for the inspection of SCE's transmission and distribution lines.

The Federal Aviation Administration (FAA) measured noise levels of actual in-service A/S 350 helicopters, shown in *Appendix "C"*, summarized in *Table I*.

**Table I – FAA Measured A/S 350 Helicopter Noise Levels**

<b>Aircraft Type</b>	<b>FAA Measured Noise Levels (EPNdB)</b>		
	<b>Take-off</b>	<b>Approach</b>	<b>Level Flyover (at 500 feet)</b>
A/S 350	89.2	91.2	87.2

### **3.2 EC 135**

The EC 135 is an aircraft that is mainly used for SCE executives' transportation and would only very occasionally operate from the Wildomar Service Center heliport. Although there are no FAA noise data available of the EC 135, it is the quietest of the SCE helicopters, due to its enclosed tail rotor and a rigid main rotor system.

### **3.3 Bell 205 and Bell 205 A++**

The Bell 205 and Bell 205 A++ are heavier and louder aircraft but will only operate at the Wildomar Service Center heliport in case of an emergency and for power restoration. There are no FAA noise data available of the Bell 205 and the Bell 205 A++.

## **4. NOISE IMPACT ANALYSIS**

### **4.1 California Environmental Quality Act**

The California Environmental Quality Act (CEQA) provides guidelines to evaluate the significance of a noise impact. According to these guidelines, a significant noise impact would occur if the Wildomar Service Center heliport project would result in a substantial increase in ambient noise levels in the project vicinity above levels existing without the project.

### **4.2 Nearest Noise Sensitive Receptor**

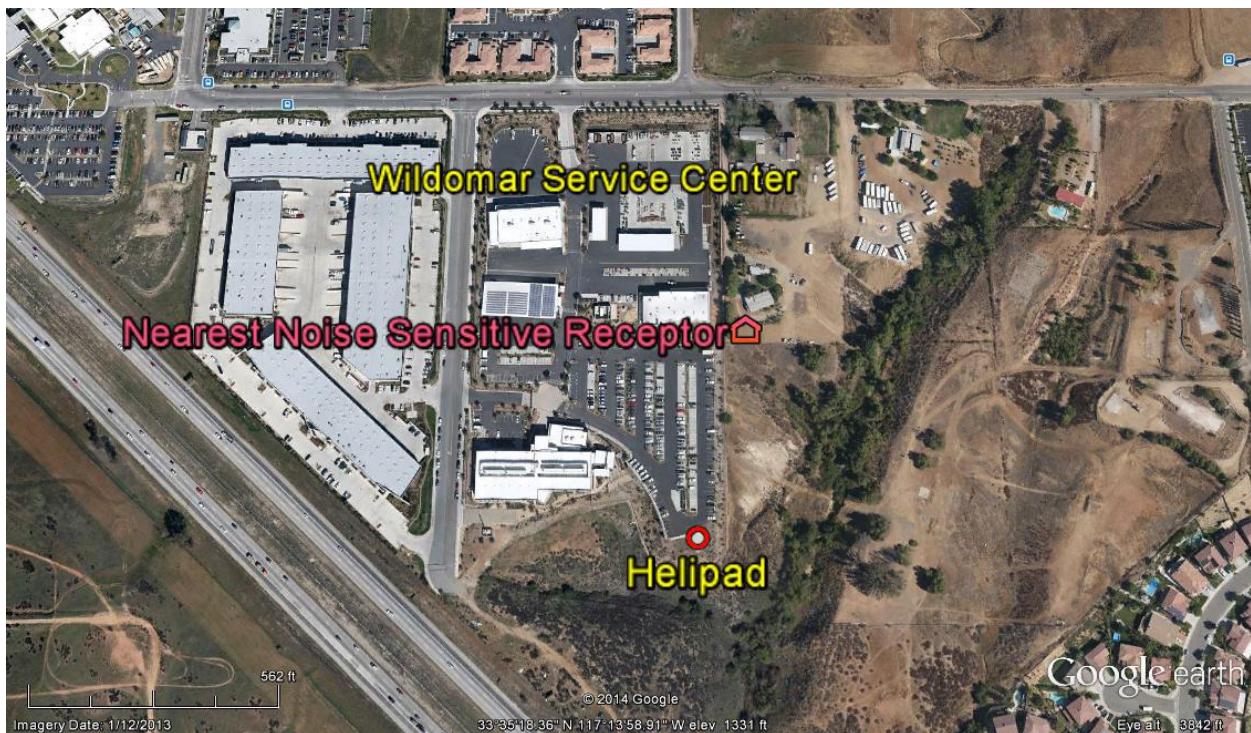
The nearest noise sensitive receptor in the vicinity of the Wildomar Service Center heliport is a residence located to the northeast, at approximately 500 feet distance from the heliport (*Figure 2*).

### **4.3 Existing Ambient Noise Levels**

The existing ambient noise levels in the project vicinity were monitored on July 23, 2014 between 10:15 a.m. and 11:00 a.m. The noise measurements were taken with a calibrated Brüel & Kjaer Model 2250 integrating sound level meter, equipped with a  $\frac{1}{2}$ -inch pre-polarized condenser microphone/pre-amplifier and a windscreens. This sound level meter meets the current American National Standards Institute standard for a Type 1 precision sound level meter.

The noise level readings were taken at the nearest noise sensitive receptor property line, Noise Monitor Location 1, and at the helipad, Noise Monitor Location 2 (*Figure 3*). The sound level meter was positioned at 5 feet above the ground at both noise monitor locations (*Figure 4* and *Figure 5*).

**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**



**Figure 2 – Nearest Noise Sensitive Receptor**



**Figure 3 – Noise Monitor Locations**

**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**



**Figure 4 – Noise Monitor Location 1 – Nearest Residential Property Line**



**Figure 5 – Noise Monitor Location 2 - Helipad**

**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**

A summary of the monitored ambient noise levels is presented in *Table II*.

**Table II – Monitored Ambient Noise Levels**

Locations		Ambient Noise Levels
1	Nearest Residential Property Line	56 dBA
2	Helipad	55 dBA

The data in above *Table II* indicate the existing daytime ambient noise levels in the project vicinity to range between 55 dBA and 56 dBA. The dominant noise source during the noise measurements was the Temecula Valley Freeway (I-15). The weather conditions during measurements were 86 F, clear sky, and less than 2 mph wind.

#### **4.4 Helicopter Noise Levels**

As discussed in Section 3, the A/S 350 is most likely the aircraft to be used at the SCE Wildomar Service Center heliport. The EC 135 is a quieter aircraft and would only very occasionally be used for SCE executives' transportation. The Bell 205 and Bell 205 A++ would only be used for emergency and power restoration purposes. There are currently also no FAA measured noise level data available for the EC 135, Bell 205, and Bell 205 A++ aircraft. Considering the above, the FAA measured noise levels for A/S 350 helicopter have been used to analyze the Wildomar Service Center heliport noise levels at the nearest noise sensitive receptor's property line in the heliport vicinity. The nearest noise sensitive receptor property line is located to the northeast, at approximately 500 feet horizontal distance from the heliport and at approximately 95 feet vertical distance below the northeast flight.

As discussed in Section 3.1, the FAA measured EPNdB noise levels for A/S 350 helicopters range between 87.2 dBA during a flyover at 500 feet, 89.2 dBA during take-off, and 91.2 dBA during the approach. These helicopter EPNdB (or single event – SEL - one second) noise levels have been converted in 1-hour Leq noise levels at the nearest noise sensitive receptor location, presented in *Table III*.

**Table III – Helicopter Noise Levels at Nearest Noise Sensitive Receptor**

A/S 350 Operation	EPNdB	Receptor Distance (Feet)	$L_{eq-hr}$ @ Receptor (dBA)
Take-off	89.2	500	54
Approach	91.2	500	56
Level Flyover	87.2	95	66

**HELIPORT NOISE STUDY**  
**SCE WILDOMAR SERVICE CENTER**

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The data in above *Table III* indicate the helicopter noise levels at the nearest noise sensitive receptor in the project vicinity to range between 54 dBA and 66 dBA.

## **5. FINDINGS**

The analysis in the previous section indicates that the Wildomar Service Center heliport noise levels at the nearest noise sensitive receptor in the project vicinity are expected to range between 54 dBA and 66 dBA. These noise levels would not result in a substantial increase of the existing ambient noise levels monitored at the nearest noise sensitive receptor in the project vicinity.

In addition, it is anticipated that the Wildomar Service Center heliport would not likely see helicopter activity more than twice per year and the helicopter take-offs, approaches, and overflights would be of short duration (a few minutes).

Considering the above, it can be concluded that the noise impacts from the Wildomar Service Center heliport would be *less than significant*.

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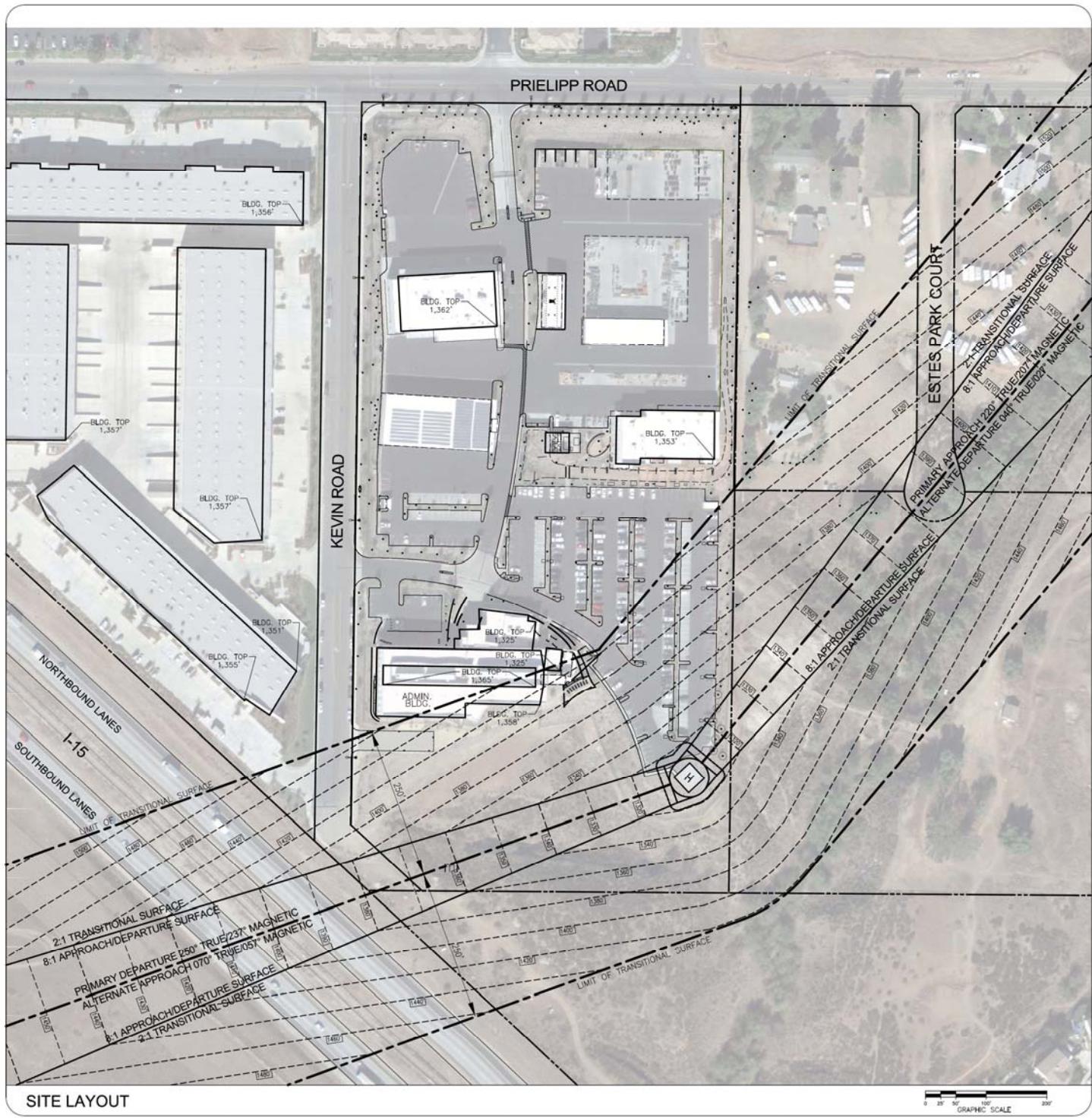
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## **APPENDIX A**



## **APPENDIX B**

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### **NOISE FUNDAMENTALS AND ACOUSTICAL TERMS**

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#### **Noise Background**

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to very low and high frequencies than to medium frequencies that correspond with human speech. In response, the A-weighted noise level (or scale) has been developed. The A-weighted scale corresponds better to a human being's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of "dBA". All sound levels discussed in this report are A-weighted.

#### **Sound Propagation and Attenuation**

In general, sound from a source spreads out as it travels away from the source, and the sound pressure level diminishes with distance in accordance with the "inverse square law." Individual sound sources are considered "point sources" when the distance from the source is large compared to the size of the source. Sound from a point source radiates hemispherically, which yields a 6 dB sound level reduction for each doubling of the distance from the source. If the sound source is quite long in one dimension the source is considered a "line source". Sound from a line source radiates cylindrically, which typically yields a 3 dB sound level reduction for each doubling of the distance from the source.

In addition to distance attenuation, the air absorbs a certain amount of sound energy, and atmospheric effects (wind, temperature, precipitation), and terrain/vegetation effects also influence the sound propagation and attenuation over large distances from the source.

#### **Sound Power Level (PWL) and Sound Pressure Level (SPL)**

The Sound Power Level is a measure of the quantity of sound energy radiated by a source, producing a Sound Pressure Level at some distance that may be heard at a receptor location. The sound pressure level at the receptor location is affected by how the sound power is radiated and distributed (point source, line source).

#### **Equivalent Sound Pressure Level ( $L_{eq}$ )**

The Equivalent Sound Pressure Level is the level of a constant sound which, in the given situation and time period, has the same sound energy as does a time-varying sound. Technically, equivalent sound level is the level of the time-weighted, mean, square, A-weighted sound pressure. The time interval over which the measurement is taken should always be specified.

#### **Effective Perceived Noise Level (EPNdB)**

The Effective Perceived Noise Level (EPNdB) is a unit of measure for aircraft noise. It is based on how people judge the annoyance of sounds they hear with corrections for the duration of the event and for pure tones.

#### **Sound Exposure Level (SEL)**

The Sound Exposure Level (in dB) is computed by converting the total noise energy measured during a noise event to an equivalent dBA level for a single event that would only be one second in duration. The SEL accounts for both the magnitude and the duration of the noise event.

**APPENDIX C**  
**FAA NOISE MEASUREMENT DATA AND**  
**STANDARDS FOR HELICOPTERS**

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Aircraft Type	Test Weight lbs.	Noise Levels EPNdB					
		Take-off		Approach		Level Flyover	
		Meas.	Limit	Meas.	Limit	Meas.	Limit
H 300C	1804	--	86.1	--	87.1	80.6	85.1
H 500C	2250	85.1	87.1	87.7	88.1	85.8	86.1
Bell 47G	2728	--	87.9	89.6	88.9	90.3	86.9
SA 341G	3970	92.5	89.4	89.5	90.5	86.1	88.5
Bell 206L	4000	85.9	89.6	90.3	90.6	85.8	88.6
AS 350	4180	89.2	89.7	91.2	90.7	87.2	88.7
SA 342	4180	--	89.7	95.5	90.7	88.2	88.7
BO 105	5070	89.1	90.6	91.7	91.6	88.4	89.6
A 109	5390	--	90.9	93.0	91.9	90.4	89.9
SA 360	6600	92.4	91.7	--	92.1	--	90.1
SA 365	7480	--	92.3	94.0	93.3	89.4	91.3
MI 2	7755	--	92.4	96.1	93.4	89.5	91.4
WG 13	9350	91.6	93.2	96.9	94.2	97.7	92.2
Bell 212	10500	91.7	93.7	95.7	94.7	94.6	92.7
SA 3305	15532	95.4	95.4	95.6	96.4	91.4	94.4
SA 330J	16280	97.8	95.7	96.1	96.7	93.6	94.7
S-61	22050	95.9	97.0	94.0	98.0	92.6	96.0
MI 8	25212	--	97.6	99.6	98.6	97.3	96.6
SA 321F	25300	98.4	97.6	98.6	98.6	92.0	96.6
S-65	37000	95.7	99.2	99.9	100.2	97.1	98.2
CH 47	40920	--	99.7	105.4	100.7	107.6	98.7
S-64	42812	--	99.9	98.6	100.9	96.7	98.9
MI 6-A	88440	--	103.0	107.4	104.0	103.4	102.0