PLANNING COMMISSION AGENDA REPORT

MEETING DATE: SEPTEMBER 28, 2015 ITEM NUMBER: PH-2

SUBJECT: PLANNING APPLICATION PA-11-03 – CONDITIONAL USE PERMIT FOR A PRIVATE HELISTOP FOR LEADING EDGE AVIATION SERVICES
3132 AIRWAY AVENUE

DATE: SEPTEMBER 17, 2015

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MEL LEE, SENIOR PLANNER

FOR FURTHER INFORMATION CONTACT: MEL LEE, AICP (714) 754-5611
mel.lee@costamesaca.gov

PROJECT DESCRIPTION

Conditional Use Permit to install a 40-foot (long) x 40-foot (wide) helistop on the roof of an existing industrial building. The helistop will be located on a 6-foot high platform on the roof of an existing 19-foot high building. The proposed helistop was conceptually approved in 2011 by the Airport Land Use Commission (ALUC) and conditionally approved by the Federal Aviation Administration (FAA).

This project was originally heard by the Planning Commission on August 8, 2011, who recommended denial of the project to the City Council, and subsequently withdrawn by the applicant prior to being heard by the City Council. The applicant is re-submitting the project for consideration by the Planning Commission and City Council.

APPLICANT

The applicant is Kevin A. Coleman, who is also the owner of the property.

RECOMMENDATION

Recommend approval or denial of the helistop to the City Council by adoption of Planning Commission resolution.

BACKGROUND

Site Location

The property is located on the east side of Airway Avenue, between Baker Street and Fischer Avenue. The property is zoned MP (Industrial Park), approximately 2.4 acres in size, and contains an existing one-story, 37,955 square foot industrial building. The subject property abuts John Wayne Airport (JWA) to the east. On April 1, 2011, the City issued building permits for a tenant improvement for Leading Edge Aviation Services. Leading Edge Aviation Services paints civilian and military aircraft at facilities around the world; however, no painting of aircraft is proposed at this location - this location is for storage of materials and offices only. The tenant improvement included a second story, 980 square foot addition for the CEO's office at the northeast end of the building (see site photos Attachment 2). This tenant improvement was finaled in October 2011.

The second phase of the tenant improvement was to be the construction of the helistop on the southeast end of the existing building for the CEO's private helicopter. Per Zoning Code Section 13-30(82), heliports and helistops require the approval of a conditional use permit.

City Council as the Final Review Authority

Typically, the Planning Commission is the final review authority for CUP's unless the Commission's action is appealed or called up for review by the City Council. However, Public Utilities Code Section 21661.5(b) stipulates that final approval of the helistop is by the City Council, unless said approval is specifically delegated by the Council to the Commission. The specific PUC provision is summarized below:

> ***21661.5***. *(a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by that commission in accordance with the provisions of that article.*
>
> *(b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of a plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.*

Because the City Council does not have a formal policy delegating the approval of heliports or helistops to the Planning Commission, it is necessary that the Council take final action on the CUP.

Planning Commission Recommendation of Denial to City Council

On August 8, 2011, Planning Commission considered the request. One member of the public spoke in opposition to the request during the hearing. The Commission recommended denial of the project to the City Council on a 3-1 vote (Commissioner Fitzpatrick voting no, Commissioner Salcedo absent). The Planning Commission's recommendation of denial was based on the following:

- The Planning Commission was concerned that potential noise impacts of the proposed helistop to surrounding properties had not been identified or analyzed, due to the fact that at the time the project went before the Planning Commission, a noise study had not been prepared;
- The Planning Commission was concerned that, although the subject site is not part of the JWA property or airport facility, the proposal constituted an expansion of aircraft activities beyond the existing footprint of JWA;
- The Planning Commission was concerned that potential changes in the type of helicopter, i.e., the "quiet" helicopter proposed by the applicant (see photo in Attachment 3) versus the potential for a different, noisier, helicopter, could result in additional noise impacts to surrounding properties; and
- The Planning Commission was concerned that the proposed use, i.e., a private helistop facility, provided no benefit to the citizens of Costa Mesa compared to helipads/helistops utilized by hospitals or law enforcement agencies.

The August 8, 2011 Planning Commission staff reports and meeting minute excerpts are attached to this report for reference. The reports, meeting minutes, and video can also be found on the City's website at the below link:

http://www.costamesaca.gov/index.aspx?page=1822

The project, with the Planning Commission's recommendation for denial, was scheduled for the November 1, 2011 City Council hearing. Between the time the Planning Commission considered the project and it was scheduled for City Council, the following public correspondence in opposition to the project were received as listed below (copies are attached to this staff report – Attachment 5):

1. Letter from the Mayor of Newport Beach dated August 5, 2011 – note that an email was also provided by the Newport Beach Community Development Director dated September 11, 2015 affirming that the City remains opposed to the proposal;
2. Email from the owner of 3100 Airway Avenue dated August 8, 2011;
3. Letters from Robert C. Hawkins (who also spoke at the hearing) dated July 21, 2011 and August 8, 2011;
4. Letter from the owner of 182 Brandywine Terrace date August 23, 2011; and
5. Email from the owner of 3136 Airway Avenue dated October 18, 2011.

The applicant requested several continuances before withdrawing the item from the City Council Calendar on June 19, 2012. In the interim, 6 additional public correspondence

opposing the project were received (copies are attached to this staff report – Attachment 5):

1. Letter from the owner of 3140 Airway Avenue dated February 6, 2012;
2. Letter from the owner of 3198-M Airport Loop Drive dated March 5, 2012;
3. Letter from the owner of 3136 Airway Avenue dated March 6, 2012;
4. Additional letters from Robert C. Hawkins dated March 2, 2012 and June 12, 2012; and
5. Additional email from the owner of 3136 Airway Avenue dated June 27, 2012.

Because of the amount of time that has elapsed between the time the project was last considered at a public hearing, it is being brought back to the Planning Commission for recommendation to the City Council. All of the above commenters will receive notice of the Planning Commission hearing date.

ADDITIONAL BACKGROUND INFORMATION

What is a helistop?

A helistop is a landing place for helicopters, often on the roof of a building or some other limited access area. There are a number of different terms to describe similar facilities, including "heliport" and "helipad". The applicant's supporting documents, which are attached to the August 8, 2011 staff report (Attachment 10), explains that the facility will be specifically used for limited takeoffs/landings, rather than house other related activities such as maintenance, refueling, and storage, which is normally associated with a heliport; additionally, the facility is for private use and not open to the general public. For clarity, the term "helistop" is used to describe the proposed facility in this report.

Other Regulatory Agencies

Because of the proximity of the helistop to John Wayne Airport, the proposed facility is regulated by the California Public Utilities Code (PUC) and, in addition to City approval, requires approval by the Airport Land Use Commission for Orange County (ALUC), Caltrans Division of Aeronautics, and the Federal Aviation Administration (FAA).

In 1975, ALUC adopted the Airport Environs Land Use Plan (AELUP) which specifies permitted uses in proximity to the airport. The uses include the following general provisions:

1. Uses not deemed to create adverse noise impacts.
2. Uses that will not concentrate people in areas with high potential for aircraft-related accidents.
3. Uses that will not adversely affect navigable airspace or aircraft operations.

A detailed description of the proposed facility was submitted to ALUC and their determination that the facility was compatible with the AELUP is attached to the August 8, 2011 staff report (see Attachment 10).

ANALYSIS

If the Commission were to recommend approval of the request, the following information is provided:

Current Status of ALUC approval

- *The Airport Land Use Commission for Orange County (ALUC) determined that the proposed facility is consistent with the Airport Environs Land Use Plan for John Wayne Airport (AELUP), as well as the AELUP for Heliports, on July 21, 2011. According to ALUC, the approval is still valid.* The ALUC determined that the proposed helistop was consistent with the AELUP, on a 4-1 vote. The determination that the project was consistent with the AELUP included the following:

  - Although Mariners Christian School is approximately 900 feet to the west of the subject property, the school will not be underneath any flight paths for the proposed facility (see Attachment 3).
  - Potential noise impacts by the proposed use will be negligible due to the location of the facility, surrounding uses, and the approach and departure paths used for the facility (see Attachment 7).
  - The proposed approach and departure paths will correspond to existing helicopter paths designated by the airport and will be in compliance with FAA regulations.

  The applicant has obtained conditional approval from Caltrans Division of Aeronautics on March 13, 2011, and an acceptable airspace study determination from the Federal Aviation Administration (FAA) on June 11, 2011.

  Staff contacted Lea Choum, Land Use Manager of JWA, on September 15, 2015 and confirmed that the determination of the ALUC remains valid since there have been no changes to the project (see Attachment 5).

- *The applicant's noise study dated August 24, 2011, which is being updated, concluded that there would be no significant noise impacts to surrounding properties as a result of the helistop operations.* After the August 8, 2011 Planning Commission meeting, the applicant prepared a noise study for the City Council's consideration, which was withdrawn prior to the public hearing (see Attachment 7).

  The noise study, prepared by Acoustics Group Inc., concluded that there would be no increase in noise impacts to surrounding uses (including noise-sensitive uses such as the nearby Mariner's Christian School) because the subject site is within the 65 dB Community Noise Equivalent Level (CNEL) noise contour of JWA, and that the helistop nose would be below this City, County, and FAA noise standard for sensitive receptors. At Mariner's Christian School, the existing CNEL from JWA is 62 dB. Future helistop operations would produce a CNEL of 46.1 dB at the school, approximately 16 dB below existing airport noise levels. As noted earlier, the noise study is in the process of being updated by the consultant and will be presented at the September 28, 2015 meeting.

- *Owner/Operator is required to fully comply with conditions required by Caltrans and the FAA.* The helistop design is based on the Caltrans Division of Aeronautics design criteria. Other than standard conditions related to future changes in operations and aesthetic issues, staff is not recommending additional conditions related to the use/operation of the helistop that would be above and beyond those required by Caltrans or the FAA.

- *The modifications to the building exterior to accommodate the helistop will not be visually intrusive to the existing development or surrounding properties.* According to the applicant, the facility will consist of a 40 foot long by 40 foot wide metal rooftop landing pad, standard helistop lighting (i.e., lighted wind cone, green perimeter lights and red obstruction lights), and standard pad markings. A diagram showing the proposed pad markings is included in Attachment 6. The overall elevation above ground level of the helistop is 25 feet, approximately 6 feet over the roof of the existing industrial building, which is approximately 19 feet in height.

  The pad will be supported by steel beams, the footings for which were previously installed for the pad. If approved, staff is requiring the beams to be painted to match the existing building. It is not possible to screen the helistop since any elements extending above the helistop level would be considered obstructions and would not be allowed by the FAA or Caltrans Division of Aeronautics. The helistop and the surrounding environment have been very carefully designed to meet all airspace obstruction-clearance requirements.

- *The presence of the helicopter on the roof of the building will not create an adverse visual impact to surrounding properties due to its proximity to the airport and distance from Airway Avenue.* The proposed helistop is approximately 225 feet from the front property line, toward the southerly rear of the existing building. As noted earlier, the proposed helistop will have an overall elevation above ground level of 25 feet, approximately 6 feet above the roof of the existing building.

- *The use of the helistop is for a private helicopter only – the facility will not be open to the general public, i.e., a heliport.* According to the applicant, the use of the facility will vary depending upon the business owner's travel needs. A maximum of 2 arrivals and 2 departures per day with a maximum of 3 arrivals and 3 departures per week are anticipated for the helistop. Hours of operation will be 7:00 am-7:00 pm, Monday through Sunday. This is reflected in the conditions if the Planning Commission recommends approval.

- *No fueling, maintenance, or repair facilities are proposed.* According to the applicant the facility will be used for arrivals and departures of the helicopter only. No fueling or maintenance activities will occur on the site.

GENERAL PLAN CONFORMITY

In accordance the General Plan Land Use Element, the use is required to comply with the State permitting procedures and with all conditions of approval imposed and/or recommended by the Federal Aviation Administration, the Airport Land Use Commission

for Orange County, and the Caltrans Division of Aeronautics.[1] With these approvals in place, the use will be in conformance with the City's General Plan, if the Planning Commission chooses to recommend approval of the project.

ENVIRONMENTAL DETERMINATION

The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and has been found to be exempt from CEQA under Section 15311, Class 11, Accessory Structures if the Planning Commission recommends approval of the project. If the project is denied, it is exempt from the provisions of CEQA Section 15270(a) for Projects Which Are Disapproved.

LEGAL REVIEW

The City Attorney has reviewed the resolutions and they have been approved as to form by the City Attorney's Office.

PUBLIC NOTICE

Pursuant to Title 13, Section 13-29(d), of the Costa Mesa Municipal Code, three types of public notification have been completed no less than 10 days prior to the date of the public hearing:

1. *Mailed notice.* A public notice was mailed to all property owners within a 500-foot radius of the project site. The required notice radius is measured from the external boundaries of the property. (See attached Notification Radius Map.)
2. *On-site posting.* A public notice was posted on the street frontage of the project site.
3. *Newspaper publication.* A public notice was published once in the Daily Pilot newspaper.

As discussed earlier in this report, notice was also provided to all persons who submitted prior correspondence for the project.

ALTERNATIVES

The Planning Commission has the following alternatives:

1. Recommend approval of the facility to the City Council as proposed by the applicant; or
2. Recommend denial of the facility to the City Council as proposed, based on the concerns raised by the Planning Commission at the August 8, 2011 meeting as discussed earlier in this report.

[1] Costa Mesa General Plan Land Use Element, Pages LU-15 and LU-16.

CONCLUSION

Staff is requesting that the Planning Commission provide a recommendation to the City Council as to the approval or denial of the requested conditional use permit for the private helistop facility.

MEL LEE, AICP
Senior Planner

CLAIRE FLYNN, AICP
Asst. Development Services Director

Attachments:

1. ~~Location Map and Radius Map~~
2. ~~Site Photos~~
3. ~~Applicant's Project Description Letter and Proposed Flight Route~~
4. ~~Draft Resolutions~~
5. ~~Correspondence from Public from July 2011 to Present~~ in ~~Reverse Chronological Order~~
6. ~~Plans~~
7. Noise Study
8. August 8, 2011 Planning Commission Meeting Minute Excerpts
9. August 8, 2011 Planning Commission Resolution
10. August 8, 2011 Planning Commission Reports and Attachments

Distribution:

Director of Economic & Development Services/Deputy CEO
Assistant Development Services Director
Senior Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Fire Protection Analyst
File (2)

Distribution List

ACOUSTICS GROUP, INC.
Consultants in Acoustics, Noise & Vibration

August 24, 2011

Mr. Kevin A. Coleman
Net Development Company
3130 Airway Ave
Costa Mesa, CA 92626

Subject: Analysis of the Proposed Net Development Company Helistop Project in Costa Mesa, CA.

Reference: Net Development Company Helistop Specifications prepared by Heliplanners, dated March 15, 2011.

Dear Mr. Coleman:

Acoustics Group, Inc., (AGI) has reviewed the referenced information and analyzed the noise from the proposed Helistop project. Because of the proximity of the project to Orange County John Wayne Airport (SNA), the noise produced by helistop operations is expected to be overshadowed by the existing and future noise of the airport. This letter report provides a summary of the noise levels expected to be generated by the helistop and a comparison with the SNA noise contours.

The project site is located at 3132 Airway Avenue, in the City of Costa Mesa. As shown in the vicinity map in the Attachment, the site is located northwest of SNA. Landuses to the north, west, and south of the site are industrial. There are no residential receptors or other noise sensitive receptors located immediately adjacent to the project site. However, Mariner's Christian School is located approximately 1,000 feet west of the project site at 300 Fischer Avenue.

ACOUSTICS GROUP, INC.
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

The Federal Aviation Administration's Integrated Noise Model (INM) Version 7.0 was used to determine the future noise levels from the project. A Eurocopter EC-135 helicopter will be used by the applicant at the helistop. The helistop approach tracks are from the north and southwest a 175 degree and 40 degree true headings, respectively. Final approach slopes for both approach tracks were modeled using default values of 8 to 1. Departures are on the same path, but with opposite headings. The locations of the flight tracks relative to the project site are shown in the Attachment.

A maximum of 2 arrivals and 2 departures per day with a maximum of 3 arrivals and 3 departures per week are forecasted for the helistop. All operations would occur during the daytime between 7am and 7pm. The arrivals and departures were assumed to be continuous over a 12 month period and evenly distributed over 365 days per year.

Figure 1 shows the 65 and 60 dBA CNEL noise contours that would be generated by helistop operations in relation to the existing land use and SNA noise contours. As shown in the figure, the future CNEL from Helistop operations would be less than the CNEL generated by aircraft operations at SNA. Additionally, helistop noise would be below the City, County and FAA noise standards of 65 dB CNEL for sensitive receptors. At Mariner's Christian School the existing CNEL from SNA airport operations is 62 dB CNEL. Future helistop operations would produce a CNEL of 46.1 dB at the school, approximately 16 dB below existing airport noise levels. Noise generated by future helistop operations would not result in significant noise impacts at the project site and adjacent properties.

CONCLUSION

Analyses have been conducted to evaluate the future noise level that would be generated by the Net Development Company Helistop. The analyses considered the helicopter type, forecasted daily operations, approach and departure tracks, and default operational profiles. Results of the INM modeling indicated that the future CNEL generated by helistop operations would be below existing aircraft noise levels from SNA and would also comply with all City, County and applicable exterior CNEL standards for noise sensitive receptor locations. Future Helistop noise levels would be 46.1 dB CNEL at Mariner's Christian School and would be approximately 16 dB below existing aircraft noise levels from SNA. In addition, future helicopter flight tracks would not pass over the school site. Noise generated by future helistop operations would not result in significant noise impacts at the project site and adjacent properties.

ACOUSTICS GROUP, INC.
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

Please contact Mr. Robert Woo at 877-595-9988 if you have any questions regarding this report.

Sincerely,
ACOUSTICS GROUP, INC.

Robert Woo
Principal Consultant

ACOUSTICS GROUP, INC
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
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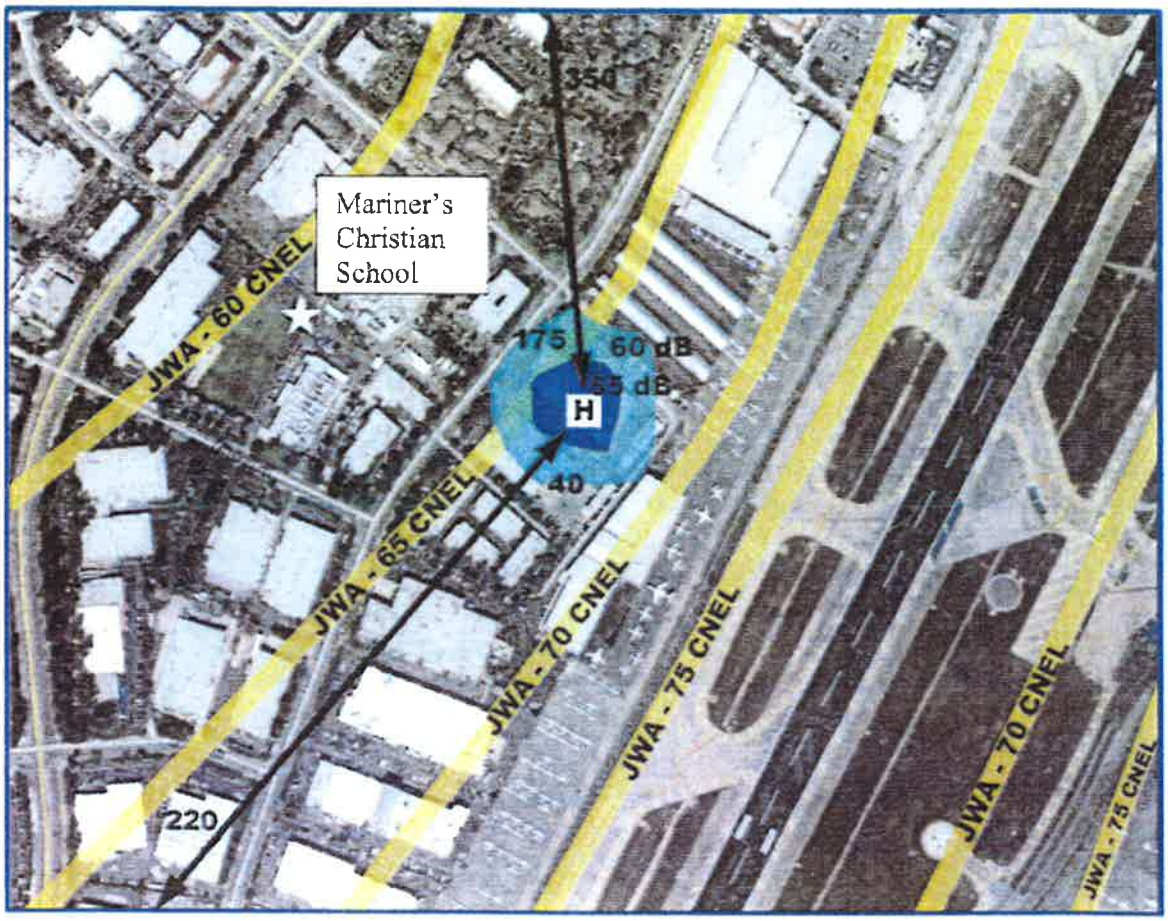

Figure 1. Predicted Net Development Company Helistop Noise Levels.

ACOUSTICS
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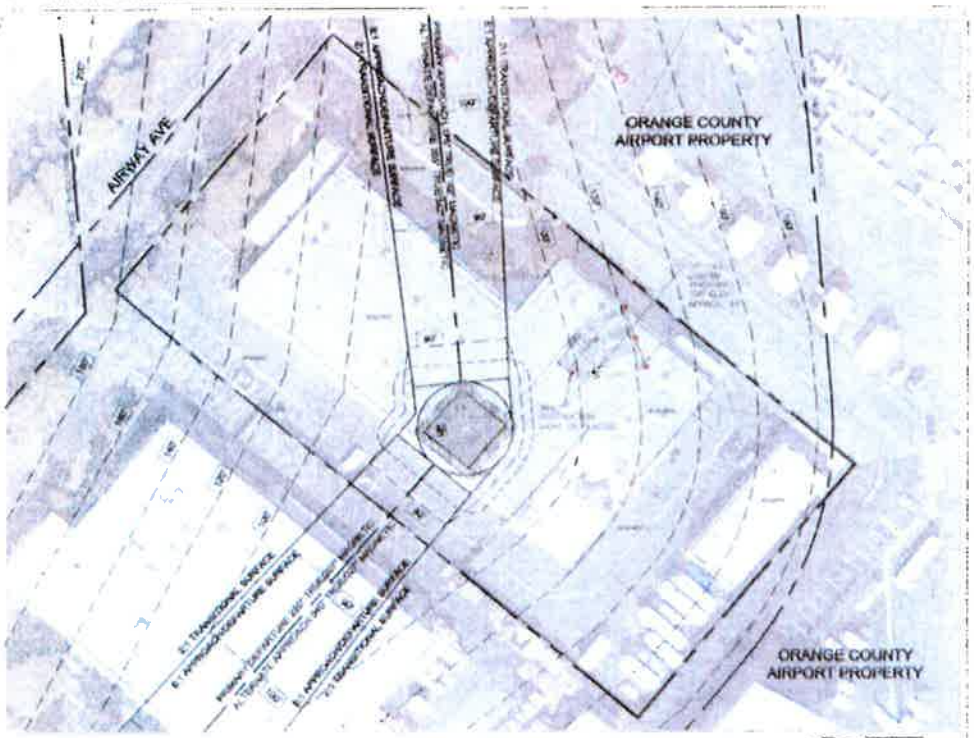
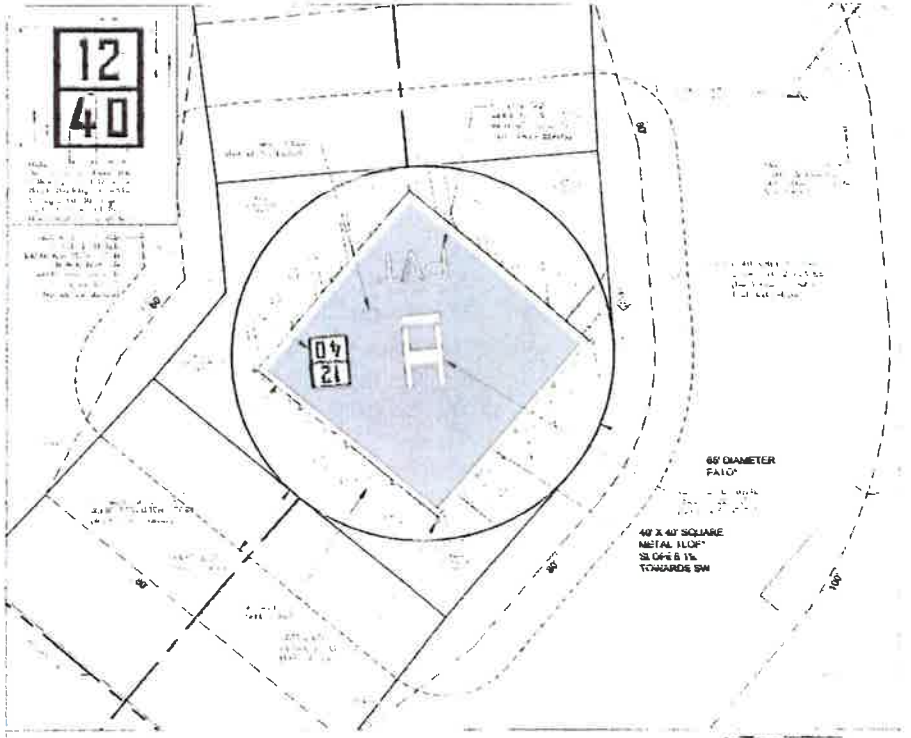
877.595.9989 - Fax

ATTACHMENT

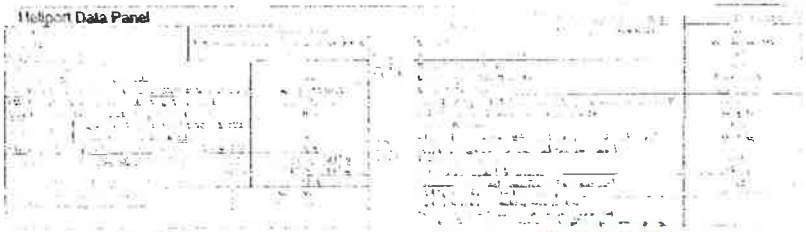
ACOUSTICS [illegible], INC.
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

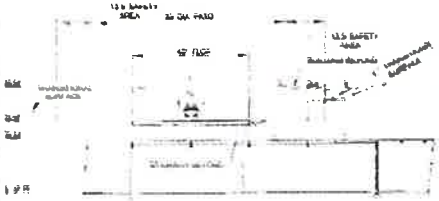


SITE LAYOUT

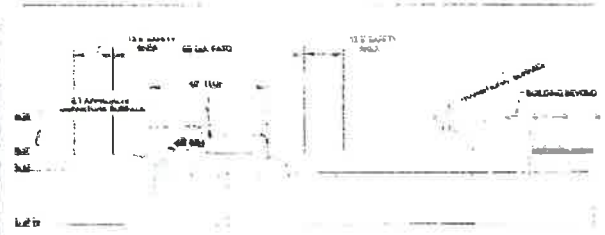


HELISTOP DETAIL

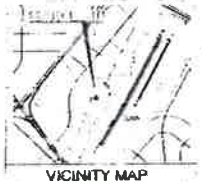




SOUTHWEST ELEVATION



SOUTHEAST ELEVATION



VICINITY MAP

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

-113-

08-08-11 PC Minute Excerpt for PA-11-03 - Unofficial Until Approved

5. **Application No.:** PA-11-03
Site Address: 3132 Airway Avenue
Applicant: Kevin Coleman
Zone: MP
Project Planner: Mel Lee
Environmental Determination: Exempt

Description:
Conditional use permit to install a 40 foot (long) x 40 foot (wide) helipad/helistop on the roof of an existing industrial building. The helistop will be located on a 6' high platform on the roof of an existing 19' high building. The proposed helipad has been approved by the Airport Land Use Commission and conditionally approved by the Federal Aviation Administration.

Kevin Coleman, applicant, discussed the private property use of the proposed facility; noise impacts; the flight path used by John Wayne Airport; and receiving approval from the other regulatory agencies.

Robert C. Hawkins of the Law Offices of Robert C. Hawkins, representing individuals and several groups including Mariners Community Association and AirFair, discussed his objection to staff's recommendation of approval and of the finding of exemption from CEQA.

The Commissioners discussed their concerns relating to the airport footprint, noise impacts, and if this use is good for Costa Mesa.

MOTION: Recommend that the City Council deny Planning Application PA-11-03, by adoption of Planning Commission Resolution PC-11-33, based on the evidence in the record and the denial findings contained in Exhibit "A". Moved by Vice Chair Sam Clark, seconded by Chair Colin McCarthy.

During discussion on the motion, Commissioner Fitzpatrick made a substitute motion.

SUBSTITUTE MOTION: Delay the decision tonight until such time the Commission can clarify and understand the issues of the City of Newport Beach and AirFair. Direct staff to work with the City of Newport Beach and AirFair to obtain their official positions.

The substitute motion died for lack of a second.

Commissioner Fitzpatrick reiterated his non-support of the motion.

The Chair and Vice Chair Clark said this application will go before the City Council, the policy-making body.

Deputy City Attorney Bettenhausen clarified the original motion and the Chair agreed.

The motion carried by the following roll call vote:
Ayes: Chair Colin McCarthy, Vice Chair Sam Clark, and Commissioner Robert Dickson
Noes: Commissioner Jim Fitzpatrick
Absent: Commissioner Edward Salcedo.

The Chair explained the appeal process.

RESOLUTION NO. PC-11-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA RECOMMENDING THAT THE CITY COUNCIL DENY PLANNING APPLICATION PA-11-03 FOR A CONDITIONAL USE PERMIT FOR A HELISTOP AT 3132 AIRWAY AVENUE

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Kevin A. Coleman, owner of real property located at 3132 Airway Avenue, requesting a Conditional Use Permit (CUP) to allow the construction and operation of a 40 foot (long) x 40 foot (wide) helistop on a 6-foot high platform. The helistop has an overall elevation 25 feet above ground level as it is located on the rooftop of an existing 19-foot tall industrial building. The facility will generally average three landings and three departures per week with actual activities varying from day to day. Hours of operation will be 7:00 am-7:00 pm, Monday through Saturday, and 7:00 am to 7:00 pm on Sunday;

WHEREAS, a duly noticed public hearing was held by the Planning Commission on August 8, 2011.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit "A", the Planning Commission hereby recommends that the City Council deny Planning Application PA-11-03 with respect to the property described above.

PASSED AND ADOPTED this 8th day of August, 2011.

Colin McCarthy, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Claire Flynn, secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on August 8, 2011, by the following votes:

AYES: COMMISSIONERS: MCCARTHY, CLARK, DICKSON

NOES: COMMISSIONERS: FITZPATRICK

ABSENT: COMMISSIONERS: SALCEDO

ABSTAIN: COMMISSIONERS: NONE

Secretary, Costa Mesa
Planning Commission

EXHIBIT "A"

FINDINGS

A. The proposed project does not comply with Costa Mesa Municipal Code Section 13-29 (e) because:
   a. The proposed use is not compatible and harmonious with uses both on site and those on surrounding properties.
   b. The project is not consistent with the General Plan.

B. The information presented does not comply with Costa Mesa Municipal Code Section 13-29(g)(2) because the proposed use is not compatible with developments in the same general area. Granting the conditional use permit will be detrimental to the health, safety and general welfare of the public or other properties or improvements within the immediate vicinity. Granting the conditional use permit will allow a use, density, or intensity which is not in accordance with the General Plan designation for the property.

C. The Costa Mesa Planning Commission has recommended denial of PA-11-03. Pursuant to Public Resources Code Section 21080(b)(5) and CEQA Guidelines Section 15270(a), CEQA does not apply to this project because it has been rejected and will not be carried out.

PLANNING COMMISSION SUPPLEMENTAL MEMORANDUM

VI.5a.

MEETING DATE: AUGUST 8, 2011 ITEM NUMBER:

SUBJECT: PLANNING APPLICATION PA-11-03 FOR A PROPOSED HELISTOP
3132 AIRWAY AVENUE

DATE: AUGUST 1, 2011

FOR FURTHER INFORMATION CONTACT: MEL LEE, AICP, SENIOR PLANNER
(714) 754-5611 (mlee@ci.costa-mesa.ca.us)

Attached is additional analysis, in a Q and A format, of the proposed helistop based on input from the Airport Land Use Commission (ALUC):

1. ***What is the existing "footprint" of John Wayne Airport (JWA)?***

   An attached exhibit from the Airport Environs Land Use Plan for JWA (AELUP) shows the current physical footprint of the airport. The footprint is defined as the legal boundary of real property owned by the County of Orange for JWA.

2. ***Will the proposed helistop expand this footprint?***

   No. An expansion of the JWA footprint requires real property acquisition by the County of Orange. According to Kari Rigoni, Executive Officer for John Wayne Airport, the proposed project does not involve expansion of the airport footprint because the project site is 100% privately owned. Because the proposed helistop is a private facility, it is not part of the airport footprint (see attached Google Map). This has been added to the findings of the revised approval resolution attached.

3. ***Will the proposed helistop increase noise in the area?***

   According to the staff report prepared for ALUC (handwritten pages 21 and 22 of the Commission staff report), the proposed helistop is within the 65 decibel Community Noise Equivalent Level (CNEL) noise contour for JWA. Additionally, according to the applicant, the operator of the proposed helistop currently flies his helicopter to and from the existing Martin Helipad at the airport, which is approximately 200 yards to the north of the proposed facility. The staff report for ALUC concluded that noise impacts from the proposed facility would be negligible as a result of the location, surrounding uses, limited number of operations, and the approach/departure paths for the facility.

4. ***Will the fight path for the helistop impact Mariner's Christian School?***

   No. As noted in the staff report prepared for ALUC (handwritten page 21 of the Commission staff report), Mariner's Christian School, which is approximately 900

feet to the west of the subject property, is not beneath the departure and arrival flight paths for the proposed helistop. Additionally, the Federal Aviation Administration (FAA) is requiring that the flight path for the helicopter (which currently departs and arrives from the Martin Helipad at John Wayne Airport) remain unchanged. Therefore, although the proposed helipad will be on private property, the actual flight path for the helicopter with regard to Mariner's Christian School does not change. The proposed departure and arrival paths correspond to the existing helicopter paths designated by the Air traffic Control Tower at JWA and will be in compliance with FAA regulations.

5. ***Will the hours of operation for the helistop differ from the airport?***

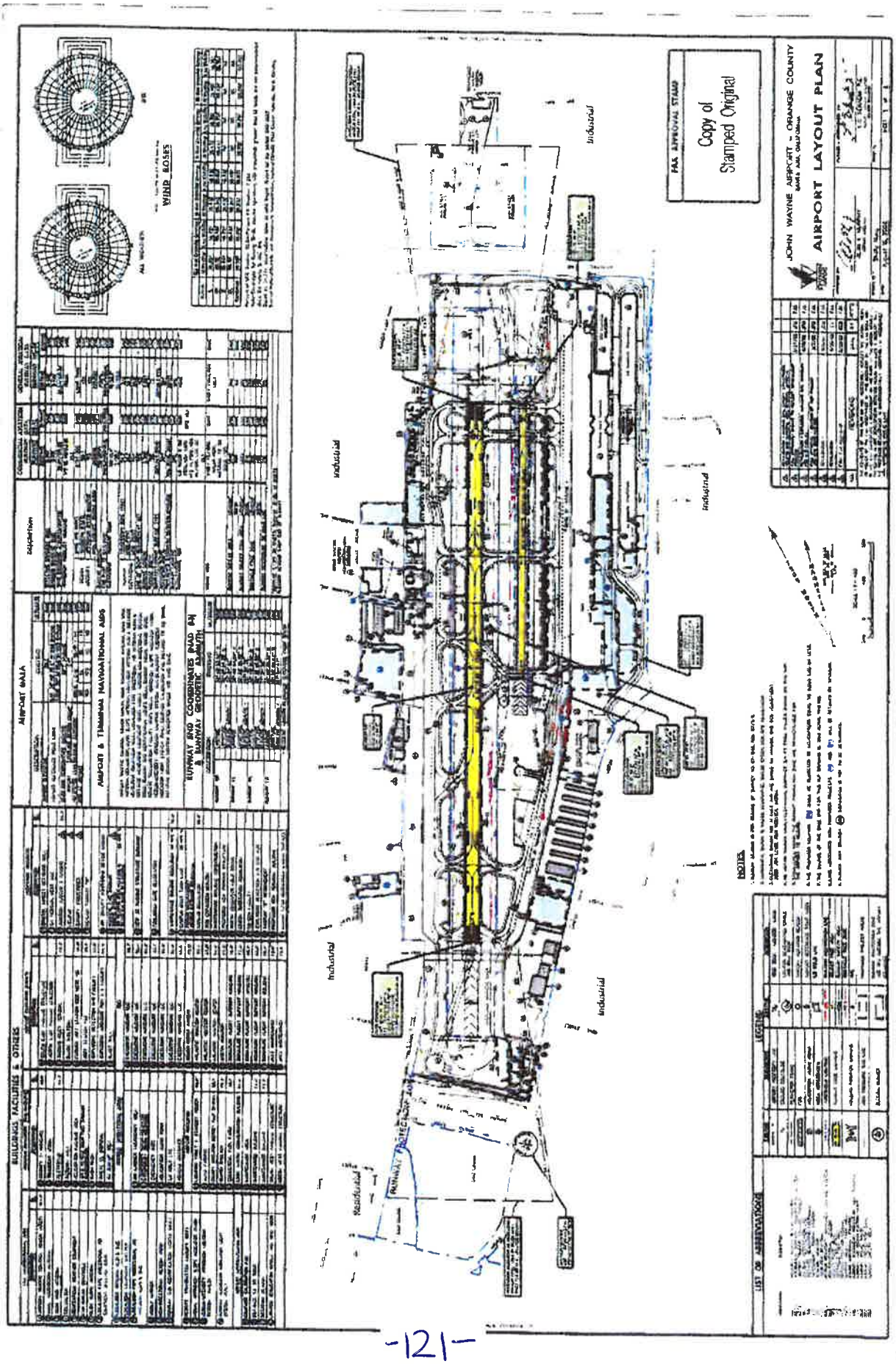
Yes, as proposed. The applicant is proposing the hours of operation for the helistop to be 7:00 am to 7:00 pm, Monday through Sunday. However, JWA's hours of operation on Sundays are 8:00 am to 7:00 pm. Although the hours of operation apply to commercial flights, and not to private facilities, staff is recommending an additional condition of approval (Condition no. 6) requiring the Sunday hours of operation to be consistent with the airport.

cc: Interim Development Services Director
Deputy City Attorney
City Engineer
Transportation Svs. Manager
Fire Protection Analyst
Staff (4)
File (2)

Kevin A. Coleman
Net Development Company
3130 Airway Avenue
Costa Mesa, CA 92626

Attachments:
1. JWA Map
2. Google Map of Subject Property and JWA
3. ~~Revised Resolution~~

File: 080811PA1103SuppMemo	Date: 080111	Time: 1:00p.m.

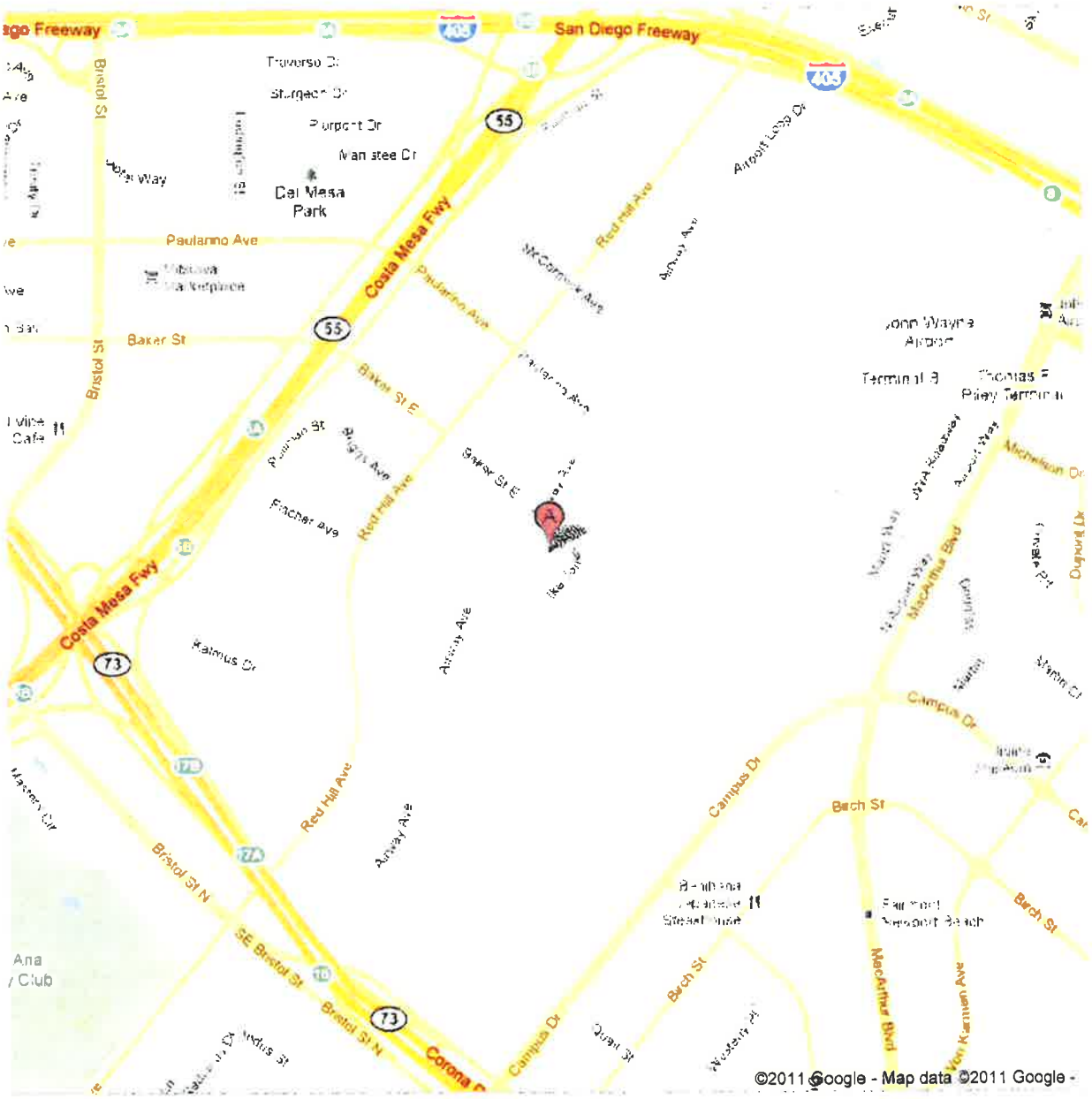


-121-

Contact the ALUC office at 949.252.5170 to view this exhibit.

ATTACHMENT 2

Google maps Address **3132 Airway Ave**
Costa Mesa, CA 92626



PLANNING COMMISSION AGENDA REPORT

MEETING DATE: AUGUST 8, 2011 ITEM NUMBER: III.5

SUBJECT: PLANNING APPLICATION PA-11-03 FOR A PROPOSED HELISTOP
3132 AIRWAY AVENUE

DATE: JULY 28, 2011

FOR FURTHER INFORMATION CONTACT: MEL LEE, AICP, SENIOR PLANNER
(714) 754-5611 (mlee@ci.costa-mesa.ca.us)

PROJECT DESCRIPTION

Conditional Use Permit (CUP) to allow the construction and operation of a 40 foot (long) by 40 foot (wide) helistop on a 6-foot high platform. The helistop has an overall elevation of 25 feet above ground level because it is located on the rooftop of an existing 19-foot tall building.

APPLICANT

The applicant is Kevin A. Coleman, the owner of the property.

RECOMMENDATION

Recommend approval to City Council by adoption of Planning Commission resolution, subject to conditions.

BACKGROUND

What is a helistop?

A helistop is a landing place for helicopters, often on the roof of a building or some other limited access area. There are a number of different terms to describe similar facilities, including "heliport" and "helipad". The applicant's supporting documents explain that the facility will be specifically used for limited takeoffs/landings, rather than house other related activities such as maintenance, refueling, and storage, which is normally associated with a heliport; additionally, the facility is for private use and not open to the general public. For clarity, the term **"helistop"** will be used to describe the proposed facility in the remainder of this report.

Site Location

The property is located on the east side of Airway Avenue, between Baker Street and Fischer Avenue. The property is zoned MP (Industrial Park), approximately 2.4 acres in size, and contains an existing one-story, 37,955 square foot industrial building. On April

1, 2011, the City issued building permits for an 11,874 square foot tenant improvement for Leading Edge Aviation Services. Leading Edge Aviation Services paints civilian and military aircraft at facilities around the world; however, no painting of aircraft is proposed at this location - this location is for storage of materials and offices only. The tenant improvement includes a second story, 980 square foot addition for the CEO's office at the northeast end of the building. The tenant improvement is currently under construction (see attached photos).

The second phase of the tenant improvement includes the construction of the helistop on the southeast end of the existing building for the CEO's private helicopter. Per Zoning Code Section 13-30(82), heliports and helistops require the approval of a conditional use permit.

Other Regulatory Agencies

Because of the proximity of the helistop to John Wayne Airport, the proposed facility is regulated by the California Public Utilities Code (PUC) and, in addition to City approval, requires approval by the Airport Land Use Commission for Orange County (ALUC), Caltrans Division of Aeronautics, and the Federal Aviation Administration (FAA).

In 1975, ALUC adopted the Airport Environs Land Use Plan (AELUP) which specifies permitted uses in proximity to the airport. The uses include the following general provisions:

1. Uses not deemed to create adverse noise impacts.
2. Uses that will not concentrate people in areas with high potential for aircraft-related accidents.
3. Uses that will not adversely affect navigable airspace or aircraft operations.

A detailed description of the proposed facility was submitted to ALUC and their determination that the facility was compatible with the AELUP is attached to this report for reference (Attachment 3).

City Council as the Final Review Authority

Typically, the Planning Commission is the final review authority for CUP's unless the Commission's action is appealed or called up for review by the City Council. However, Public Utilities Code Section 21661.5(b) stipulates that final approval of the helistop is by the City Council, unless said approval is specifically delegated by the Council to the Commission. The specific PUC provision is summarized below:

> ***21661.5***. *(a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing*

with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by that commission in accordance with the provisions of that article.

(b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of a plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.

Because the City Council does not have a formal policy delegating the approval of heliports or helistops to the Planning Commission, it is necessary that the Council take final action on the CUP.

ANALYSIS

Staff Justifications for Approval

Staff supports the proposed facility based on the following:

- *The Airport Land Use Commission for Orange County (ALUC) has determined that the proposed facility is consistent with the Airport Environs Land Use Plan for John Wayne Airport (AELUP), as well as the AELUP for Heliports.* On July 21, 2011, the ALUC determined that the proposed helistop was consistent with the AELUP, on a 4-1 vote.

  The determination that the project was consistent with the AELUP included the following:

  - Although Mariners Christian School is approximately 900 feet to the west of the subject property, the school will not be underneath any flight paths for the proposed facility.
  - Potential noise impacts by the proposed use will be negligible due to the location of the facility, surrounding uses, and the approach and departure paths used for the facility.
  - The proposed approach and departure paths will correspond to existing helicopter paths designated by the airport and will be in compliance with FAA regulations.

  The applicant has obtained conditional approval from Caltrans Division of Aeronautics on March 13, 2011, and an acceptable airspace study determination from the Federal Aviation Administration (FAA) on June 11, 2011, which amounts to approval, at least in concept, to the proposed facility. These documents are included in the applicant's submittal package to ALUC, which is attached to this report.

  It should be noted that ALUC received a letter in opposition to the proposed facility, stating that the project should not be approved because it was not consistent with the ALEUP (Attachment 4). However, as noted earlier, ALUC determined that the project was consistent with the AELUP.

- *Owner/Operator shall fully comply with conditions required by Caltrans and the FAA.* The helistop design is based on the Caltrans Division of Aeronautics design criteria. Other than standard conditions related to future changes in operations and aesthetic issues, staff is not recommending additional conditions related to the use/operation of the helistop that would be above and beyond those required by Caltrans or the FAA.

- *The modifications to the building exterior to accommodate the helistop will not be visually intrusive to the existing development or surrounding properties*. According to the applicant, the facility will consist of a 40 foot long by 40 foot wide metal rooftop landing pad, standard helistop lighting (i.e., lighted wind cone, green perimeter lights and red obstruction lights), and standard pad markings. A diagram showing the proposed pad markings is included in the attached application package that was submitted to ALUC. The overall elevation above ground level of the helistop is 25 feet, approximately 6 feet over the roof of the existing industrial building, which is approximately 19 feet in height.

  The pad will be supported by steel beams, which staff is requiring to be painted to match the existing building (condition no. 3). It is not possible to screen the helistop since any elements extending above the helistop level would be considered obstructions and would not be allowed by the FAA or Caltrans Division of Aeronautics. The helistop and the surrounding environment have been very carefully designed to meet all airspace obstruction-clearance requirements.

- *The presence of the helicopter on the roof of the building will not create an adverse visual impact to surrounding properties due to its proximity to the airport and distance from Airway Avenue.* The proposed helistop is approximately 225 feet from the front property line, toward the southerly rear of the existing building. As noted earlier, the proposed helistop will have an overall elevation above ground level of 25 feet, approximately 6 feet above the roof of the existing building.

- *The use of the helistop is for a private helicopter only – the facility will not be open to the general public, i.e., a heliport.* According to the applicant, the use of the facility will vary depending upon the business owner's travel needs. The applicant anticipates and average of three landings and three departures per week – and this activity will vary on a daily basis. Hours of operation will be 7:00 am-7:00 pm, Monday through Sunday.

  Condition of approval no. 4 establishes no more than 2 takeoffs and 2 landings per day and no more than 4 takeoffs and 4 landings per week.

- *No fueling, maintenance, or repair facilities are proposed.* According to the applicant the facility will be used for arrivals and departures of the helicopter only. No fueling or maintenance activities will occur on the site.

GENERAL PLAN CONFORMITY

In accordance the General Plan Land Use Element, the use is required to comply with the State permitting procedures and with all conditions of approval imposed and/or recommended by the Federal Aviation Administration, the Airport Land Use Commission for Orange County, and the Caltrans Division of Aeronautics.[1] With these approvals in place, the use will be in conformance with the City's General Plan.

ENVIRONMENTAL DETERMINATION

The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City environmental procedures, and has been found to be exempt from CEQA under Section 15311, Class 11, Accessory Structures. If the project is denied, it is exempt from the provisions of CEQA Section 15270(a) for Projects Which Are Disapproved.

ALTERNATIVES

The Planning Commission has the following alternatives:

1. Recommend approval of the facility as proposed by the applicant; or
2. Recommend denial of the facility as proposed. If the use is denied, the applicant could not submit substantially the same type of application for six months.

CONCLUSION

This proposal has received final approval from the Airport Land Use Commission, conditional approval from the Caltrans Division of Aeronautics, and an acceptable airspace study determination from the Federal Aviation Administration. It is staff's opinion that, based on review of the other regulatory agencies, the location and the recommended conditions, the helistop will not create any adverse impacts on surrounding properties. Therefore, staff supports the request.

MEL LEE, AICP
Senior Planner

CLAIRE FLYNN, AICP
Acting Asst. Development Services Director

Attachments:

~~1. Draft Planning Commission Resolutions~~
~~2. Applicant's Project Description~~
3. ALUC Approval Letter, Agenda, Staff Report, and Application Package
~~4. Letter to ALUC in Opposition to the Facility~~
~~5. Location Map, Plans, and Photos~~

[1] Costa Mesa General Plan Land Use Element, Page LU-15.

cc: Interim Development Services Director
Deputy City Attorney
City Engineer
Transportation Svs. Manager
Fire Protection Analyst
Staff (4)
File (2)

Kevin A. Coleman
Net Development Company
3130 Airway Avenue
Costa Mesa, CA 92626

File: 080811PA1103	Date: 072511	Time: 1:00 p.m.

AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY
3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

July 22, 2011

Kevin Coleman
Net Development Company
3130 Airway Avenue
Costa Mesa, CA 92626

Subject: Leading Edge Aviation Services Helistop

Dear Mr. Coleman:

During the meeting held on July 21, 2011, the Airport Land Use Commission (ALUC) for Orange County considered the subject project. The matter was duly discussed, moved, seconded, and carried by a 4 to 1 vote, to find the proposed Leading Edge Aviation Services Helistop located at 3132 Airway Avenue to be Consistent with the Commission's *Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA)* and *AELUP for Heliports*, providing that the owner/operator complies fully with the conditions required by the FAA, Caltrans Aeronautics and with the operational parameters submitted to the ALUC and to the City of Costa Mesa.

Please contact Lea Choum, at (949) 252-5123 or via email at lchoum@ocair.com if you require additional information or have questions regarding this proceeding.

Sincerely,

Kari A. Rigoni
Executive Officer

AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY
3160 Airway Avenue Costa Mesa, CA 92626 (949) 252-5170 Fax (949) 252-6012

REGULAR MEETING OF THE

AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

July 21, 2011

PLEASE NOTE LOCATION

TIME:	**4:00 p.m.**	**PLACE:**	**John Wayne Airport**
			3160 Airway Avenue
SUBJECT:	**Regular Meeting**		**Costa Mesa, CA**
			Airport Commission Hearing Room

NOTICE

PERSONS ADDRESSING THE COMMISSION ARE REQUESTED TO GIVE THEIR NAMES AND ADDRESSES FOR THE RECORD.

EXCEPT AS OTHERWISE PROVIDED BY LAW, NO ACTION WILL BE TAKEN ON ANY ITEM NOT APPEARING IN THE FOLLOWING AGENDA. THE RECOMMENDED ACTIONS STATED IN THE AGENDA ITEM OR UNDERLYING STAFF REPORTS SIMPLY REFLECT THE RECOMMENDATION OF THE COMMISSION STAFF AND THE DISCUSSION AND ACTION TAKEN BY THE COMMISSION MAY DEVIATE THEREFROM.

AT THE CONCLUSION OF THE MEETING ON ITEMS LISTED IN THIS AGENDA, MEMBERS OF THE PUBLIC MAY ADDRESS THE COMMISSION ON ITEMS OF INTEREST TO THE PUBLIC THAT ARE WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION.

ALL SUPPORTING DOCUMENTATION IS AVAILABLE FOR PUBLIC REVIEW IN THE EDDIE MARTIN ADMINISTRATION BUILDING LOCATED AT 3160 AIRWAY AVENUE, COSTA MESA, CA 92626 DURING REGULAR BUSINESS HOURS, 8:00 A.M. – 5:00 P.M. MONDAY THROUGH FRIDAY. AGENDA ITEMS ARE ALSO AVAILABLE BY CALLING (949) 252-5170.

AGENDA

ORDER:

PLEDGE:

APPROVAL OF MINUTES:

Regular Meeting of June 16, 2011:

Commissioners Present:	Gerald Bresnahan, Rod Propst, Leslie Daigle, Jon Dumitru, Jim Righeimer
Commissioners Absent:	Herman Beverburg and Tom O'Malley
Alternate Commissioners Present:	Stephen Beverburg

NEW BUSINESS:

1. **Request for Consideration of Helistop at 3132 Airway Avenue:** Leading Edge Aviation Services has submitted for ALUC consistency review a proposal to establish a private-use helistop on an existing building at 3132 Airway Avenue in Costa Mesa. No maintenance or refueling activities will take place. The helistop will serve as a landing place to pick up and drop off passengers only.

   Recommendation: That the Commission find the Leading Edge Aviation Services Helistop located at 3132 Airway Avenue to be Consistent with the *AELUP for JWA* and the *AELUP for Heliports*, providing that the owner/operator complies fully with the conditions required by the FAA, Caltrans Aeronautics and with the operational parameters submitted to the ALUC and to the City of Costa Mesa.

2. **Administrative Status Report:** Receive and file memo regarding various administrative activities/issues, Commission correspondence sent/received, and pending project reviews.

3. **Proceedings with Consistent Agencies:** Aliso Viejo (April 15, 2004), Anaheim, Buena Park, Costa Mesa (October 17, 2001), Cypress (August 16, 2001), Fullerton (June 17, 2004), Garden Grove, Huntington Beach, Irvine, Laguna Hills, Lake Forest (June 15, 2006) Los Alamitos, Mission Viejo, Newport Beach (2006), Santa Ana (December 18, 2008), Stanton, Tustin, Westminster, and County of Orange.

4. **Proceedings with Inconsistent Agencies:** Laguna Woods (April 19, 2001) and Seal Beach.

5. **Items of Interest to the Commissioners:** Commissioners may comment on agenda or non-agenda matters, and ask questions of or give direction to staff; provided that no action may be taken on off-agenda items.

6. **Items of Interest to the Public:** Members of the public may address the Commission regarding any item within the subject matter jurisdiction of the Airport Land Use Commission provided that no action may be taken on off-agenda items unless authorized by law.

ADJOURNMENT: Next Regular Meeting: August 18, 2011

AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY
3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

AGENDA ITEM 1

July 21, 2011

TO: Commissioners/Alternates

FROM: Kari Rigoni, Executive Officer

SUBJECT: Request for Consideration of Leading Edge Aviation Services Helistop

Background

Leading Edge Aviation Services has submitted for ALUC consistency review a proposal to establish a private-use helistop on an existing building at 3132 Airway Avenue in Costa Mesa. Leading Edge intends to use the helistop for its corporate travel needs between its various facilities (See Attachment 1 to view the project location map). There are no plans to perform maintenance or refueling activities, the helistop will serve as a landing place to pick up and drop off passengers only. Leading Edge is also building a second floor addition office on top of the existing building. The office will be one room at 950 square feet. The helistop will be located outside of the second floor office (See Attachment 2 to view the roof plan for 3132 Airway Avenue). The project still requires approval of a conditional use permit by the City of Costa Mesa to allow a helistop on the project site. Leading Edge anticipates that the proposed helistop will be reviewed by the City Costa Mesa Planning Commission at its August 10, 2011 meeting.

The project is located in an area zoned Multi Purpose (MP) Industrial Park and is surrounded by John Wayne Airport to the north and east, light industrial/office/research uses to the south, and light industrial/office/research uses and Mariners Christian School to the west. Mariners Christian School is about 900 feet west of the project site but not beneath proposed flight paths. Leading Edge is proposing 3 takeoffs and landings per week. The hours of operation for the Helistop will be Monday through Sunday 7 a.m. to 7 p.m. (See Attachment 3 to view the Helistop Site Layout and Helistop Detail).

Public Utilities Code Section 21661.5 requires ALUC review and action on each heliport/ helistop proposal within Orange County prior to issuance of an operating permit to the sponsor by Caltrans/Aeronautics Program.

AELUP Issues

Staff has identified noise impact and airspace safety as potential AELUP issues.

Regarding the Noise Issue: This site and the adjoining properties are zoned for industrial uses. The impacts from noise generation will be negligible as a result of the location, surrounding uses, limited number of operations, and the approach/departure paths used for the facility.

The proposed departure and arrival paths will correspond to existing helicopter paths designated by the Air Traffic Control Tower at JWA and will be in compliance with FAA Regulations (See Attachment 4 to view the proposed helistop within the 65 CNEL noise contour for JWA).

Regarding Building Height Issues: The proposed second floor office addition, the helistop platform and lighted windcone do not penetrate the 7:1 transitional surface for JWA. The transitional surface would be penetrated at 133' Above Mean Sea Level (AMSL). The office is proposed at 89' AMSL, the platform at 77'AMSL and the lighted windcone at 94' AMSL. The highest portions of the proposed project are below the 7:1 transitional surface for JWA (See Attachment 5 to view the proposed project within the FAR Part 77 Obstruction Imaginary Surfaces for JWA).

Regarding the Airspace Safety Issue: Following the submittal of FAA Form 7480-1 "Notice of Landing Area Proposal" by the project sponsor, the FAA Western Pacific Regional Office completed an Airspace Analysis and determined that the proposal is acceptable but is subject to the following conditional provisions specified below prior to being issued an operational permit. These conditional provisions will ensure that there will not be any adverse effects to the safe and efficient use of airspace by aircraft from an airspace utilization standpoint. The FAA response includes comments from the Air Traffic Control Tower (ATCT) at John Wayne Airport (JWA) that are based solely on Air Traffic Control operational perspective. The following must be in effect prior to being operational (See Attachment 6 to view the FAA Airspace Study):

a. Specific arrival and departure procedures/routes for use during Rwy 19 and Rwy 01 operations are mandated within a "Letter of Agreement" (LOA) between Leading Edge and the Air Traffic Control Tower (ATC).

b. Final procedures are dependent upon completion of a local "Safety Risk Management/Safety Management System (SRM/SMS) review process and made with Mr. Doug Blaul, Acting Air Traffic Manager, at 714-668-0141 x114.

c. Contact should be made with the California Department of Transportation, Aeronautics Division (Caltrans) in order for their office to make an evaluation and determination in regards to obtaining a state heliport permit once the SRM/SMS review process has been completed. Point of contact is Mr. Jeff Brown, Chief, Office of Airports.

As part of the submittal package to ALUC, the project sponsor has also included the Concept Plans for the helistop. The Caltrans Division of Aeronautics has reviewed these plans and conditionally approved them as of March 15, 2011. Caltrans approval is conditional subject to California Environmental Quality Act (CEQA) compliance, local approval and other permit requirements through the City of Costa Mesa. These conceptual plans are included as exhibits within the submittal package to the ALUC (See Attachment 7).

Conclusion

Subject to compliance with the conditions required by the FAA, as well as adherence to the operational parameters relating to flight frequency stated by the project sponsor, the project will be a compatible land use at the planned location and would be Consistent with the pertinent guidelines of the *AELUP for JWA* and the *AELUP for Heliports*.

Recommendation

That the Commission find the Leading Edge Aviation Services Helistop located at 3132 Airway Avenue to be Consistent with the *AELUP for JWA* and the *AELUP for Heliports*, providing that the owner/operator complies fully with the conditions required by the FAA, Caltrans Aeronautics and with the operational parameters submitted to the ALUC and to the City of Costa Mesa.

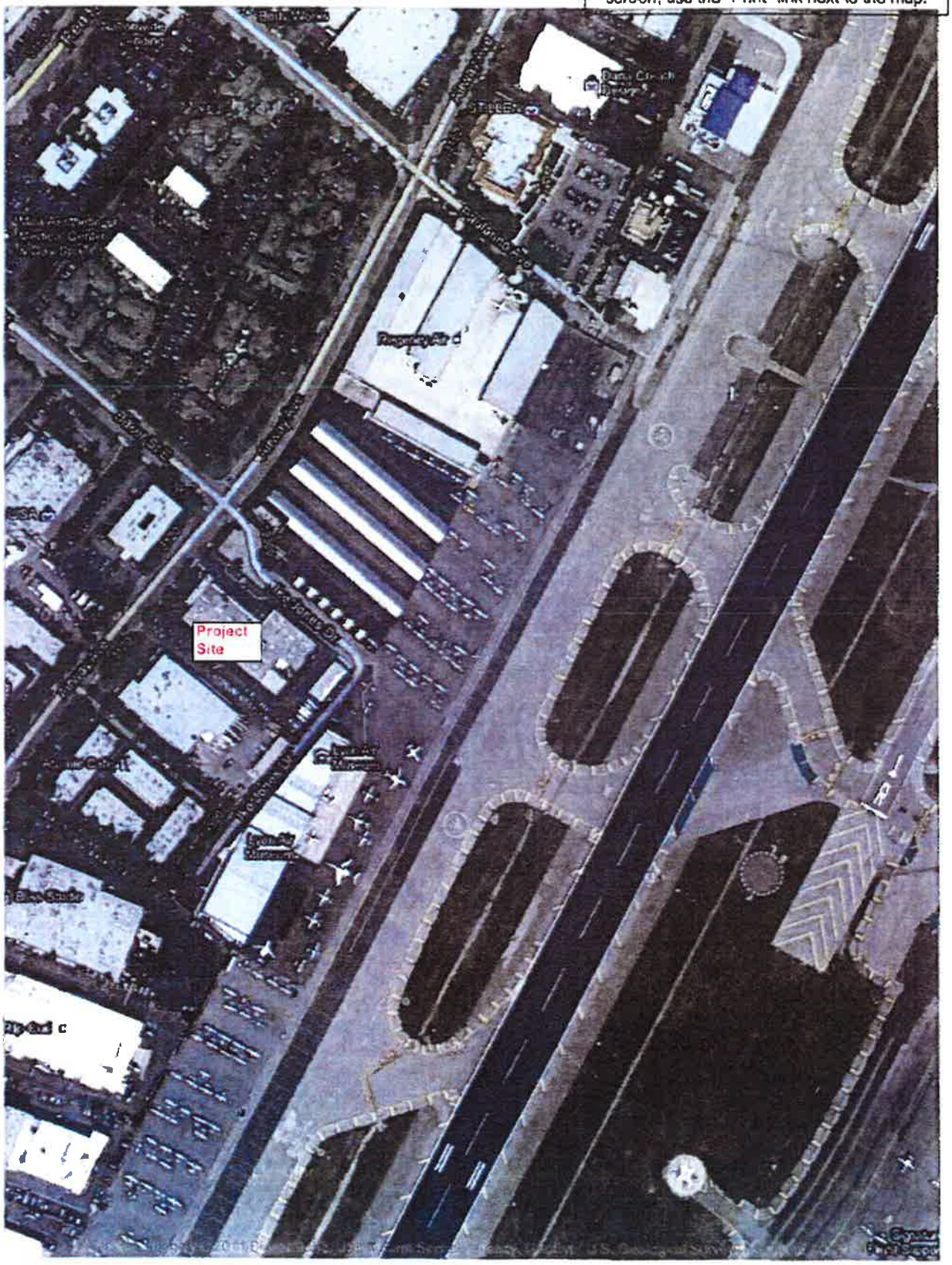
Respectfully submitted,

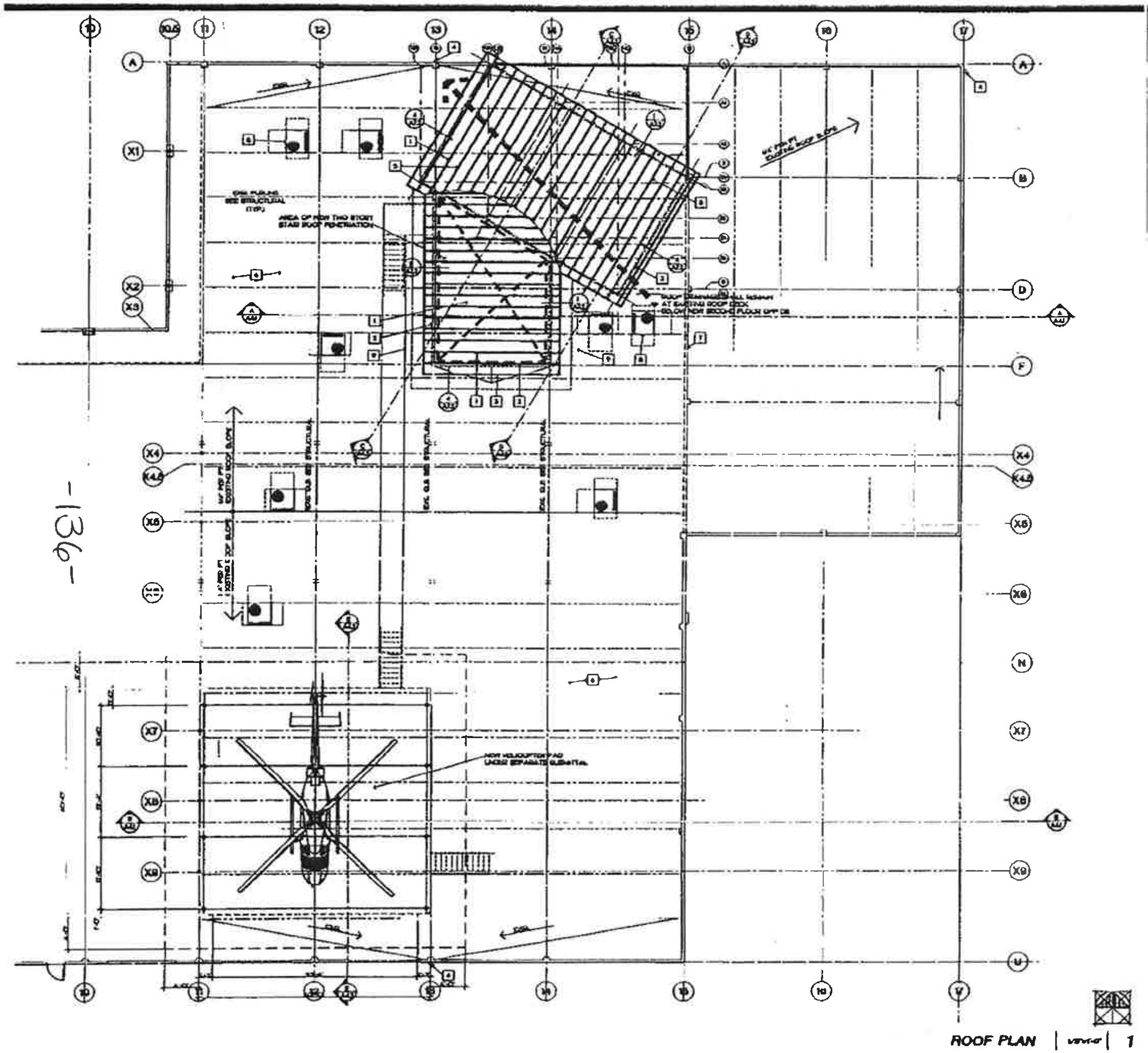
Kari A. Rigoni
Executive Officer

Attachments:

1. Project Location Map
2. Roof Plan
3. Helistop Site Layout and Detail
4. JWA CNEL Noise Contour Exhibit
5. JWA Obstruction Imaginary Surfaces Exhibit
6. FAA Airspace Study (Airspace Case No. 2007-AWP-166-NRA)
7. Sponsor Submittal Package to ALUC

To see all the details that are visible on the screen, use the "Print" link next to the map.





KEYNOTES

1. ROLLED STANDING SEAM METAL ROOFING [illegible] (PETERSEN ALUMINUM TITE-LOC [illegible] O.C. [illegible] MATERIAL IN FIELD.
2. LINE OF WALL BELOW.
3. NEW ROOF CRICKET, SEE
4. EXISTING ROOF SCUPPER, OVERFLOW AND DOWNSPOUT.
5. SECOND FLOOR OFFICE FRAMING SHALL BE OPEN TO EXISTING ROOF DECK BELOW.
6. EXISTING BUILT UP ROOFING AND CAP SHEET. INSPECT, PATCH AND REPAIR ANY DEFICIENCIES.
7. LINE OF EXISTING CONCRETE WALL BELOW.
8. NEW HVAC UNIT, SEE MECHANICAL.
9. PEEL BACK EXISTING BUILT UP ROOFING TO ACCESS EXISTING ROOF FRAMING (AS REQUIRED). PROVIDE NEW PATCH AND REPAIR OF EXISTING CLASS 'A' BUILT UP ROOFING WITH CAP SHEET.

NOTE:
NO CHANGES TO EXISTING ROOF DRAINAGE SHALL OCCUR. ALL EXISTING ROOF SLOPES, SCUPPERS AND DOWNSPOUTS SHALL REMAIN.

CM
CORTLAND MORGAN ARCHITECT

net development co

LEADING EDGE AVIATION SERVICES

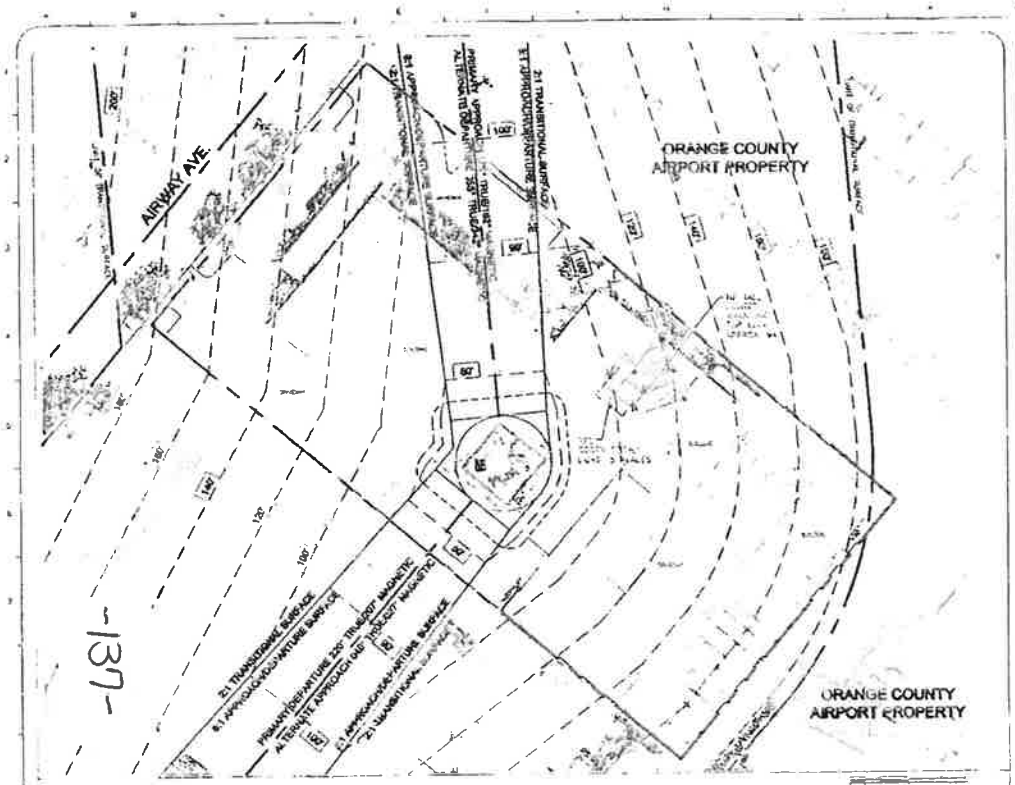
3132 Airway Ave.
COSTA MESA, CA

ROOF PLAN

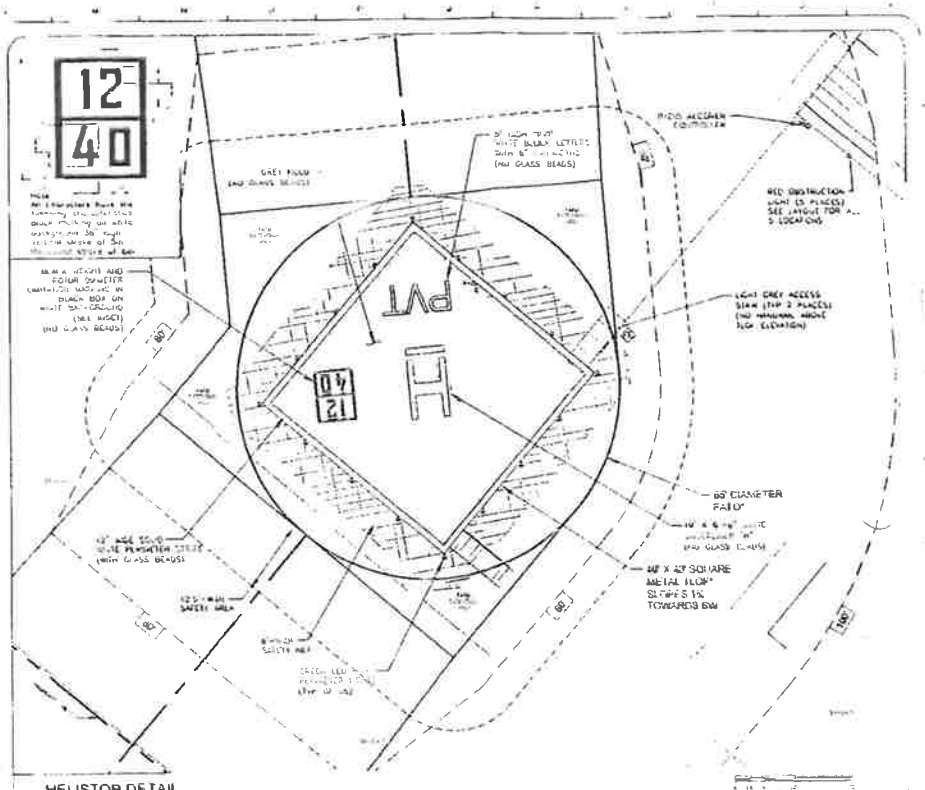
A2.3

-136-

Attachment 2



SITE LAYOUT



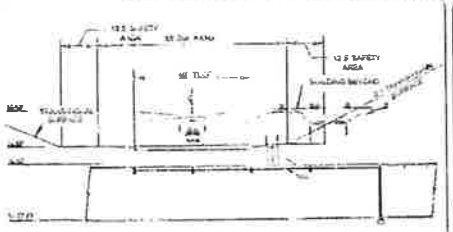
HELISTOP DETAIL

Heliport Data Panel

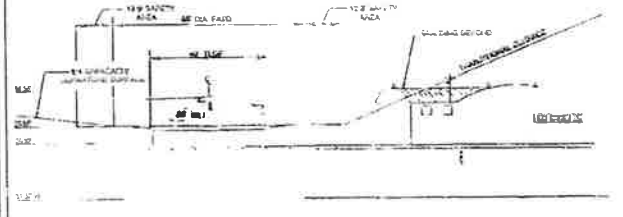
VICINITY MAP

Legend

LEADING EDGE



SOUTHWEST ELEVATION

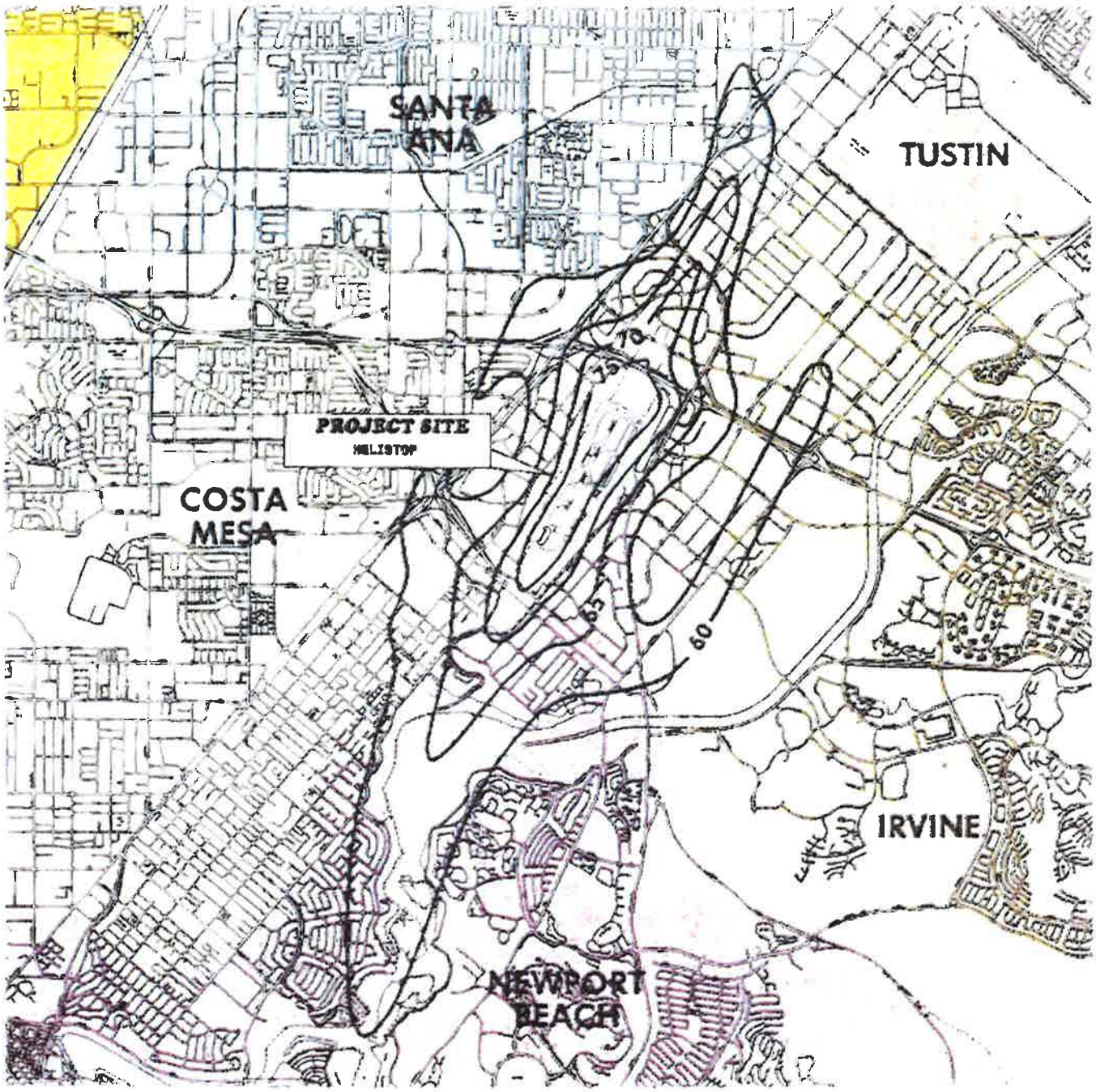


SOUTHEAST ELEVATION

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

Heli

Attachment 3



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

Composite contour from John Wayne Airport Project Case 1990 and 2005 (see section 2.2.1)

LEGEND

- 60 CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- CITY BOUNDARIES
- AIRPORT BOUNDARIES

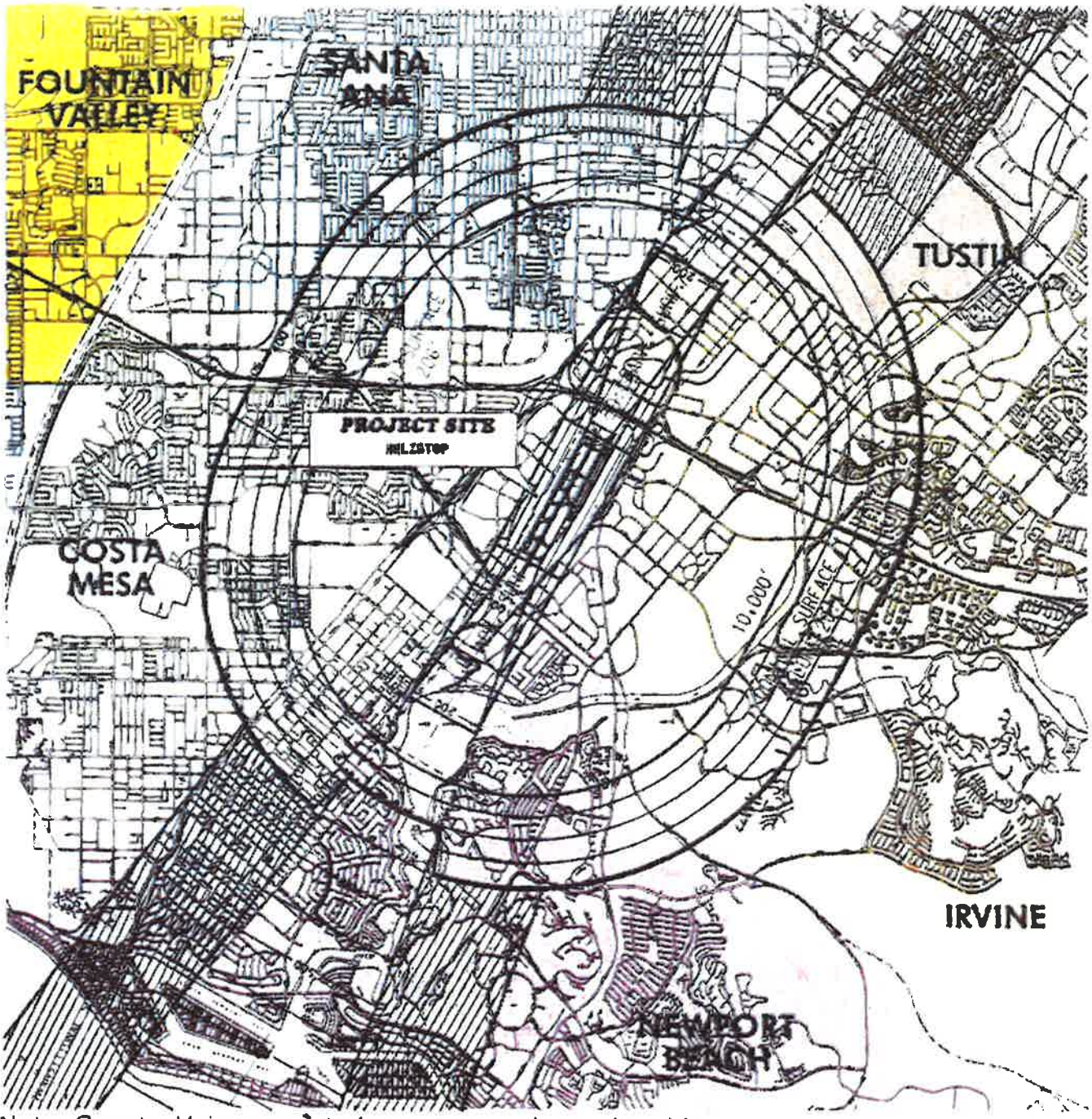
CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

April 17, 2001

Kari A Rigoni, Executive Officer — Date

Attachment 4



Note: County Unincorporated areas are shown in white.

FAR PART 77

John Wayne Airport Obstruction Imaginary Surfaces

LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

April 17, 2008

Kari A. Rigoni, Executive Officer — Date

Attachment 5

U S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P O Box 92007
Los Angeles CA 90009

June 21, 2011

Mr. Jeffery Wright
Heliplanners
31110 Avendia Del Reposo
Temecula, CA 92591

Leading Edge Heliport
Costa Mesa, California
Airspace Case No. 2011-AWP-528-NRA
Lat. 33-40-30.[illegible] N, Long. 117-52-[illegible].40 W (NAD 83)

Dear Mr. Wright:

The Federal Aviation Administration (FAA) has completed an airspace study in response to your proposal submitted on FAA Form 7480-1, *Notice of Landing Area Proposal*, for the activation and establishment of the subject private heliport in Costa Mesa, California. **Our analysis determined that the proposal is acceptable but is subject to the following conditional provisions specified below prior to being issued an operational permit to insure there will not be any adverse effects to the safe and efficient use of airspace by aircraft.** Our response includes comments that have been provided from the Air Traffic Control Tower (ATCT) at John Wayne Airport (SNA) that are based solely on Air Traffic Control operational perspective. The following must be in effect prior to being operational:

a. Specific arrival and departure procedures/routes for use during Rwy 19 and Rwy 01 operations are mandated within a "Letter of Agreement" (LOA) between Leading Edge and the Air Traffic Control Tower (ATC).

b. Final procedures are dependent upon completion of a local **"Safety Risk Management/Safety Management System (SRM/SMS)** review process and inclusion of any identified risk mitigation measures. Contact should be made with Mr. Doug Blaul, Acting Air Traffic Manager, at 714-668-0141, x114. His email address is doug.blaul@faa.gov

c. Contact should be made with the California Department of Transportation, Aeronautics Division (CALTRANS) in order for their office to make an evaluation and determination in regards to obtaining a state heliport permit once the SRM/SMS review process has been completed. Your point of contact is:

Mr. Jeff Brown
Chief, Office of Airports
California Department of Transportation
Division of Aeronautics, MS40
P.O. Box 942874
Sacramento, CA 94274
916-654-4565

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

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

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

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

This determination expires on December 21, 2012, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. **An extension may be requested through our office, if necessary, up to 15-days prior to this expiration date.**

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

If you have any questions, please contact me at all 310/725-3623.

Sincerely,

Margie Drilling
Airport Planner

cc: California Department of Transportation
Mr. Jeff Brown
Division of Aeronautics, MS 40
Chief, Office of Airports
P.O. Box 942874
Sacramento, CA 94274

§77.29 - Airport Imaginary Surfaces for Heliports

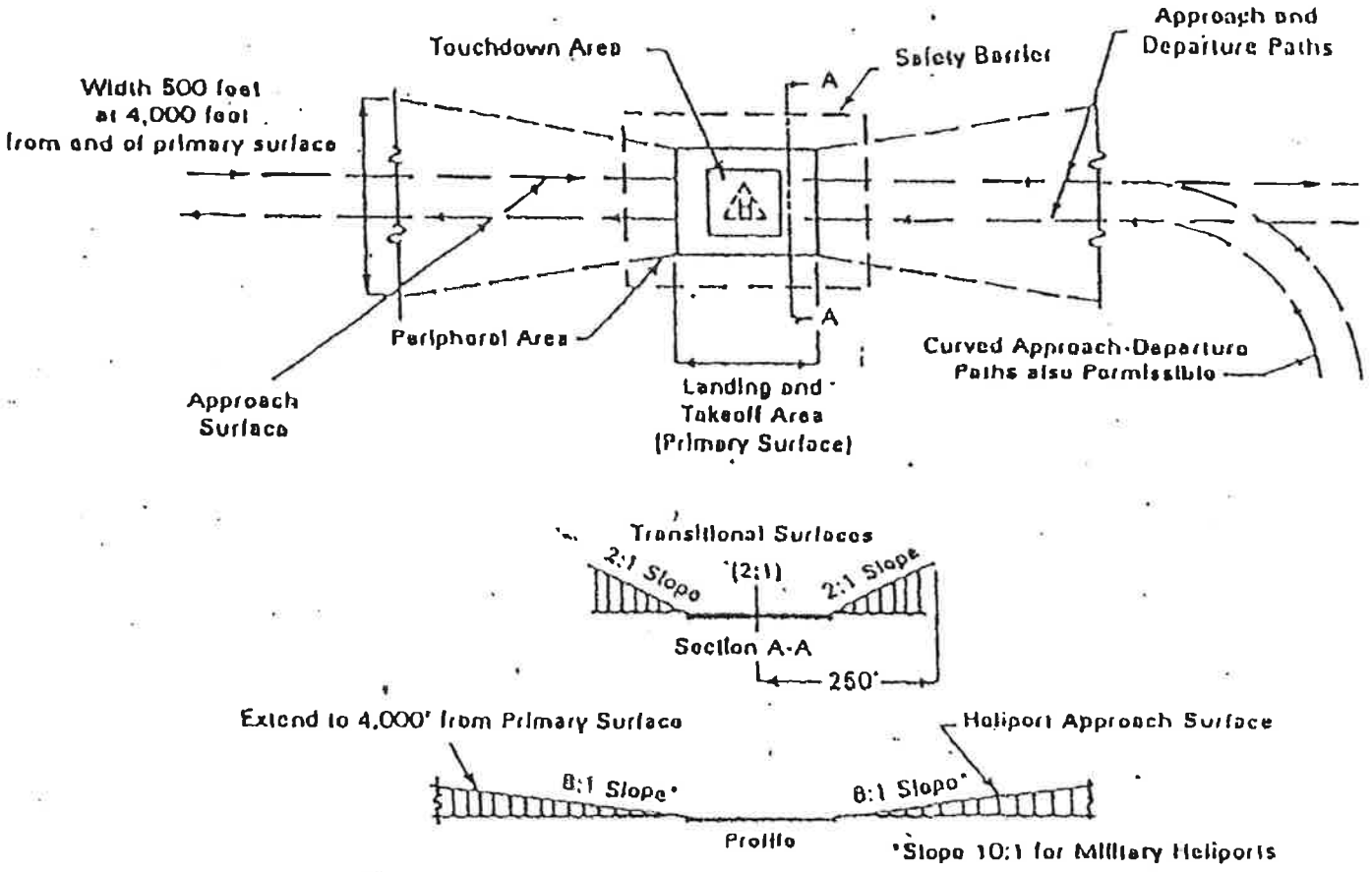


Figure 2

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

net development co

June 27, 2011

Commissioners
Airport Land Use Commission of Orange County
3160 Airway Avenue
Costa Mesa, California 92626

Attention: Lea U. Choum, Land Use Manager, Facilities

Subject: Application for Airport Land Use Commission Review of Proposed Helistop Leading Edge Aviation Services, Costa Mesa, California

Dear Commissioners:

Leading Edge Aviation Services intends to request, from Caltrans Division of Aeronautics, a permit to build a new rooftop helistop on an existing building at 3132 Airway Avenue in Costa Mesa. The applicant, Net Development Company, on Leading Edge's behalf, is processing the project with various aviation-related agencies including the Orange County ALUC, FAA and Caltrans Aeronautics with the assistance of Heliplanners, a heliport planning firm. In conjunction with this process, Net Development Company and the City of Costa Mesa request that your Commission review the proposal with respect to consistency with the adopted Orange County Airport Environs Land Use Plan (AELUP) for Heliports in accordance with PUC Sections 21670 et seq., and with California Administrative Code Title 21, Business Regulations, Chapter 25, Aeronautics Program, Sub-Chapter 2.1, Heliports.

The following project description responds to specific items requested in the Orange County Airport Environs Land Use Plan for Heliports, June 19, 2008.

1. ***Location of the proposed heliport/helistop (street address)***
   The helistop will be located at Leading Edge Aviation Systems' headquarters at:

   3132 Airway Avenue
   Costa Mesa, California 92626

2. ***Purpose of the request:***
   Leading Edge intends to use the helistop for its corporate travel needs between its various facilities. The request is only for a helistop, simply a landing place to pick up and drop off passengers. There are no plans to perform maintenance or refueling activities; activities that might take place at a full heliport. Leading Edge already uses part of the building for its business activities and will be concurrently building a superstructure office on top of the existing building. The helistop will be outside of the office.

3. ***Zoning of the site***
   The site lies within Costa Mesa corporate limits and is zoned MP (Industrial Park).

4. ***Description of area and adjoining properties***
   Surrounding land uses are airport and light industrial related. Specifically:
   - To the north: John Wayne Airport aircraft storage area
   - To the east: John Wayne Airport including Martin Aviation

3130 Airway Avenue • Costa Mesa, California 92626 • Phone (714) 754-4454 • Fax (714) 754-0198

- To the south: Light industrial/office/research uses
- To the west: Light industrial/office/research uses and Mariners Christian School (about 900 feet west but not beneath proposed flight paths).

5. ***Approach/departure paths***
The project is adjacent to John Wayne Airport property and sits within the Class C airspace surrounding the Airport. Our proposed approach/departure paths are shown on the enclosed Helistop Layout Plan, prepared by Heliplanners, and described below. They are specifically designed to minimize impact on John Wayne Airport's traffic patterns. The flight paths are also designed to avoid conflict with existing helicopter routes used at Centerport, approximately 1,300 feet to the south. Please understand, we are currently working with the John Wayne Airport FAA Air Traffic Control Tower and will execute a Letter of Agreement with the Tower. The Letter of Agreement would specify communications procedures and flight paths. We fully understand that the Tower Chief needs to control air traffic for a very busy airport. If he suggests changes to our proposed flight paths, we will comply with his request and modify our Helistop Layout Plan accordingly. Also note that FAA Airports Division has issued an airspace determination letter (enclosed) conditioned upon executing the Letter of Agreement.

Our proposed flight paths are:
- Primary approach (and alternate departure) north-northwest
- Primary departure (and alternate approach) southwest.

6. ***Depiction of proposed Helipad Protection Zone per Section 2.1.2 of the Heliport AELUP***
Section 2.1.2 mandates that the Helipad Protection Zone (HPZ) extends 280 feet out from the FATO edge. The HPZ is not specifically depicted on the enclosed Helistop Layout Plan. However, our proposed approach and departure surface alignments are depicted, centered upon each flight path. While we do not own the area beneath the HPZs, we can assure you that there are no objects that extend above landing pad elevation within those areas. In fact the site provides for full 8:1 approach/departure surface clearance for 4,000 feet along each flight path per FAR Part 77 criteria.

7. ***Anticipated number of approaches and departures (counted separately) during a specified time interval (day, week, month)***
While the facility's use will vary depending upon varying business travel needs, we anticipate an *average* of three landings and three departures per week. Some days may have none and some may have more.

8. ***Potential for creating a nuisance due to noise generated by the operation of helicopters***
The site is characterized by two noise-producing nearby land use categories. One of course is John Wayne Airport, subject to frequent noise events by turbine and piston aircraft, helicopters, etc. The site is also in a light industrial and distribution area where nearby land uses generate their own on-site noise due to manufacturing processes, truck deliveries, etc. There are no homes nearby to be affected by this proposal. Considering nearby land uses, the additional noise associated with infrequent helicopter activity at this project is negligible.

9. ***Potential for creating an accident hazard***
The Federal Aviation Administration and Caltrans' Aeronautics Program have developed safety related criteria for heliport design. The project must comply with Caltrans' design criteria in order to qualify for a Heliport Site Approval Permit, which authorizes construction, and a Heliport Permit, which authorizes flight operations. We have designed the facility in accordance with Caltrans Aeronautics' criteria. Caltrans Aeronautics has already reviewed and approved the design concept. In addition, FAA publishes its *Heliport Design* advisory circular. The facility is also designed in accordance with that document's recommendations and FAA has issued an airspace determination letter expressing no objection.

The helistop will not be equipped with instrument landing aids. Nor do we foresee instrument approaches to the site. Therefore, its use would be limited to VFR (visual flight rules) operations although, if needed, instrument approaches could be made to John Wayne Airport runways with a side step under visual conditions to land on the helistop.

Leading Edge's Eurocopter EC-145 T2 helicopter is a twin-engine aircraft. Therefore, it offers engine out safety margin.

10. ***Federal Aviation Administration Aeronautical Study***
FAA reviews helistop proposals with respect to airspace usage. FAA's analysis centers on safe and efficient use of airspace as well as safety of persons and property on the ground. We submitted an application package to FAA on March 5, 2011. FAA issued its airspace determination letter indicating that "the proposal is acceptable" on June 21, 2011 (see Item 5, above). We enclose a copy for your reference.

11. ***Type of craft proposed to be used and noise output of craft***
The primary user would be Leading Edge's Eurocopter EC-145 T2, which we have used as the design aircraft for dimensional and obstruction-clearance purposes. This is a twin-engine executive helicopter with a four-blade main rotor system. Noise output would be much lower than many of the aircraft currently operating at John Wayne Airport. The EC145 T2 is a turbine-powered aircraft that incorporates a hingeless rotor system and enhanced rotor blades that reduce sound and vibration levels.

12. ***Description of proposed operations/facilities (maintenance/refueling, etc.)***
The helistop will consist only of a metal rooftop landing pad, standard helistop lighting (lighted wind cone, green perimeter lights and red obstruction lights), and standard helistop markings. Fueling and maintenance activities will not occur on site.

13. ***Other Agencies***
Caltrans Division of Aeronautics: Caltrans Aeronautics ensures that the physical construction will meet its criteria for its Heliport Permit. Our project team has designed the helistop specifically to meet those criteria. We have already received "conditional design approval" from Caltrans Aeronautics. In keeping with Caltrans Aeronautics policy, we will file a full formal application package upon receiving all other agency review documentation, including ALUC's.

City of Costa Mesa: The City's Planning Commission will review the helistop proposal. As you know, ALUC review is designed to provide input to that process. We anticipate that the Costa Mesa Planning Commission will review the project at its August 10, 2011 meeting. Subsequent to that, it will go to the City Council for approval per California PUC requirement.

Conclusion
This project will provide a low impact facility in a light industrial area. Flight operations will be coordinated with FAA's John Wayne Air Traffic Control Tower via a Letter of Agreement. FAA and Caltrans Division of Aeronautics have already provided their approvals. We look forward to your Commission's finding of consistency. Please call should you need additional information.

Sincerely,

Kevin Coleman

Enclosed:
- Application Summary
- Flight Landing Pattern
- Site Plan
- Roof Plan
- Roof Elevation
- FAA Letter
- Caltrans Approval Stamp
- Costa Mesa Planning Letter
- Costa Mesa Planning Application & Letter

Cc:
- Leading Edge (Michael Manclark)
- Heliplanners (Jeff Wright)

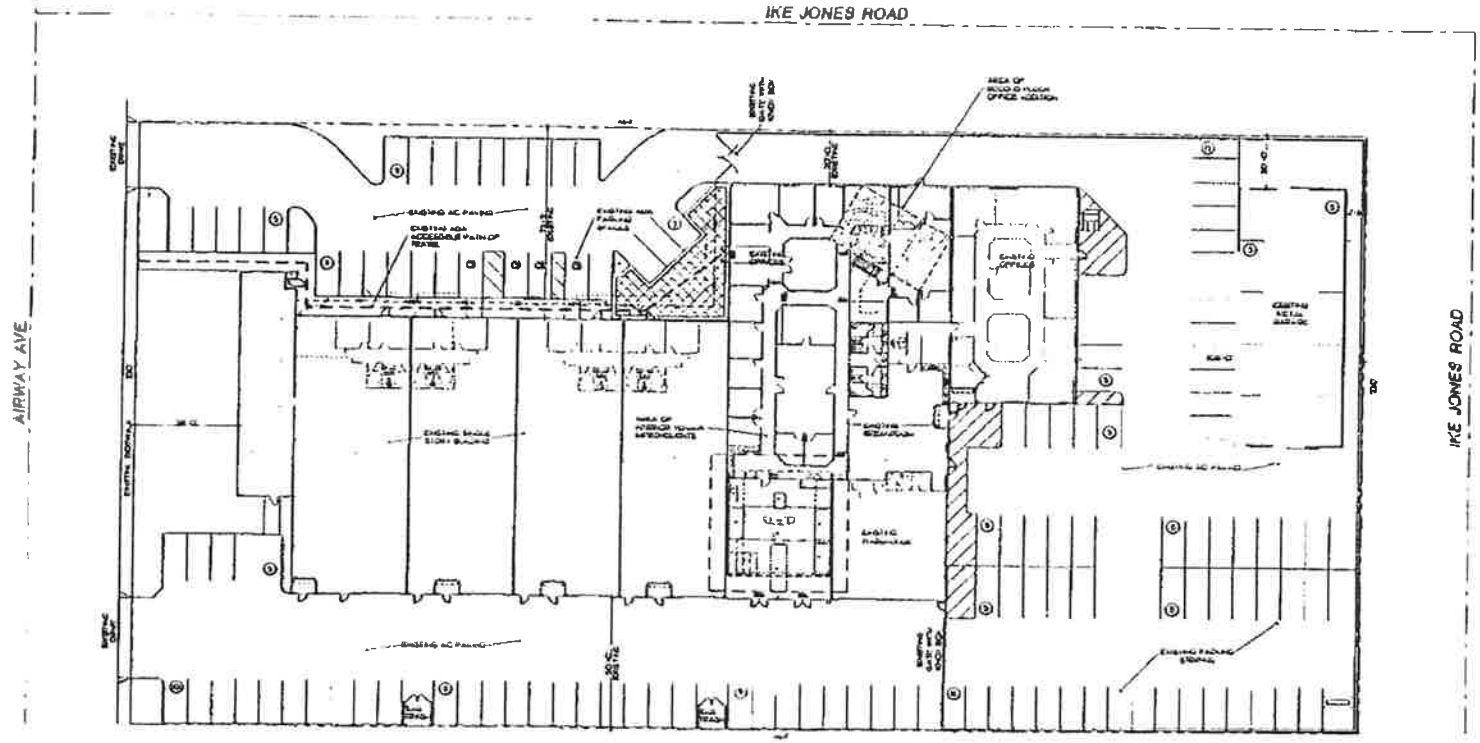
AIRPORT LAND USE COMMISSION

APPLICATION SUMMARY

FOR

LEADING EDGE AVIATION SERVICES HELISTOP

Purpose:	A private rooftop helistop to accommodate a helicopter used for business transportation purposes.
Site Location:	3132 Airway Avenue Costa Mesa, CA 92626
Zone:	Multi Purpose: MP
Applicant:	Kevin A. Coleman/Leading Edge Aviation Services 3130 Airway Avenue Costa Mesa, CA 92626
Land Owner:	Kevin A. Coleman
Helistop Name:	Leading Edge Aviation Services Helistop
Hours of Operation:	Monday through Sunday 7AM to 7PM
Operating Conditions:	Visual Flight Rules (VFR) only
Number of Landings:	An average number of: 2 landings per day 7 days per week 14 landings per week
Type of Helicopter:	Representative helicopter models: weight up to 12,000 lbs EC 146



SITE PLAN SHOWN FOR REFERENCE ONLY

EXISTING SITE PLAN | 1

CM

developmentco

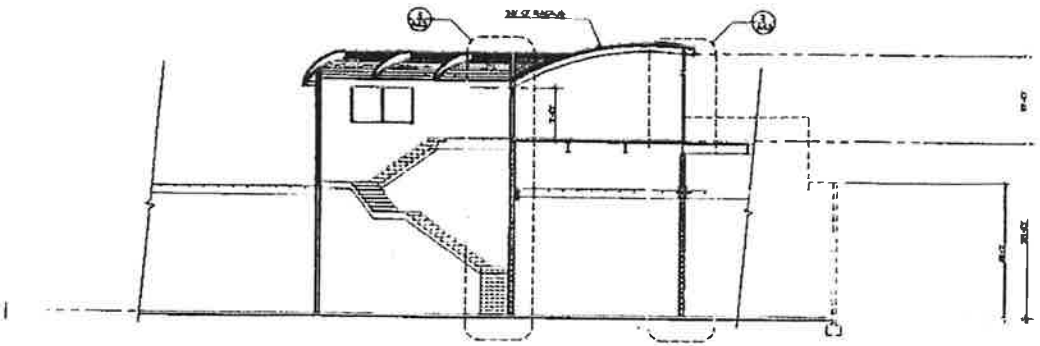
LEADING EDGE AVIATION SERVICES

3132 Airway Ave.
COSTA MESA, CA

A0.2

-148-

Attachment 7



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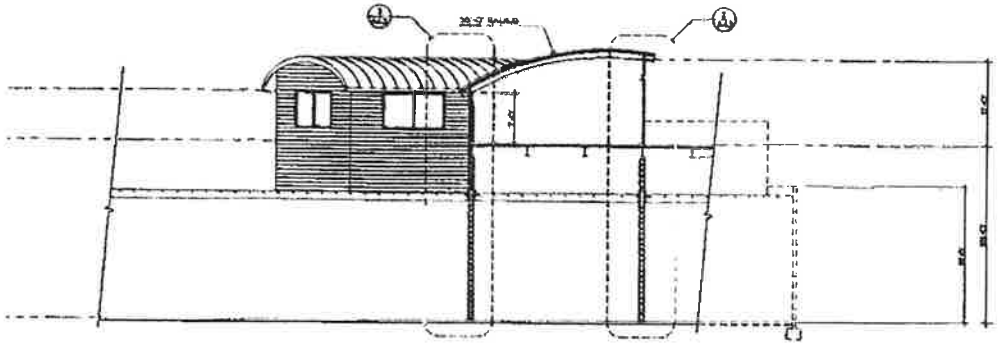

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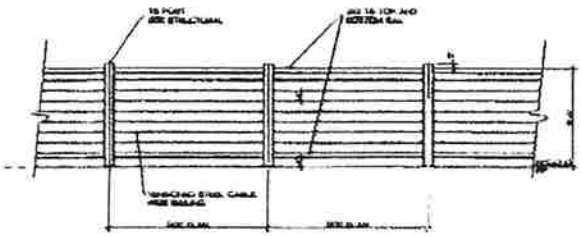
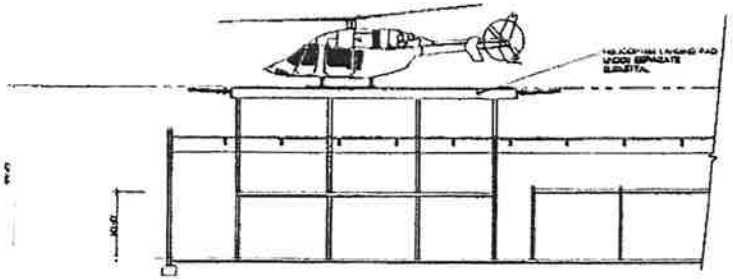


GUARDRAIL ELEVATION | SHEET | F



SECTION | SHEET | E

KEYNOTES

CM
CORTLAND MORGAN ARCHITECT

developmentco

LEADING EDGE AVIATION SERVICES

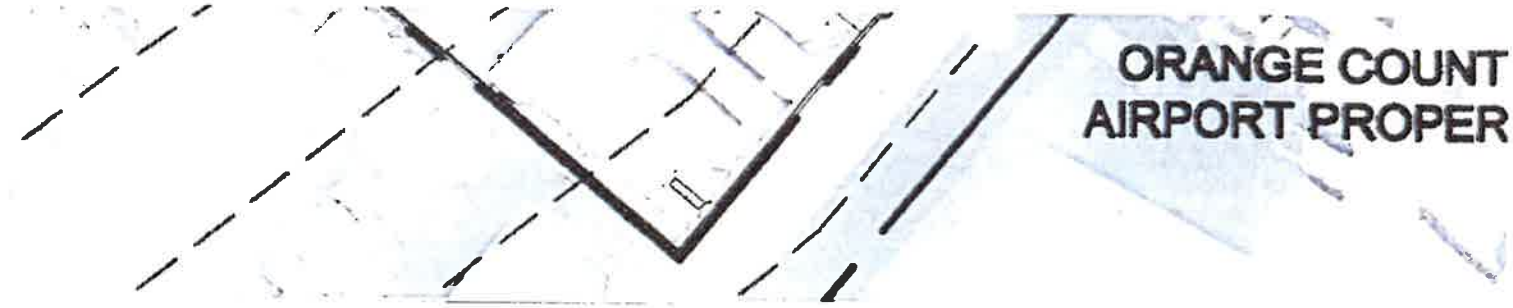
3132 Airway Ave.
COSTA MESA, CA

BUILDING SECTIONS

A4.2

-141-

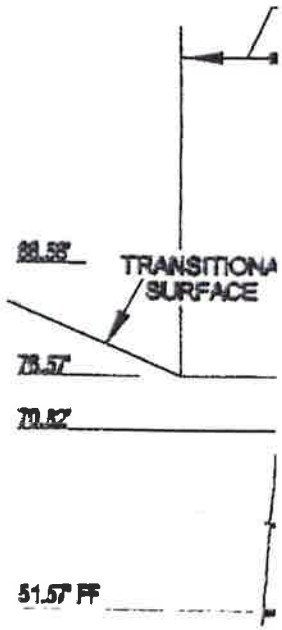
Attachment 7



ORANGE COUNT AIRPORT PROPER

0 10' 20' 40'
GRAPHIC SCALE

Elevation	Above mean sea level (MSL)	77' (rounded)
	Above ground level (AGL)	25'
el(s)		EC-135, EC-146
mum main rotor diameter		36.1'
mum overall length		42.8'
mum gross takeoff weight		7,904 Pounds
mum fuel capacity		258 Gallons
) (final approach & takeoff area) length & width (or diameter)*		65' x 65'
(touchdown & liftoff area) length & width		40' x 40'
ty area width*		12.5'
l unobstructed width (FATO plus safety area on each side)*		90' x 90'
/water separator: minimum fuel retention capacity		--
surface material		METAL
surface gradient & direction		1% SW
:er-to-center TLOF separation (where applicable)		N/A
ting Activation - Aviation Lighting		Pilot Controlled
ting Activation - Walkway Area Lighting		
objects allowed above TLOF elevation within FATO Safety Area (except maximum 2" height for perimeter lighting)		



LEADING EDGE
Aviation Services, Inc

SOUTH\

CONDITIONAL PLAN APPROVAL
FOR STATE AIRPORT/HELIPORT PERMIT PURPOSES ONLY
PROJECT MEETS DESIGN STANDARDS. FINAL APPROVAL IS SUBJECT TO CEQA COMPLIANCE, LOCAL GOVT APPROVAL, AND OTHER PERMIT REQUIREMENTS.

CALTRANS
DIVISON OF AERONAUTICS
NAME _____
DATE 3-15-11

*Caltrans Aeronautics Approval Contingent upon Acceptable FAA Airspace Determination

Drafted: CL
Checked: JWW
Approved: ____

Proj. Code: LDC

* Caltrans Aeronautics Approval Box

F G H I J K

-150-

PLANNING COMMISSION SUPPLEMENTAL MEMORANDUM

MEETING DATE: SEPTEMBER 28, 2015 **ITEM NUMBER: PH-2**

SUBJECT: **PLANNING APPLICATION PA-11-03 – CONDITIONAL USE PERMIT FOR A PRIVATE HELISTOP FOR LEADING EDGE AVIATION SERVICES 3132 AIRWAY AVENUE**

DATE: **SEPTEMBER 24, 2015**

FROM: **PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT**

PRESENTATION BY: **MEL LEE, SENIOR PLANNER** MEL

FOR FURTHER INFORMATION CONTACT: **MEL LEE, AICP (714) 754-5611**
mel.lee@costamesaca.gov

Attached to this memo is a cover letter from Acoustics Group, Inc., who prepared the noise study dated August 24, 2011 for the helistop (Attachment 7 of the staff report) which affirms that the original analysis and conclusions of the noise study remain valid.

Attachments: Cover Letter and Noise Study

Distribution: Director of Economic & Development Services/Deputy CEO
Assistant Development Services Director
Senior Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Fire Protection Analyst
File (2)

Distribution List

ACOUSTICS GROUP, INC.
Consultants in Acoustics, Noise & Vibration

September 24, 2015

Mr. Kevin A. Coleman
Net Development Company
3130 Airway Ave
Costa Mesa, CA 92626

Subject: Helistop Noise Study for Net Development Company in Costa Mesa, CA.

Reference: Net Development Company Helistop Project Letter Report, prepared by Acoustics Group, Inc., dated August 24, 2011.

Dear Mr. Coleman:

Acoustics Group, Inc., (AGI) has reviewed the referenced previous Net Development Company Helistop Project Noise Study dated August 24, 2011. There have been no changes to the proposed flight tracks, operating parameters, and helicopter. Therefore, the results of the referenced noise study are not expected to change and remain valid.

Please contact Mr. Robert Woo at 877-595-9988 if you have any questions regarding this update letter.

Sincerely,
ACOUSTICS GROUP, INC.

Robert Woo
Principal Consultant

ACOUSTICS GROUP, INC.
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

ACOUSTICS GROUP, INC.
Consultants in Acoustics, Noise & Vibration

August 24, 2011

Mr. Kevin A. Coleman
Net Development Company
3130 Airway Ave
Costa Mesa, CA 92626

Subject: Analysis of the Proposed Net Development Company Helistop Project in Costa Mesa, CA.

Reference: Net Development Company Helistop Specifications prepared by Heliplanners, dated March 15, 2011.

Dear Mr. Coleman:

Acoustics Group, Inc., (AGI) has reviewed the referenced information and analyzed the noise from the proposed Helistop project. Because of the proximity of the project to Orange County John Wayne Airport (SNA), the noise produced by helistop operations is expected to be overshadowed by the existing and future noise of the airport. This letter report provides a summary of the noise levels expected to be generated by the helistop and a comparison with the SNA noise contours.

The project site is located at 3132 Airway Avenue, in the City of Costa Mesa. As shown in the vicinity map in the Attachment, the site is located northwest of SNA. Landuses to the north, west, and south of the site are industrial. There are no residential receptors or other noise sensitive receptors located immediately adjacent to the project site. However, Mariner's Christian School is located approximately 1,000 feet west of the project site at 300 Fischer Avenue.

ACOUSTICS GROUP, INC.
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

The Federal Aviation Administration's Integrated Noise Model (INM) Version 7.0 was used to determine the future noise levels from the project. A Eurocopter EC-135 helicopter will be used by the applicant at the helistop. The helistop approach tracks are from the north and southwest a 175 degree and 40 degree true headings, respectively. Final approach slopes for both approach tracks were modeled using default values of 8 to 1. Departures are on the same path, but with opposite headings. The locations of the flight tracks relative to the project site are shown in the Attachment.

A maximum of 2 arrivals and 2 departures per day with a maximum of 3 arrivals and 3 departures per week are forecasted for the helistop. All operations would occur during the daytime between 7am and 7pm. The arrivals and departures were assumed to be continuous over a 12 month period and evenly distributed over 365 days per year.

Figure 1 shows the 65 and 60 dBA CNEL noise contours that would be generated by helistop operations in relation to the existing land use and SNA noise contours. As shown in the figure, the future CNEL from Helistop operations would be less than the CNEL generated by aircraft operations at SNA. Additionally, helistop noise would be below the City, County and FAA noise standards of 65 dB CNEL for sensitive receptors. At Mariner's Christian School the existing CNEL from SNA airport operations is 62 dB CNEL. Future helistop operations would produce a CNEL of 46.1 dB at the school, approximately 16 dB below existing airport noise levels. Noise generated by future helistop operations would not result in significant noise impacts at the project site and adjacent properties.

CONCLUSION

Analyses have been conducted to evaluate the future noise level that would be generated by the Net Development Company Helistop. The analyses considered the helicopter type, forecasted daily operations, approach and departure tracks, and default operational profiles. Results of the INM modeling indicated that the future CNEL generated by helistop operations would be below existing aircraft noise levels from SNA and would also comply with all City, County and applicable exterior CNEL standards for noise sensitive receptor locations. Future Helistop noise levels would be 46.1 dB CNEL at Mariner's Christian School and would be approximately 16 dB below existing aircraft noise levels from SNA. In addition, future helicopter flight tracks would not pass over the school site. Noise generated by future helistop operations would not result in significant noise impacts at the project site and adjacent properties.

ACOUSTICS
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

Please contact Mr. Robert Woo at 877-595-9988 if you have any questions regarding this report.

Sincerely,
ACOUSTICS GROUP, INC.

Robert Woo
Principal Consultant

ACOUSTICS GROUP, INC.
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

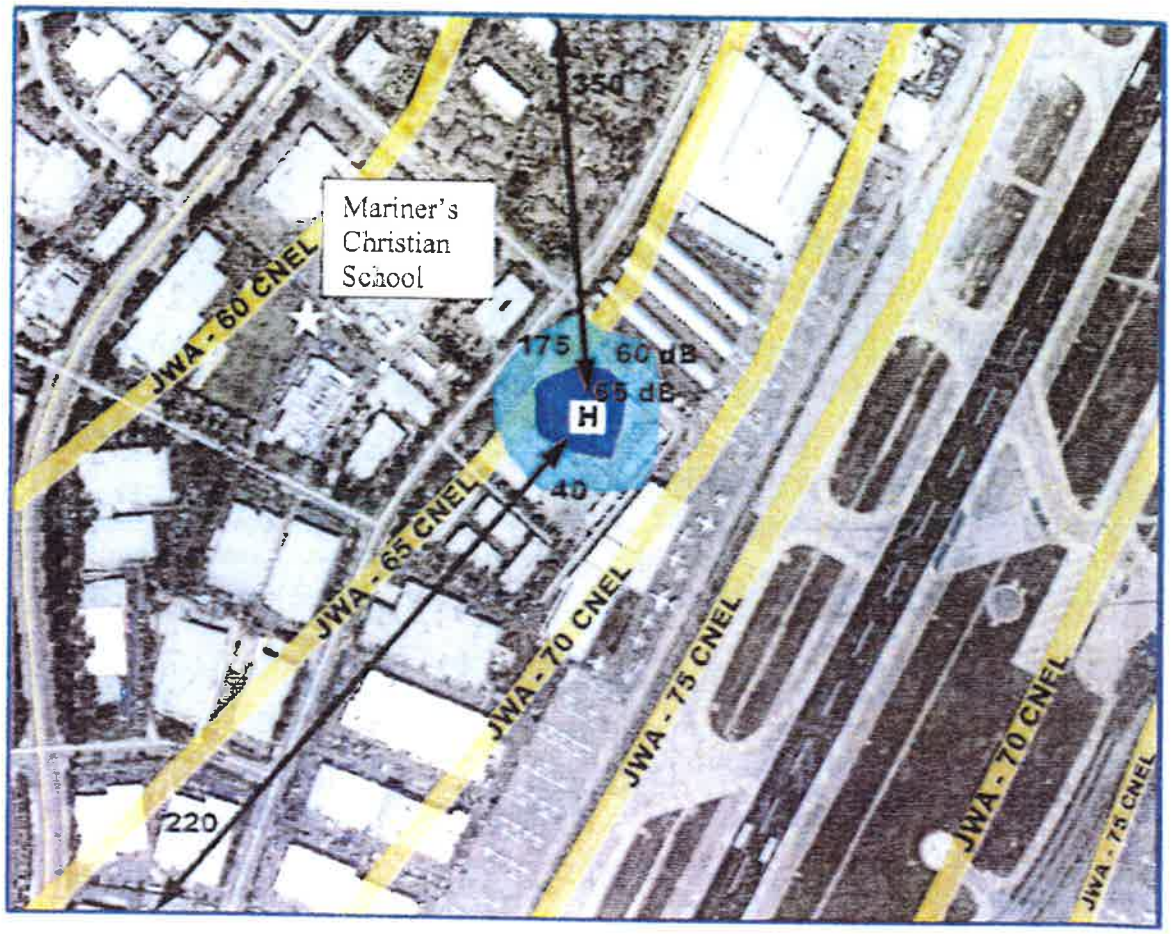


Figure 1. Predicted Net Development Company Helistop Noise Levels.

ACOUSTICS
2102 Business Center Drive, Suite 130
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

ATTACHMENT

ACOUSTICS
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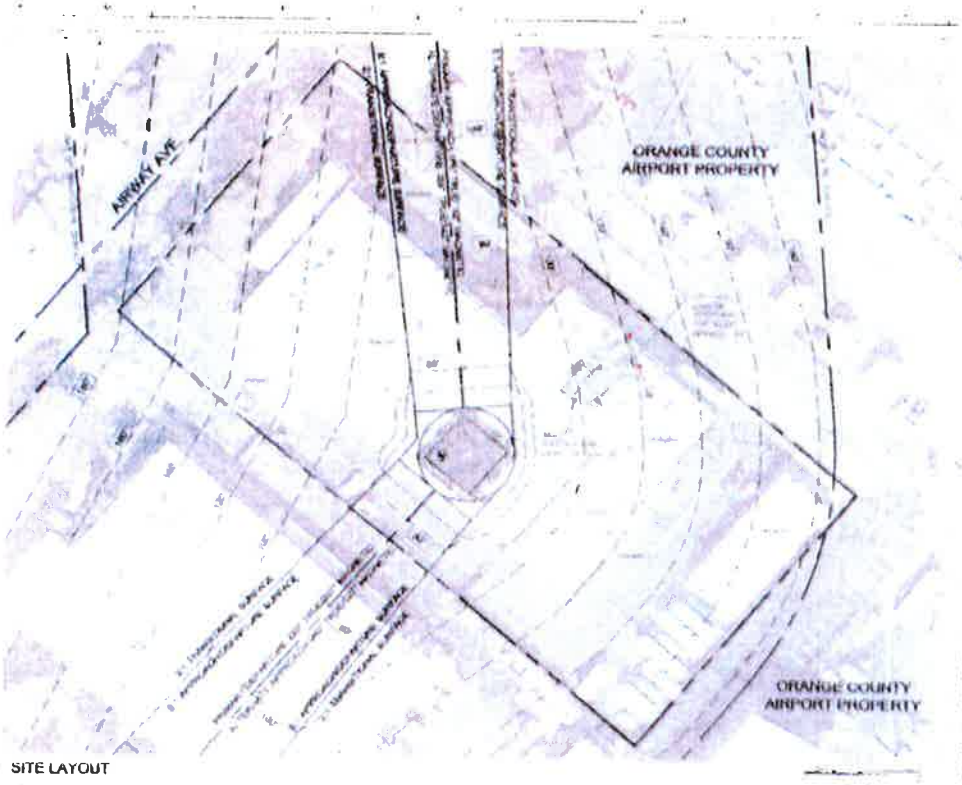
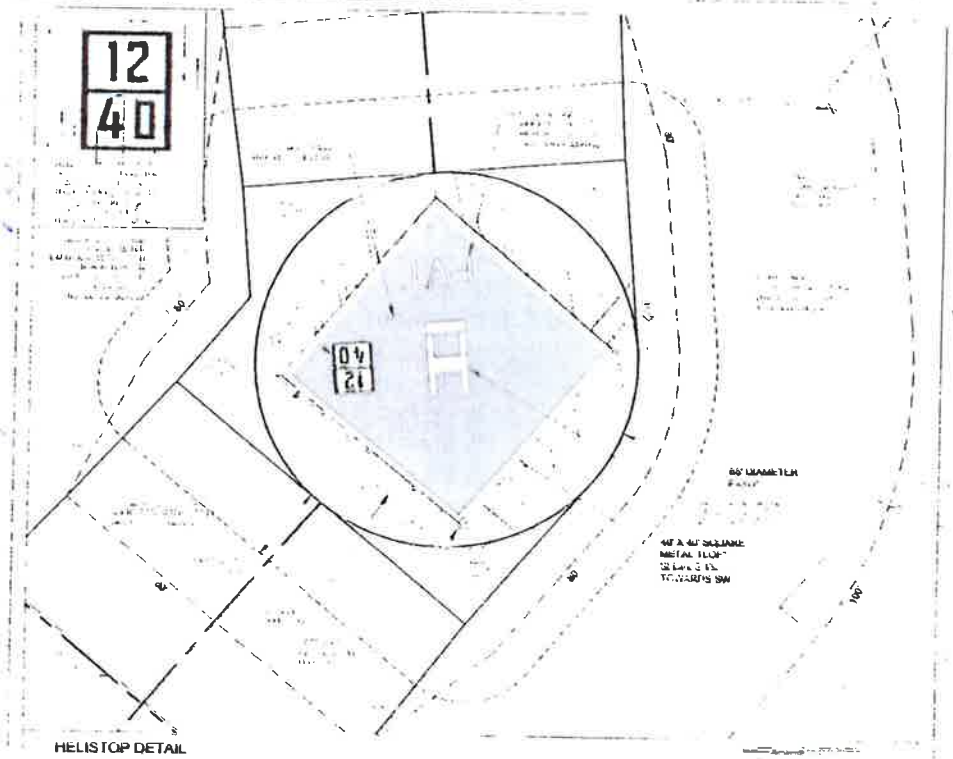
Irvine, CA 92612
877.595.9988 - Voice
877.595.9989 - Fax

-851-

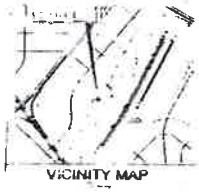


SITE LAYOUT



HELISTOP DETAIL

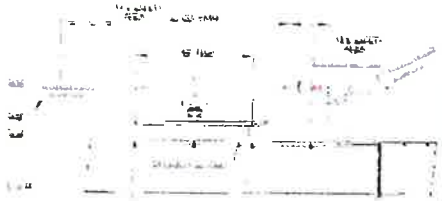
Heliport Data Panel



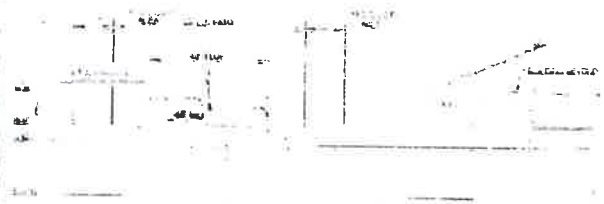
VICINITY MAP

Legend

LEADING EDGE



SOUTHWEST ELEVATION



SOUTHEAST ELEVATION

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