

THOUSAND OAKS PLANNING COMMISSION



Supplemental Information Packet 2

**Agenda Related Items - Meeting of September 21, 2020
Supplemental Packet Date: September 21, 2020**

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the Planning Commission after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed, typically they are distributed on the Thursday or Friday preceding the Planning Commission meeting and/or on Monday before the meeting. Supplemental Packets produced on Thursday or Friday are available for public inspection in the Community Development Department, 2100 E. Thousand Oaks Boulevard, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). All Supplemental Packets are available for public review at the Planning Commission meeting in the Andrew P. Fox City Council Chambers, 2100 E. Thousand Oaks Boulevard.

Americans with Disabilities Act (ADA):

In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the Community Development Department at (805) 449-2500. Assisted listening devices are available at this meeting. Ask Community Development staff if you desire to use this device. Upon request, the agenda and documents in this agenda packet, can be made available in appropriate alternative formats to persons with a disability. Notification at least 48 hours prior to the meeting or time when services are needed will assist City staff in assuring reasonable arrangements can be made to provide accessibility to the meeting or service.



Community Development Department
MEMORANDUM

2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Phone 805/449.2500 • Fax 805/449.2575 • www.toaks.org

To: Planning Commission
From: Kelvin Parker, Deputy Community Development Director
Date: September 21, 2020
Subject: Correspondence received for DPMN 2020-70184

Attached are copies of “State Historic Preservation Officer (SHPO) Exemption Letter” and “FCC Special Interest Research” both dated December 2, 2015, submitted by the applicant in response to Attorney Mark Pollock’s letter dated September 10, 2020 for the subject case.

Attachment: State Historic Preservation Officer (SHPO) Exemption Letter dated December 2, 2015
FCC Special Interest Research dated December 2, 2020



Environmental Assessment Specialists, Inc.

71 San Marino Avenue Ventura, CA 93003
Office (805) 650-0949 Fax (805) 650-8054 www.easenv.com

December 02, 2015

AT&T Mobility, LLC
12900 Park Plaza Drive
Cerritos, CA 90703

**Subject: State Historic Preservation Officer (SHPO) Exemption Letter for
AT&T Mobility, LLC Site SBV109_CLU1659, Amgen (Building 27)
One Amgen Center Drive, Thousand Oaks, Ventura County, California
CASPR #: 3551A03B9I**

EAS reviewed the Nationwide Programmatic Agreement (NPA) for its applicability to the proposed activities at the site.

The subject site is exempt from SHPO review since:

1. The building is not over 45 years old; and
2. The building is not within a historic district or within 250 feet of the boundary of a historic district, nor are the antennas visible from the ground level of an historic district; and
3. The building is not a designated National Historic Landmark, or listed in or eligible for listing in the National Register of Historic Places based upon the review of the licensee, tower company or applicant for an antenna license; and
4. The building licensee or the owner of the building has not received written or electronic notification that the FCC is in receipt of a complaint from a member of the public, a SHPO or the Council, that the collocation has an adverse effect on one or more historic properties.

We appreciate your selection of EAS for this project, and look forward to assisting you further on this and other projects. If you have any questions, comments, or concerns regarding the information within this report, or if further assistance is required, please call me at 818.898.4866 or by e-mail at MGL9184@EASenv.com.

Sincerely,

Martyn Leaver
Environmental Assessment Specialists, Inc.
71 San Marino Avenue
Ventura, CA 93003



Environmental Assessment Specialists, Inc.

71 San Marino Avenue, Ventura, CA 93003
Office (805) 650-0949 Fax (805) 650-8054 www.easenv.com

December 2, 2015

**AT&T Mobility, LLC
12900 Park Plaza Drive
Cerritos, CA 90703**

**Subject: FCC Special Interest Research
NEPA Land Use Letter Report
AT&T Mobility, LLC Site SBV109_CLU1659
Amgen (Building 27)
One Amgen Center Drive
Thousand Oaks, Ventura County, California
CASPR #: 3551A03B9I**

At the request of AT&T Mobility, LLC, (AT&T), Environmental Assessment Specialists (EAS) completed a full environmental screening of the Federal Communications Commission (FCC) special interest items, as outlined in 47 Code of Federal Regulations (CFR) Section 1.1307 (a) (1) through (9), for the AT&T Mobility, LLC telecommunications facility SBV109_CLU1659, in Thousand Oaks, Ventura County, California.

AT&T proposes the modification to an existing telecommunications facility located on an existing building. According to a review of historic aerial photographs, the candidate building was constructed between 1994 and 2002. The existing telecommunications facility currently occupies twelve (12) existing antennas [four (4) per Sector] mounted onto existing screen walls [Sectors B and C] and an existing penthouse [Sector A], located on the rooftop of an existing building; and an existing equipment room located within the existing building on the ground floor. AT&T proposes the following modifications to the existing telecommunications facility: the installation of three (3) new RRUs [one (1) per Sector], three (3) new Quad Filters [one (1) per Sector], and three (3) new DC-6 Surge Suppressors [one (1) per Sector] to be mounted onto the rooftop of the candidate building at existing antenna Sectors; and the installation of one (1) new DUS-41 and one (1) new XMU to be mounted within an existing 19" rack located within the existing equipment room. There is no proposed ground disturbance; no proposed increase in height to the existing building; and no proposed expansion of the existing lease area in association with the proposed modifications to the existing telecommunications facility.

In accordance with CFR, Section 1.1307 (a), an evaluation was made to determine if any of the nine special interest items would be significantly affected if the proposed equipment were installed at the proposed site location. In the event that the site affects one of the items, the FCC requires that further studies and/or an environmental assessment (EA) be prepared regarding that particular issue. EAS conducted this research by consulting with appropriate California and/or Federal agency personnel and by reviewing published lists, files, and maps.

The National Environmental Policy Act (NEPA) Land Use Checklist form is completed and attached to this letter report.

Sincerely,

Martyn Leaver
Environmental Assessment Specialists, Inc.
71 San Marino Avenue
Ventura, CA 93003



Environmental Assessment Specialists, Inc.

71 San Marino Avenue Ventura, CA 93003
Office (805) 650-0949 Fax (805) 650-8054 www.easenv.com

Site SBV109_CLU1659 LETTER REPORT

1. Wilderness Areas

There will be no proposed ground disturbance activities associated with this project, therefore, evaluation to determine the proximity to Designated Wilderness Area was not conducted in the preparation of this report.

2. Wildlife Preserves

There will be no proposed ground disturbance activities associated with this project, therefore, evaluation to determine the proximity to Designated Wildlife Preserves was not conducted in the preparation of this report.

3. Listed and/or Proposed Threatened or Endangered Species or Designated Critical Habitats

There will be no proposed ground disturbance activities associated with this project, therefore evaluation to determine if the project would impact Listed and/or Proposed Threatened or Endangered Species or Designated Critical Habitats was not conducted in the preparation of this report.

4. Historic Places

May affect districts, sites, buildings, structures, or objects, significance in American history, architecture, engineering or culture that are eligible for listing in the National Register of Historic Places.

At the request of AT&T Mobility, LLC (AT&T), EAS has conducted a cultural resources records search for AT&T candidate SBV109_CLU1659 [Amgen (Building 27)], located at One Amgen Center Drive, Thousand Oaks, CA 91320. The lease area lies in Section 6 area of T.1N R.19W (San Bernardino Baseline and Meridian) as shown on the USGS Newberry Park, CA 7.5 minute quadrangle map.

Research

On November 16, 2015, Sarah A. Williams, M.A., under the supervision of Professional Archaeologist Carrie D. Wills M.A. conducted the cultural resources records search at the South Central Coastal Information Center (SCCIC), which is located at the California State University, Fullerton. To identify any historic properties on or near the candidate, we examined current inventories of the National Register of Historic Places (NR), the California Historical Landmarks (CHL), and the California Points of Historical Interest (CPHI). We also reviewed the California State Historic Resources Inventory (HRI) for Ventura County to determine any local resources that have been previously evaluated for historic significance. In addition, archival maps were inspected for indications of historical structures in the area.

Cultural Resources Records Search Results

The results of the records search indicate that no cultural resources or historic properties have been recorded within the search radius. Five area-specific survey reports are on file with the SCCIC for the search radius. None of these investigations assessed the candidate address, suggesting that the candidate has not been officially surveyed for cultural resources.

USGS ARCHIVAL TOPOGRAPHIC MAP	OBSERVATIONS
1950 <i>Newberry Park, CA 6'</i>	The vicinity of the candidate location is minimally developed, with a few structures and roads in the area. The candidate is undeveloped.

Recommendations

In accordance with 36 CFR Part 800, EAS has assessed the effects of this facility on any local cultural properties. The candidate is located on a modern building. The candidate is not located within a historic district or within 250 feet of a historic district. The results of our assessment indicate that cultural resources will not be affected by the installation of AT&T candidate SBV109_CLU1659.

State Historic Preservation Officer (SHPO) Review

AT&T proposes the modification to an existing telecommunications facility located on an existing building, constructed between 1994 and 2002. AT&T proposes modifications to the existing telecommunications facility. There is no proposed ground disturbance; no proposed increase in height to the existing building; and no proposed expansion of the existing lease area in association with the proposed modifications to the existing telecommunications facility. Based on the proposed modifications, the project is exempt from SHPO submittal.

5. Indian Religious Sites

There will be no proposed ground disturbance activities associated with this project; therefore consultation with Native American Tribes was not conducted in the preparation of this report

Tower Construction Notification System (TCNS) Consultation

AT&T proposes the modification to an existing telecommunications facility located on an existing building, constructed between 1994 and 2002. AT&T proposes modifications to the existing telecommunications facility. There is no proposed ground disturbance; no proposed increase in height to the existing building; and no proposed expansion of the existing lease area in association with the proposed modifications to the existing telecommunications facility. Based on the proposed modifications, the project is exempt from SHPO submittal; therefore, the project is also exempt from all Tribal Consultation.

6. Located in a Flood Plain (Executive Order 11988)

There will be no proposed ground disturbance activities associated with this project; therefore flood plain evaluation was not conducted in the preparation of this report.

7. Surface Features Cause significant changes in surface features, such as wetland fill, deforestation, or water diversion (see Executive Order 11990 if wetlands are on Federal property)

There will be no proposed ground disturbance activities associated with this project; therefore evaluation of the National Wetlands Inventory to determine if wetlands or forests would be impacted or water diverted, was not conducted in the preparation of this report.

8. High Intensity White Lights

According to AT&T Mobility, LLC, high intensity white lights used for tower illumination will not be used for the site development.

9. Radio Frequency Radiation

An evaluation to determine whether radiofrequency (RF) emissions standards are met was not included as part of this Report. EAS understands that client representatives will evaluate the project to ensure compliance with applicable RF standards.

Additional Environmental Evaluation

National Scenic and Historic Trails

In October 1999, the Cellular Telecommunications Industry Association, Personal Communications Industry Association, Appalachian Trail Conference, American Hiking Society, and representative Managing and Supporting Trails Organizations (MSTOs) for the National Scenic Trails signed a resolution for the Siting of Wireless Telecommunications Facilities near National Scenic Trails. This resolution states that if a wireless telecommunications or site management company plans a new or significantly expanded facility within one mile of a National Scenic Trail, it will notify the non-profit group that supports the trail.

There will be no proposed ground disturbance activities associated with this project, and the facility will not be significantly expanded, therefore evaluation for proximity to National Scenic and Historic Trails was not conducted in the preparation of this report.

National Wild and Scenic Rivers

The National Wild and Scenic Rivers Act of 1968 designated “that certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values, shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations.” According to the National Wild and Scenic Rivers System (<http://www.rivers.gov/wildriverslist.html>), “the idea behind the National System is not to halt use of a river; instead, the goal is to preserve the character of a river.”

There will be no proposed ground disturbance activities associated with this project, and the facility will not be significantly expanded, therefore evaluation for proximity to National Wild and Scenic Rivers was not conducted in the preparation of this report.

Conclusions and Recommendations

Based on provided information and a review of the photographs, published lists, files, and maps regarding FCC issues, AT&T Mobility, LLC site SBV109_CLU1659, Amgen (Building 27), located in Thousand Oaks, California, will not affect any of the nine special interest items as outlined in 47 CFR Section 1.1307 (a) (1) through (9). Therefore, in accordance with FCC regulations, at this time the preparation of further studies or an EA is not warranted.

We appreciate the opportunity to be of service to AT&T Mobility, LLC with this project and look forward to working on future projects. If you have any questions, comments, or concerns regarding the about information within this report, or if further assistance is required, please call me at 818.898.4866 or by e-mail at MGL9184@EASenv.com.

Sincerely,



Martyn Leaver
Environmental Assessment Specialists, Inc.
71 San Marino Avenue
Ventura, CA 93003

Attachments:

- Appendix A: FCC NEPA Checklist
- Appendix B: Cultural Resources Records Search Results.

FCC NEPA CHECKLIST
Prepared for AT&T Mobility, LLC

Site #: SBV109_CLU1659 Amgen (Building 27) CASPR #: 3551A03B9I	Site Address: One Amgen Center Drive Thousand Oaks, CA Ventura County	Coordinates: NAD83 34° 11' 28.98" N; 118° 55' 11.16" W		
FCC NEPA Category	Consulting Agency to Contact	Summarize Any Preliminary Finding Of Positive Affects	Check One Box	
			Yes	No
1. Will the facility be located in an officially designated wilderness area?	National Park Service, US Forest Service, Bureau of Land Management (BLM)			N/A
2. Will the facility be located in an officially designated wildlife preserve?	National Park Service, US Forest Service, BLM			N/A
3. Will the facility affect listed and proposed threatened, or endangered or designated critical habitats?	US Fish & Wildlife Service – Field Office (USF&WS)			N/A
4. Will the facility affect districts, sites, buildings, structures, or objects listed, or eligible for listing, in the National Register of Historic Places?	State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO)			X
5. Will the facility affect Indian Religious sites?	American Indian Tribes, Bureau of Indian Affairs			N/A
6. Will the facility be located in a Flood Plain?	Federal Emergency Management Agency (FEMA)			N/A
7. Will the facility construction involve significant change in surface feature?	US Army Corps of Engineers (ACOE)			N/A
8. Will the antenna towers and/or supporting structures be equipped with High Intensity White Lights?	N/A			N/A
9. Will the facility result in human exposure to radiation in excess of the applicable safety standards?	N/A	EAS understands that client representatives will evaluate the project to ensure compliance with applicable RF standards.		N/A

The undersigned has reviewed and approved the completion of this FCC NEPA CHECKLIST for the above-mentioned site.

Prepared by: Environmental Assessment Specialists, Inc. Date: December 2, 2015



Martyn G. Leaver
Project Manager



Environmental Assessment Specialists, Inc.

71 San Marino Avenue Ventura CA 93003

Office (805) 650-0949 Fax (805) 650-8054 www.easenv.com

November 23, 2015

AT&T Mobility, LLC
12900 Park Plaza Drive
Cerritos, CA 90703

Subject: **Cultural Resources Records Search Results for AT&T Mobility, LLC Candidate SBV109_CLU1659 [Amgen (Building 27)], One Amgen Center Drive, Thousand Oaks, Ventura County, California. CASPR No. 3551A03B9I**

At the request of AT&T Mobility, LLC (AT&T), EAS has conducted a cultural resources records search for AT&T candidate SBV109_CLU1659 [Amgen (Building 27)], located at One Amgen Center Drive, Thousand Oaks, CA 91320. The lease area lies in Section 6 area of T.1N R.19W (San Bernardino Baseline and Meridian) as shown on the USGS *Newberry Park*, CA 7.5 minute quadrangle map. AT&T proposes the modification to an existing telecommunications facility located on an existing building. According to a review of historic aerial photographs, the candidate building was constructed between 1994 and 2002. The existing telecommunications facility currently occupies twelve (12) existing antennas [four (4) per Sector] mounted onto existing screen walls [Sectors B and C] and an existing penthouse [Sector A], located on the rooftop of an existing building; and an existing equipment room located within the existing building on the ground floor. AT&T proposes the following modifications to the existing telecommunications facility: the installation of three (3) new RRUs [one (1) per Sector], three (3) new Quad Filters [one (1) per Sector], and three (3) new DC-6 Surge Suppressors [one (1) per Sector] to be mounted onto the rooftop of the candidate building at existing antenna Sectors; and the installation of one (1) new DUS-41 and one (1) new XMU to be mounted within an existing 19" rack located within the existing equipment room. There is no proposed ground disturbance; no proposed increase in height to the existing building; and no proposed expansion of the existing lease area in association with the proposed modifications to the existing telecommunications facility.

The purpose of the records search is to identify all previously recorded cultural resources (prehistoric and historic archaeological sites, historic buildings, structures, objects, or districts) within the area of potential effect, as required by Section 106 of the National Historic Preservation Act (NHPA) of 1966 and its implementing regulations, 36 CFR Part 800. It entails a review of all previously recorded prehistoric and historic archaeological sites situated within one-half mile radius of the candidate, as well as a review of all cultural resource survey/excavation reports.

On November 16, 2015, Sarah A. Williams, M.A., under the supervision of Professional Archaeologist Carrie D. Wills M.A. conducted the cultural resources records search at the South Central Coastal Information Center (SCCIC), which is located at the California State University, Fullerton. To identify any historic properties on or near the candidate, we examined current inventories of the National Register of Historic Places (NR), the California Historical Landmarks (CHL), and the California Points of Historical Interest (CPHI). We also reviewed the California State Historic Resources Inventory (HRI) for Ventura County to determine any local resources that have been previously evaluated for historic significance. In addition, archival maps were inspected for indications of historical structures in the area.

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USGS ARCHIVAL TOPOGRAPHIC MAP	OBSERVATIONS
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Recommendations

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We at EAS appreciate the opportunity to assist you on this project.

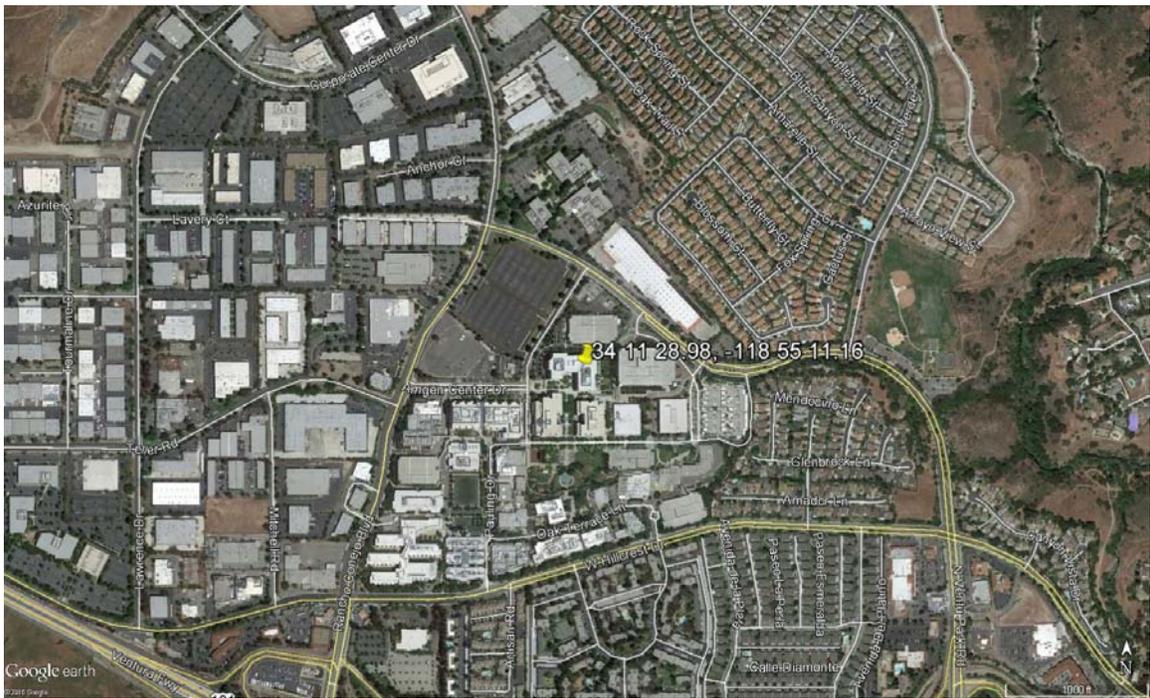
Sincerely,



Sarah A. Williams, M.A.
Archaeologist
Riverside County Certification No. 120



Carrie D. Wills, M.A., RPA
Professional Archaeologist

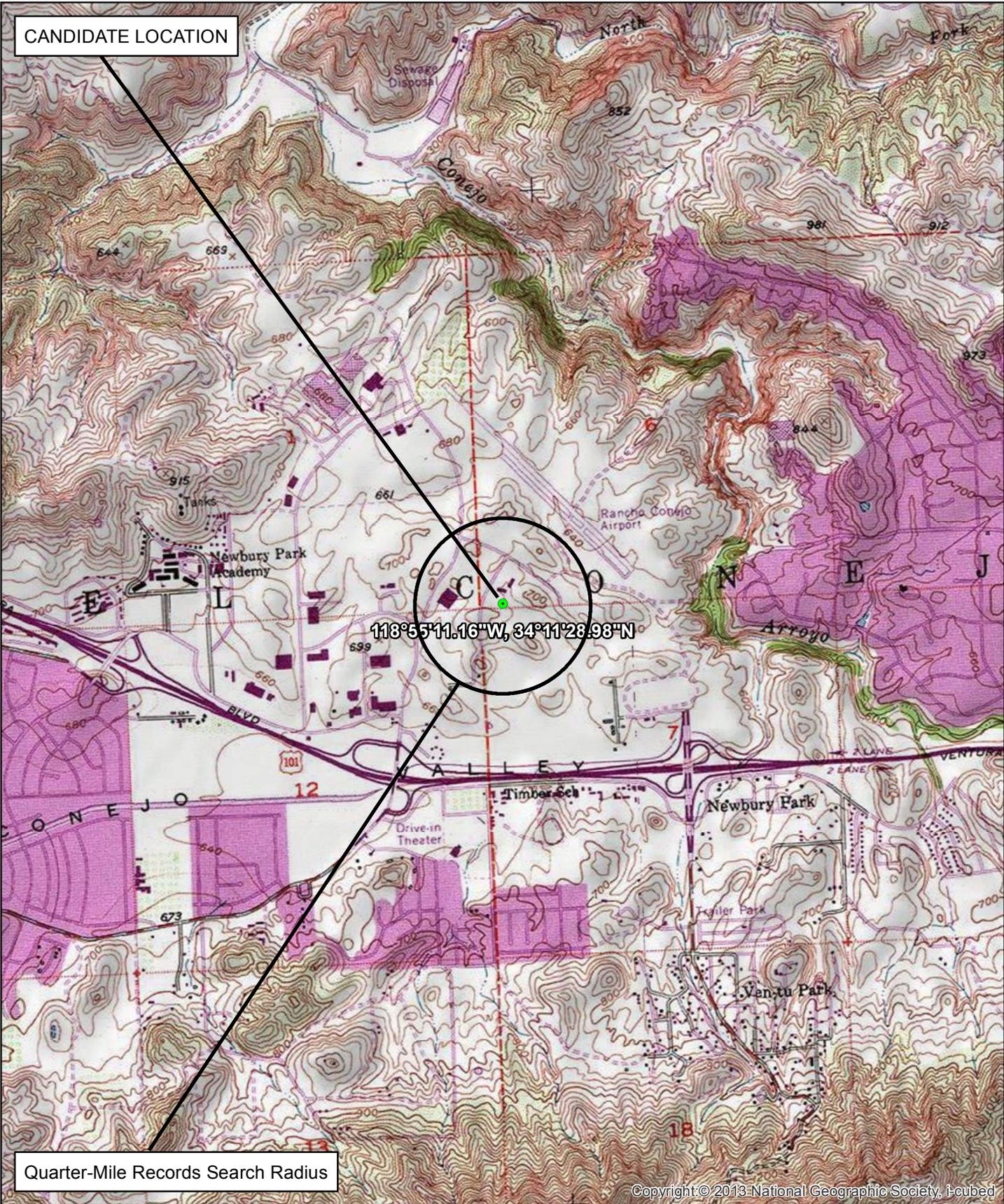


SOURCE: Google Earth Pro 2015

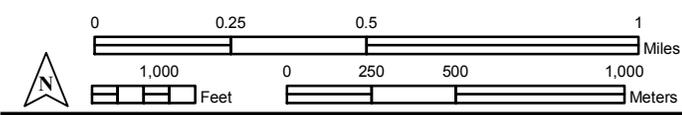
Exhibit 1

Street Map

CULTURAL RESOURCE COMPLIANCE



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Project Topographic Map

AT&T MOBILITY, LLC

Exhibit 2

Carrie D. Wills

Senior Project Archaeologist

Education

M.A., Anthropology, California State University, Hayward, 1994

B.A., Anthropology, California State University, Hayward, 1989

Professional Affiliations

Society for Historical Archaeology

Society for California Archaeology

Register of Professional Archaeologists

Experience Summary

Ms. Wills has more than twenty years of experience in prehistoric and historic archaeology, including pre-field assessments, archival research, pedestrian field surveys, site evaluation and testing, and data recovery and analysis. She is currently a Senior Project Archaeologist. She has extensive experience preparing documents that comply with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and evaluating and assessing historic structures located on mining, ranching, and military facilities for inclusion on the National Register of Historic Places and California Register of Historical Resources.

Recent Project Experience

Historical, Archaeological, and Paleontological Resources

KB Home Monte Vista, Historic American Buildings Survey, San Jose. Served as Project Manager for the KB Home Monte Vista Project. Conducted Historic American Buildings Survey Level III documentation for a large multi-structure canning facility, Del Monte Plant #3, in San Jose. Included in the historical report is a narrative of the origins and subsequent development of the No. 3 Plant and its role in local and regional population and industrial patterns. In addition, the plant was assessed for historic significance and found to meet the criteria for listing on the National Register of Historic Places as a District along with two other local Del Monte canneries. MBA coordinated with state, federal, and city agencies including, but not limited to, City of San Jose Department of Planning and the National Park Service HABS/Historic American Engineering Record coordinator.

Lake Solano Regional Park Visitor's Center Project, Solano County. As Project Archaeologist Ms. Wills conducted a cultural resource investigation that included record search reviews and a pedestrian field survey. The record searches included records at the Northwest Information Center, Rohnert Park and at the Native American Heritage Commission in Sacramento. As no resources were discovered during the field survey, a negative report was prepared detailing the findings in compliance with the National Historic Preservation Act and the California Environmental Quality Act.

San Demas Project, Sacramento. Served as Senior Project Archaeologist for the San Demas Project in Sacramento. Conducted a record search and field investigation for a built environment covering one city block in downtown Sacramento. As this was a built environment, there was no native ground surface to be surveyed; therefore, the investigation consisted of comprehensive research to determine the possibility of historic structures. None of the extant buildings were considered significant in terms of CEQA criteria, however, there is a possibility of discovering subsurface resources, and therefore construction monitoring was recommended.

Energy, Utilities & Pipelines

Santa Cruz Water District's Pipeline Project, Santa Cruz County. Served as Resource Team Leader for Santa Cruz Water District's Pipeline Project, which proposed modifications to the current operation and maintenance of an existing pipeline through implementation of the Santa Cruz North Coast Pipeline Rehabilitation Project. Reviewed compliance issues related to cultural resources found along four major waterways in Santa Cruz County and prepared a CEQA Initial Study to determine environmental impact associated with project implementation. Also provided necessary details to aid in the decision-making process for the next phase of the project.

Santa Fe Pacific Pipeline. Served as Field Supervisor for Santa Fe Pacific Pipeline's Concord-to-Colton Project. Performed records search and intensive archaeological survey of a corridor stretching from Fresno, through Bakersfield and Mojave, to San Bernardino. Recorded and evaluated for eligibility for listing on National Register of Historic Places more than 150 historic properties.

Alturas Transmission Line Project, California and Nevada. Served as Archaeological Monitor for CPUC's Alturas Transmission Line Project. Documented compliance with mandated mitigation measures during the construction of this high-voltage power line reaching from Alturas, California, to Reno, Nevada.



Community Development Department
MEMORANDUM

2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Planning Division • Phone 805/449.2323 • Fax 805/449.2350 • www.toaks.org
Building Division • Phone 805/449.2500 • Fax 805/449.2575 • www.toaks.org

To: Planning Commission
From: Kelvin Parker, Deputy Community Development Director
Date: September 21, 2020
Subject: SUMN 2020-70422 (Los Robles Hospital Helipad Expansion)
Objection and Support Letters for Admin. Hearing of May 28, 2020

Attached are letters of objection and support that were submitted for the Administrative Hearing held on May 28, 2020.

Attachments:

Attachment #1 – Objection Letter
Attachment #2 – Letters of Support



VENTURA COUNTY SHERIFF'S OFFICE

Bill Ayub
Sheriff

Monica McGrath
Undersheriff

800 South Victoria Avenue, Ventura CA 93009 | 805.654.2380 | VenturaSheriff.org

May 6, 2020

City Manager Andrew Powers
City Council Members
City of Thousand Oaks
2100 Thousand Oaks Blvd.
Thousand Oaks, CA 91360

Dear City Manager Powers and City Council Members,

This letter is regarding a proposal for the future modification of the helicopter pad at Los Robles Hospital to accommodate the increased size and weight of the Sikorsky Blackhawk helicopters that are scheduled to replace two of our existing rescue helicopters later this year.

As you know, the Ventura County Aviation Unit has been flying Bell UH-1 "Huey" rescue helicopters with great success for the last several decades. While they have served our communities as an extremely reliable life-saving rescue platform, they have unfortunately reached their age limit.

The Hueys have been in service since the Vietnam War, and are at a point where parts are becoming extremely scarce, and the costs to maintain the aircraft are reaching new heights. We have been working collaboratively with the Ventura County Fire Department to find a replacement aircraft suitable for both rescue and fire suppression missions.

The Blackhawk has been selected, and two aircraft are expected to be delivered later this year. While the Blackhawk is faster and more powerful, it is also larger and heavier than the Huey and lands on wheels situated on the front and rear of the aircraft, as opposed to the skids that the Huey sits on. This combination of features creates complications for landing at local hospitals. The current helipad at Los Robles Hospital is not suitable to accommodate the Blackhawk. Without an upgrade to the helipad to support the new aircraft, rescue crews will have to land offsite and transfer patients to a ground ambulance, which would consume valuable time and place patients' lives in further danger.

City of Thousand Oaks, City Manager and City Council Members

May 6, 2020

Page 2

There is not currently an option to move to a smaller or lighter aircraft that fulfills the various missions we are tasked with every day. I urge you to move forward with the helipad upgrade so we can continue to deliver the most critical patients in an efficient manner without unnecessary delay.

Very sincerely,

A handwritten signature in blue ink, appearing to read "W. Ayub", is written over the typed name.

Bill Ayub,
Sheriff

VENTURA COUNTY FIRE PROTECTION DISTRICT

MARK LORENZEN
County Fire Chief



165 Durley Avenue
Camarillo, CA 93010-8586
(805) 389-9710
FAX (805) 388-4356

May 13, 2020

City Manager Andrew Powers
City Council Members
City of Thousand Oaks
2100 Thousand Oaks Blvd.
Thousand Oaks, CA 91360

Dear City Manager Powers and City Council Members,

Please accept this letter of support for the modification of the helicopter landing pad at Los Robles Hospital. This modification is necessary to accommodate the size and weight of two new helicopters that will be arriving later this year.

As you likely know, the Ventura County Fire Department partners with the Ventura County Sheriff's Department with aviation needs to protect the communities in the County. In July 2017, we were fortunate to purchase and acquire through Federal GSA two Sikorsky Blackhawk HH-60L model helicopters. They are both in the process of being outfitted and converted into Firehawks with fixed tanks and upgraded equipment to become incredibly capable firefighting assets. In addition to their ability to drop 1,000 gallons of water compared to the 375 gallons that the older Hueys could drop, they are also capable of transporting critically ill patients to trauma centers.

While the addition of these larger helicopters will certainly help us in our fight against wildfires, their arrival will also necessitate a larger landing pad so that the Sheriff's pilots can safely land and transfer critical trauma patients to Los Robles Hospital for care. I would anticipate some questions from the public as the effort to modify the landing site moves forward. Typically safety and noise top the list of concerns. In the case of these new helicopters, larger does not mean louder. My research indicates that these new helicopters will be significantly quieter than the current Bell Super Hueys. As to safety, the Firehawks have powerful twin engines not currently found on the Hueys which provide an extra margin of safety.

If needed, we would be happy to provide staff at any meetings to answer questions or concerns. Please do not hesitate to contact me should you require additional information.

Sincerely,

Mark Lorenzen
Fire Chief

Committed to Excellence...Delivered with Pride

Providing protection and preservation of life, property and environment to: The Cities of Camarillo, Moorpark, Ojai, Port Hueneme, Santa Paula, Simi Valley, Thousand Oaks, and the unincorporated areas of Ventura County.

April 15, 2020

To Whom it May Concern

We are writing this letter to you in support for the planned helipad upgrade at Los Robles Regional Medical Center. As the Administrator and Medical Director for the Ventura County Emergency Medical Services Agency, our responsibilities include oversight and support of the emergency medical transportation system in the county. As one of two designated Level II trauma centers in the County of Ventura Los Robles plays an integral role for a large number of citizens we serve. Additionally, Los Robles also serves as a receiving facility for areas of Los Angeles County including Agoura Hills and Westlake Village, in addition to portions of Malibu.

As you may know, the Ventura County Aviation Unit – a joint operation staffed by Ventura County Sheriff's Office and the Ventura County Fire Department – recently upgraded a portion of their fleet to a larger Sikorsky Blackhawk airframe. While this upgrade to a larger aircraft brings with it expanded capabilities in terms of rescue and medevac capabilities, it also requires increased capacity in terms of weight capacity and space that would allow for safe operations during takeoff and landing. The Los Angeles County Fire Department also utilizes the same aircraft in its fleet

At this time, neither of the two trauma centers in Ventura County are capable of supporting a large helicopter such as a Sikorsky Blackhawk. This limitation brings with it some challenges in that an alternate landing site would need to be designated – most likely in a nearby school or park. Obviously, this is not ideal and would require ground transportation from a landing site to the hospital, a process which only creates delays in definitive care for patients that often have time-critical injuries or illnesses.

Having a hospital with the ability to accept a helicopter of this size would be a great addition to the county's high-performing EMS system. To that end, we ask that you approve this important project to upgrade the helipad at Los Robles Regional Medical Center.

Thank You,



Steven L. Carroll
EMS Administrator



Dr. Daniel Shepherd
EMS Medical Director

From: Karen Martin ·
Sent: Friday, September 18, 2020 3:59 PM
To: Community Development Department
Subject: Fwd: SUMN 2020-70422

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just in case something happens and I cannot connect, I would like to submit this letter I submitted to the planning commission with my stance on this project.

Karen Martin

Begin forwarded message:

From: Karen Martin <Karen.Martin@toaks.org>
Date: June 5, 2020 at 9:18:58 AM PDT
To: Lori Goor <LGoor@toaks.org>
Subject: Fwd: SUMN 2019-70735

Sent from my iPhone

Begin forwarded message:

From: Karen Martin <Karen.Martin@toaks.org>
Date: May 28, 2020 at 12:57:43 AM PDT
To: communitydevelopment@toaks.org
Cc: Karen Martin ·
Subject: SUMN 2019-70735

To Whom It May Concern,

I would like to oppose the enlargement of the helipad at Los Robles Hospital until a valid noise study can be done. Although I understand the importance of the trauma and stroke centers and the need for speed in treatment, the impact on the residents cannot be evaluated with this current information.

"We can only manage what we measure; if we don't measure, we are only guessing".

We are being told there will not be an increase on flights, yet there are no mention of average yearly flights currently. Since this affects CNEL, the study is invalid. It would also be helpful to have a breakdown of percent of flights by each type of helicopter and time of day (day, evening, night) as they are weighted differently, also affecting impact on the community.

Another incongruity is that the noise levels that were measured are lower than the 2008 study done by the hospital for their enlargement prior to being a trauma center. I do not

believe this to be true. It appears that three of the four sites were not considered sensitive because they were "mostly surrounded by commercial uses. Perhaps sites should be chosen to reflect the affect on the homes in the flight path.

There was no C weighted study. The FAA requires the Integrated Noise Model, version 7.0, for civil aviation noise events (there is also version 7.0c that has an updated database of helicopter performance parameters and noise levels). This includes vibrational indices. While the planning council has assured us there will be no added vibration, there has been no measurements to prove that logic.

I understand there will be new lighting (for night flights). Is there a mock up so we can see what impact that will have on the neighborhood?

We are also being told there will be no affect on property values. I believe if you are in a helicopter flight path, you have to disclose.

There is no mention of altitude achieved by the helicopter on takeoff. Since minimum safe altitudes are 1,000 feet in congested areas and 500 ft of not congested and 78 dB at 1,000 ft increases to 87 dB at 500 ft, it is important.

I also would be interested to know the height of the Church's receiver as I believe it is on an elevation relative to the heliport which would affect the dB level.

To close, I would appreciate a neighborly approach to solutions to the noise in this area. The city has solutions within its grasp in the form of the Noise Element. It accounts for increasing noise levels within the community by mitigation by businesses that are enlarging to increase profitability. This money is then used to increase patrol, build sound walls and purchase equipment to improve the quality of life of its citizens. The hospital could be a good neighbor by keeping a log of transports including transport provider, helicopter type, date and time of arrivals and departures, and flight path. They can also work with pilots to fly over non-inhabited areas and replace aging helicopters with quieter models.

I have experienced low flying helicopters between my trees (250ft). It is much louder than a busy street and there is vibration. I can only imagine what a Fire hawk helicopter would be like. Hopefully, I will never know.

Karen S. Martin, DVM

From: Karen Martin ·

Sent: Friday, September 18, 2020 3:52 PM

To: Community Development Department <CommunityDevelopment@toaks.org>

Subject: SUMN 2020-70422

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Wanted to include this version INM, version 7, that is required by the FAA for heliports in residential areas. It has a nice explanation of baseline CNEL so those who are unfamiliar may understand my complaint.

Karen Martin

Helicopter Noise Study Results

**Gene Reindel & Bob Behr
Harris Miller Miller & Hanson Inc.**

**UCSF Mission Bay Hospital Complex
Helipad Project
March 31, 2008**

Major Topics

www.hmmh.com

- **Introduction to noise**
- **Noise measurement program**
- **Noise modeling**
- **Noise effects**
- **Conclusions**

Definition of Noise

- **Noise is unwanted sound**
 - Subjective
- **Sound is any pressure variation that the human ear can detect**
- **We evaluate sound, not noise**
 - Objective
- **Relate sound levels to:**
 - Compatibility
 - Annoyance
 - Interference

Noise Terminology/Descriptors

www.hmmh.com

- **The Decibel, dB**
- **Maximum Sound Level, L_{max}**
 - Loudest sound heard and measured during a noise event
- **Single-Event Noise Exposure Level, SENEL**
 - Total noise exposure of the noise event
 - Takes into account the loudness and duration of the event
- **Community Noise Equivalent Level, CNEL**
 - Total noise exposure during a 24-hour day
 - Accumulates all the SENEL's over 24 hours

Decibel Addition

- $100 \text{ dB} + 100 \text{ dB} =$

~~200 dB~~ 103 dB

- $100 \text{ dB} + 100 \text{ dB} + 100 \text{ dB} + 100 \text{ dB} =$

106 dB

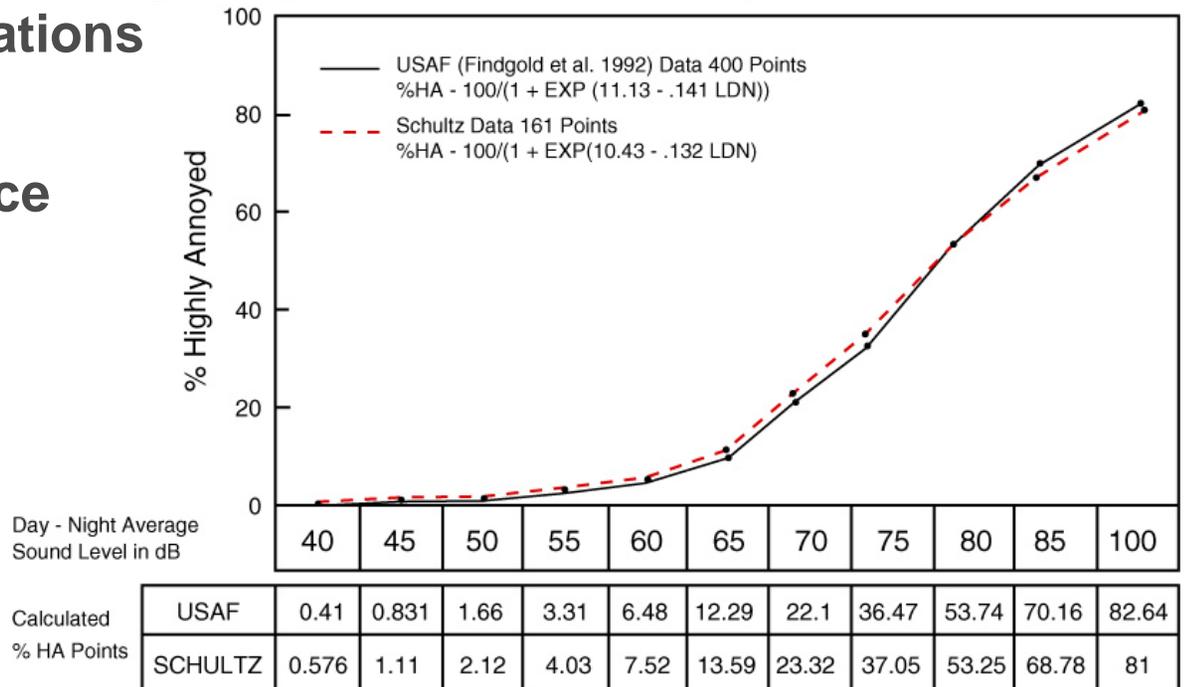
- $100 \text{ dB} + 100 \text{ dB} +$
 $100 \text{ dB} + 100 \text{ dB} + 100 \text{ dB} + 100 \text{ dB} =$

110 dB

Community Noise Equivalent Level (CNEL)

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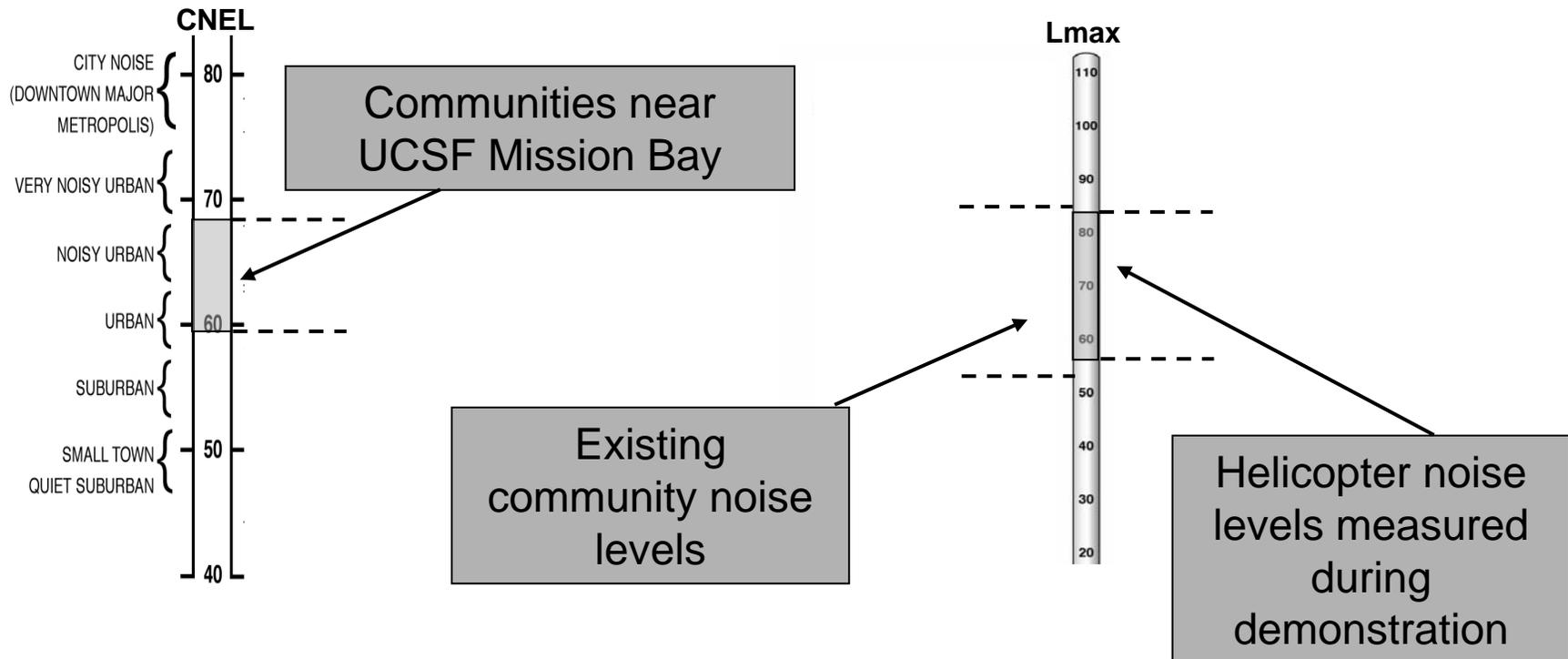
- Describes the **noise dose** for a 24-hour period
- Accounts for noise **event “noisiness”** (SENEL)
- Accounts for **number** of noise events
- Provides an additional weighting factor for evening (**3X**) and nighttime (**10X**) operations
- **Correlates well with community annoyance**
- **California State and Federal Standard**
- **EPA guidelines**



Noise Measurement Program - Objectives

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- Measure and characterize existing noise environment
- Measure range of noise levels for arriving and departing helicopter during UCSF demonstration flights



Noise Measurement Program

www.hmmh.com

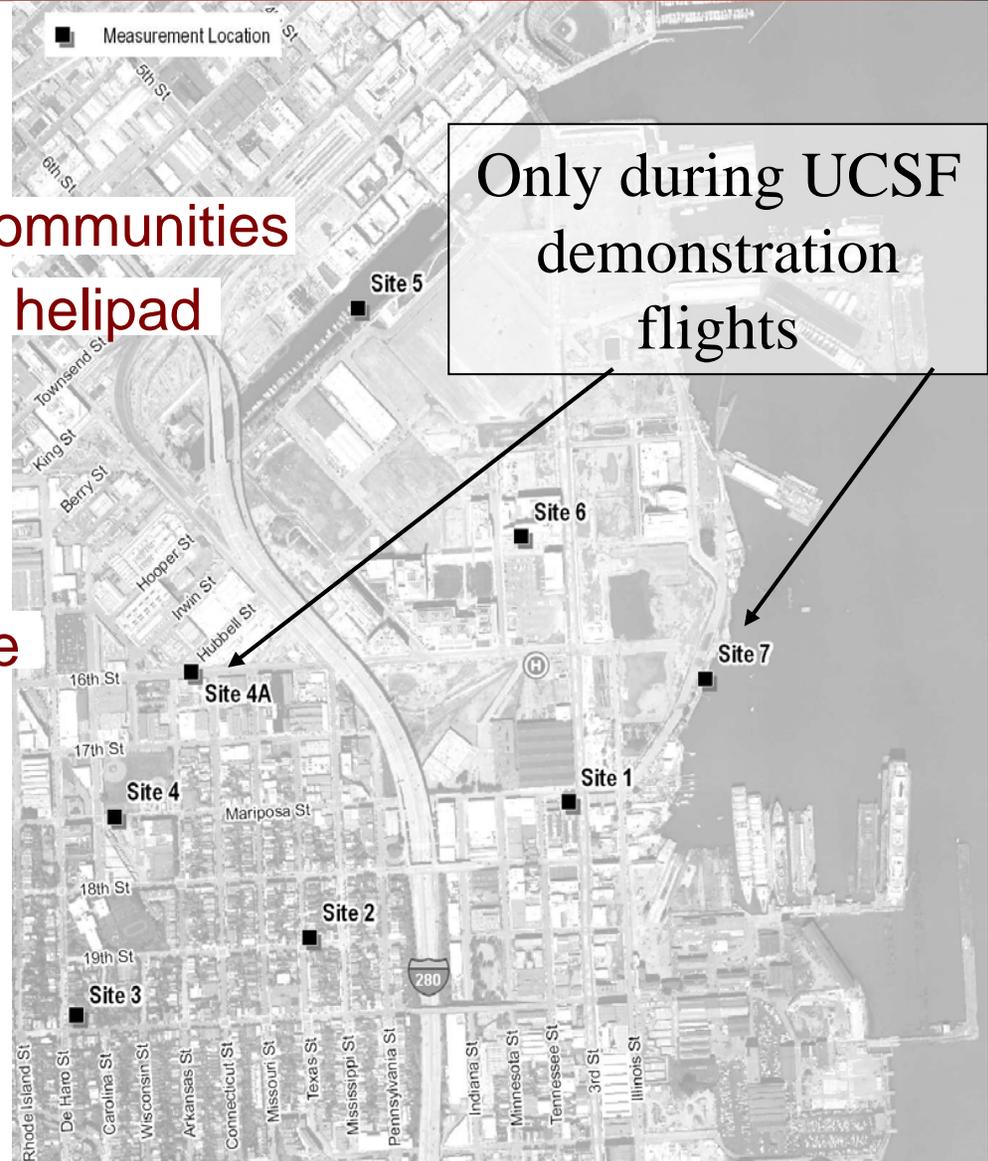
- **October 15-23, 2007**
 - Seven continuous and complete 24-hour days
- **Six community measurement sites**
- **Two measurement sites for UCSF helicopter demonstration only**
 - Under straight in and out flight paths
- **Obtained:**
 - 24-hour CNEL
 - Lmax and SENEL of noise events
 - A- and C-weighted

Noise Measurement Program – Site Selection

www.hmmh.com

■ Measurement Sites

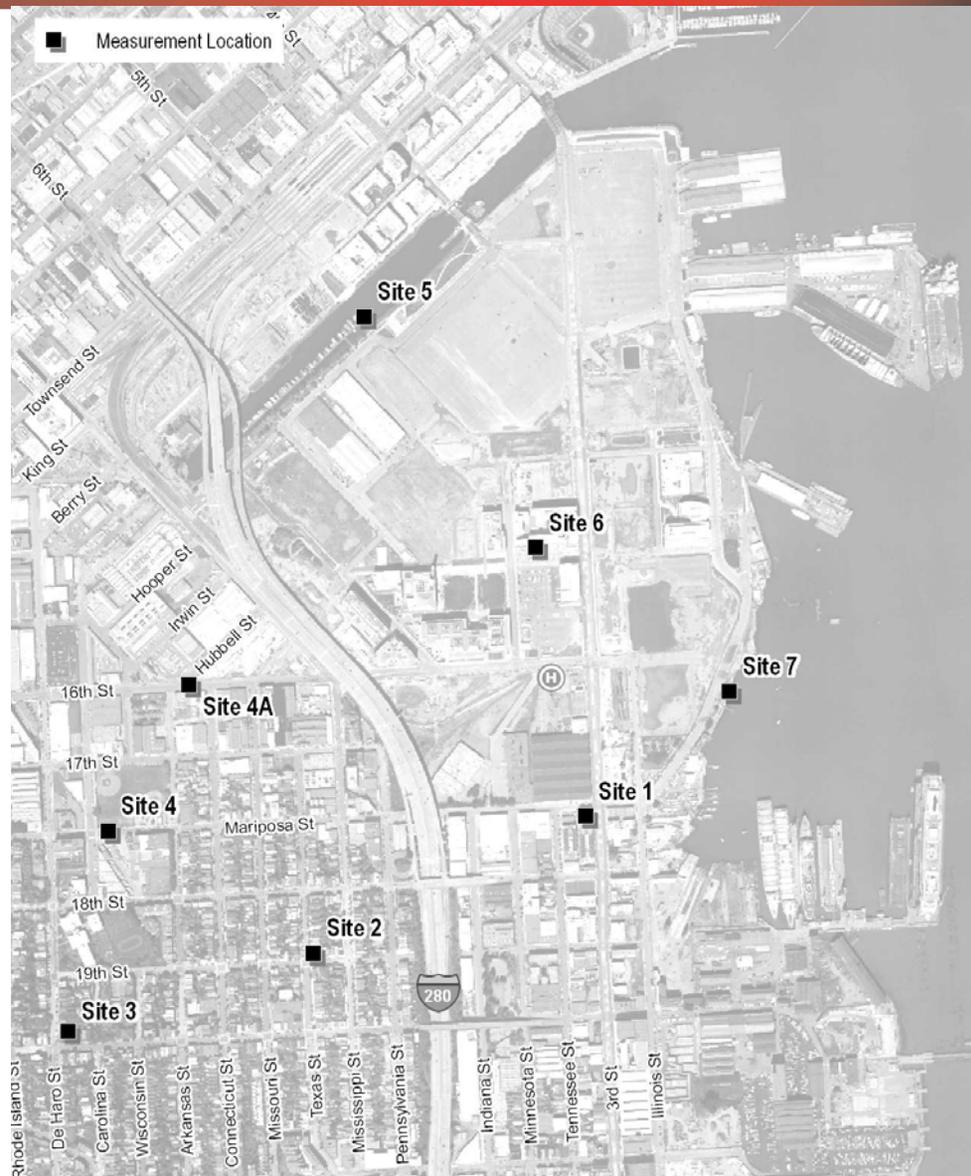
- Community Input
- Represent surrounding communities
- Relationship to proposed helipad
- Line-of-sight
- Security of equipment
- Access
- Limited noise interference



Noise Measurement Program – Site Selection

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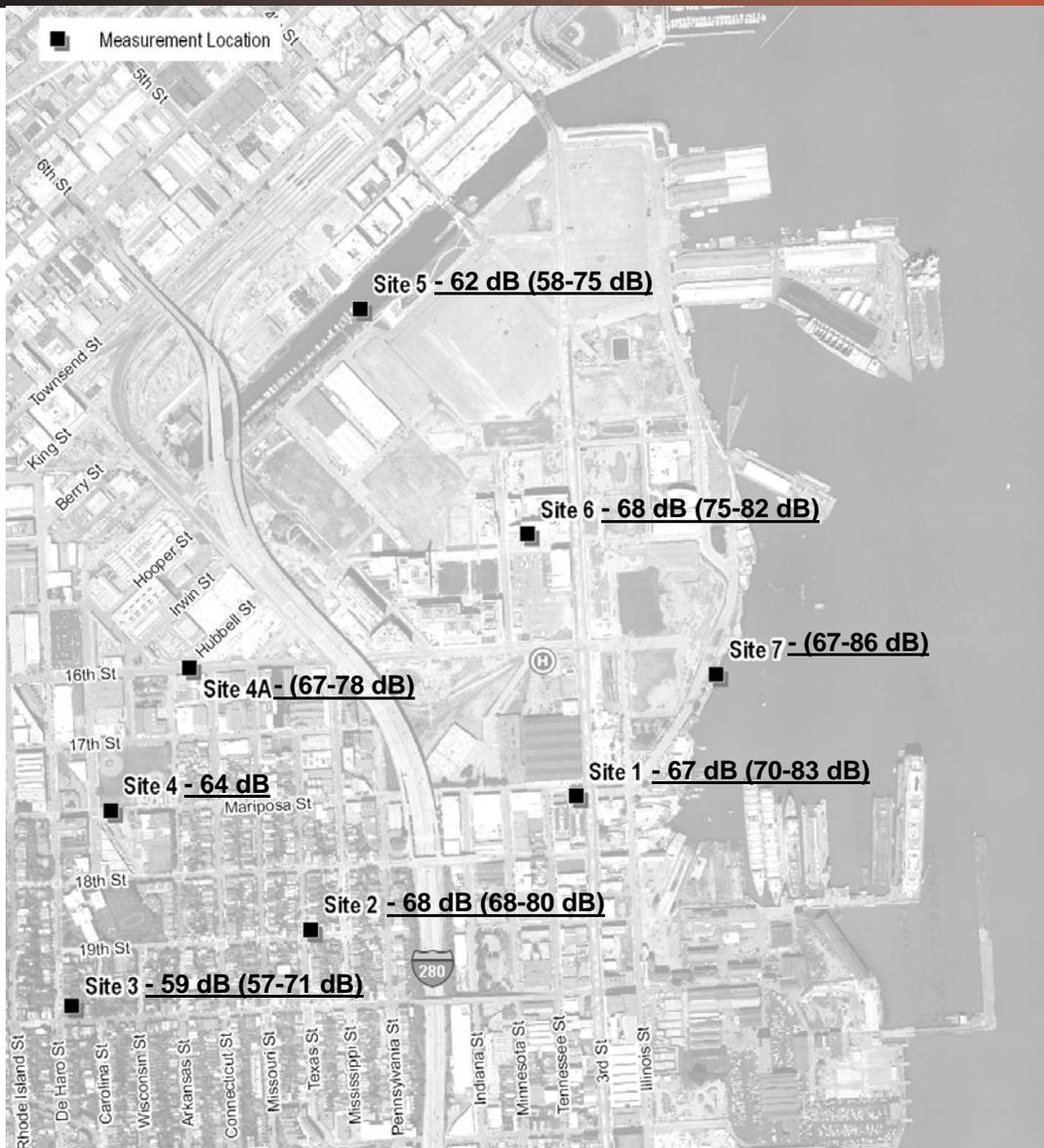
- **Site 1**
 - Mariposa & 3rd (roof)
- **Site 2**
 - 19th & Texas (rear deck)
- **Site 3**
 - DeHaro between 19th & 20th (rear deck)
- **Site 4**
 - Jackson Recreation Center (garden)
- **Site 5**
 - Marina Creek Harbor (dock)
- **Site 6**
 - UCSF housing (roof)



Noise Measurement Program

Community CNEL & Helicopter Demo Lmax

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Legend:
CNEL (Helicopter Lmax Range)

Helicopter Noise Modeling

- **Integrated Noise Model (INM) version 7.0**
 - FAA requires use of this model for civil aviation noise analyses
 - FAA requires modeling the annual-average day of operations to determine aircraft noise exposure
 - Annual operations ÷ 365 days = Annual-average day
- **UCSF modeled average and busy day with INM**
 - 1.4 transports represents the average day
 - 500 transports per year expected
 - 3 transports represents the busy day

Noise Modeling – Inputs

- **Modeling inputs obtained from UCSF**
- **Helipad location**
 - Three helipad locations modeled: Proposed, Site A and Site B
- **Operations (Arrivals and Departures)**
 - 2.8 helicopter operations on the average day
 - each transport is two operations (patient delivery and departure)
 - 6 helicopter operations on the busy day
- **Time of day of helicopter operations**
 - Daytime (7 a.m. to 7 p.m.) » 62%
 - Evening (7 p.m. to 10 p.m.) » 15%
 - Nighttime (10 p.m. to 7 a.m.) » 23%

Noise Modeling - Inputs

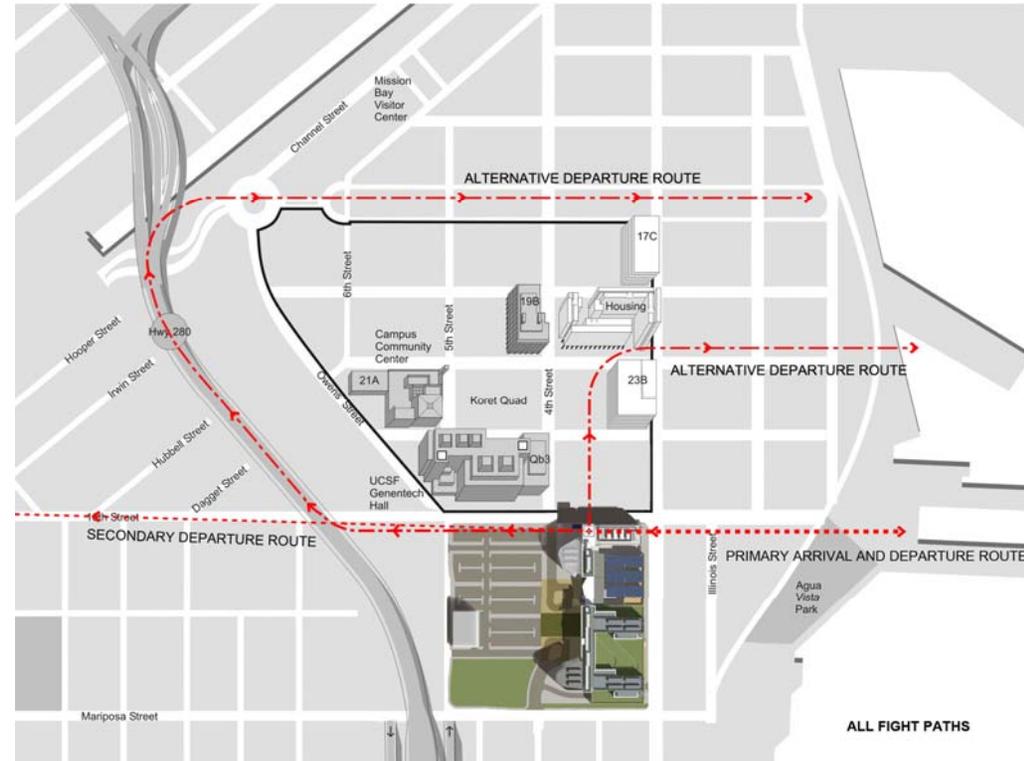
- UCSF helicopter types and percent use

Projected Helicopter Type	INM Type	Projected Percent Use
EC-135	EC130	30%
Agusta 109	A109	6%
EADS BO-105	BO105	4%
Bell 407	BO105	24%
Bell 429	BO105	14%
MD902	H500D	22%

Noise Modeling - Inputs

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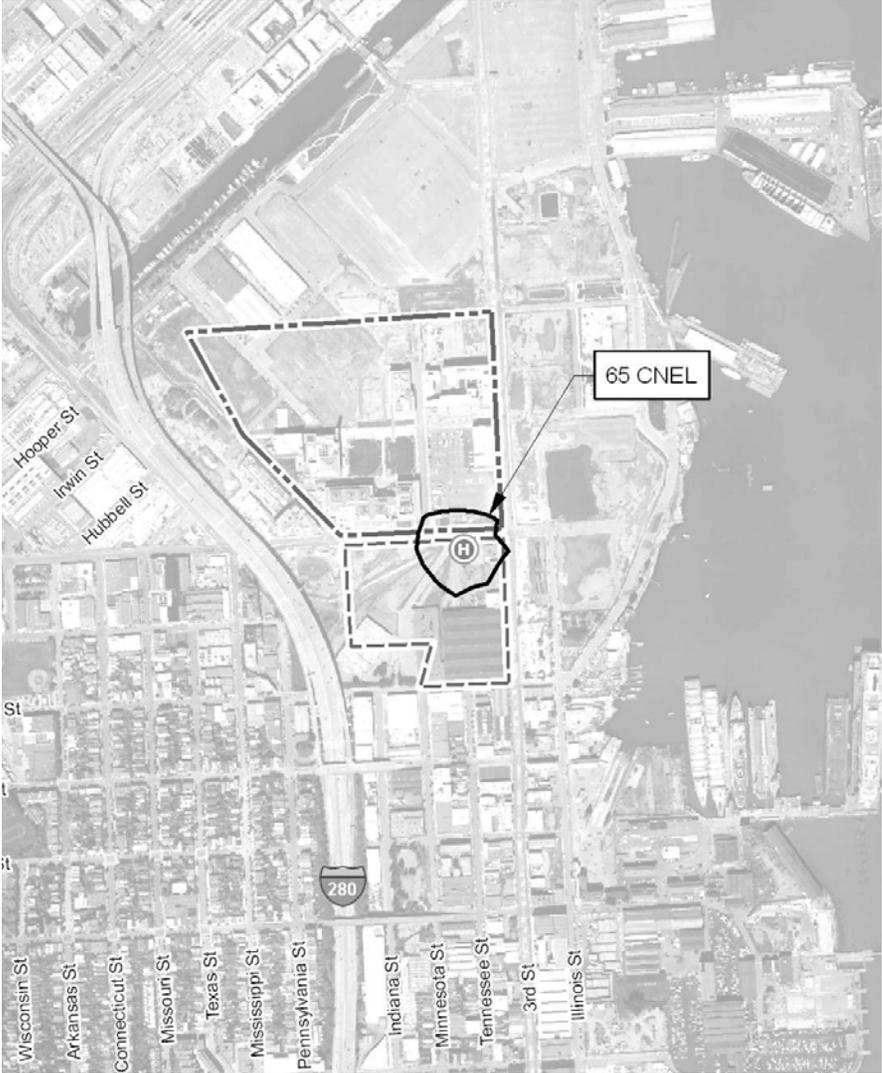
- **Flight paths**
 - Arrivals 100% from east
 - Departures
 - 90% to east
 - 1% to north
 - 8% west to I-280
 - 1% to west
- **Helicopter profiles**
 - INM provided guidance
 - Helicopter pilot input
 - Demonstration



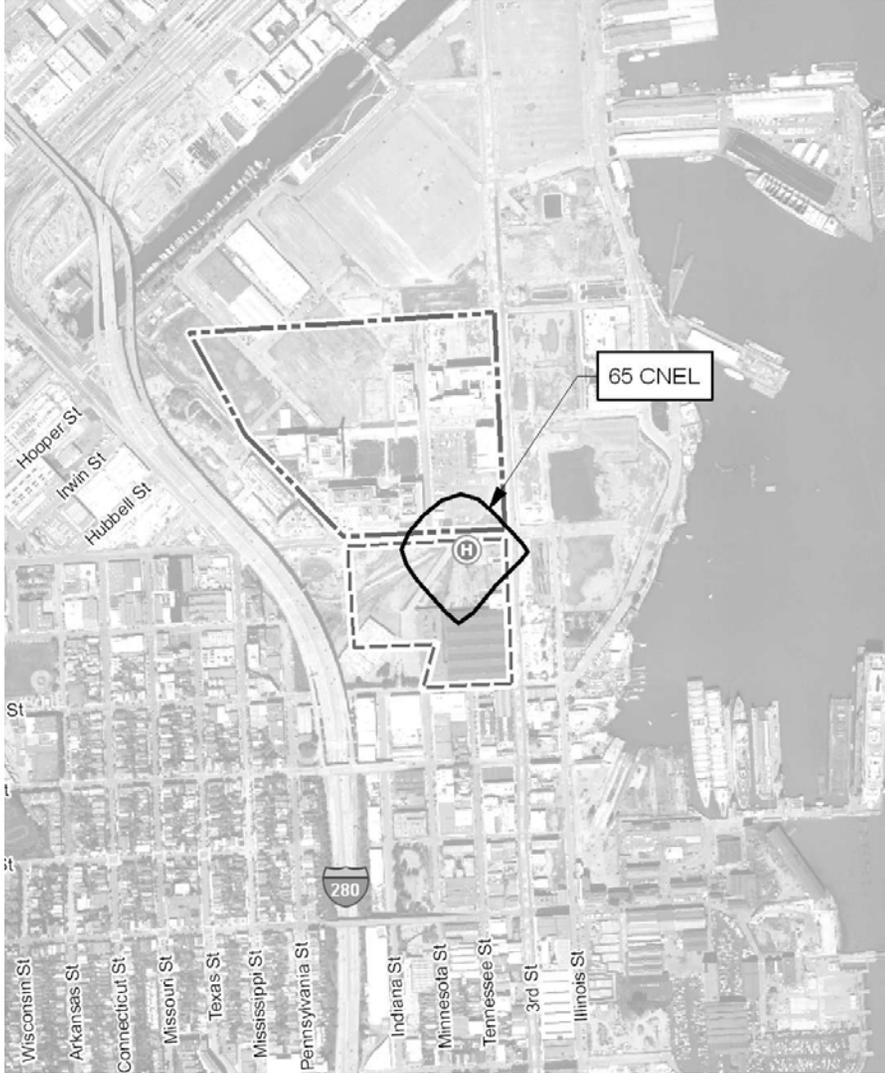
Noise Modeling Results

- **CNEL**
 - Compatibility
 - Basis for impact
 - Correlates to annoyance (noise effect)
- **SENEL**
 - Correlates to percent sleep awakenings (noise effect)
- **A-weighted Lmax**
 - Correlates to speech interference (noise effect)
- **C-weighted Lmax**
 - Compares to vibration threshold (vibration effect)

CNEL Contours



Average day CNEL



Busy day CNEL

CNEL Assessment on Existing Noise Environment

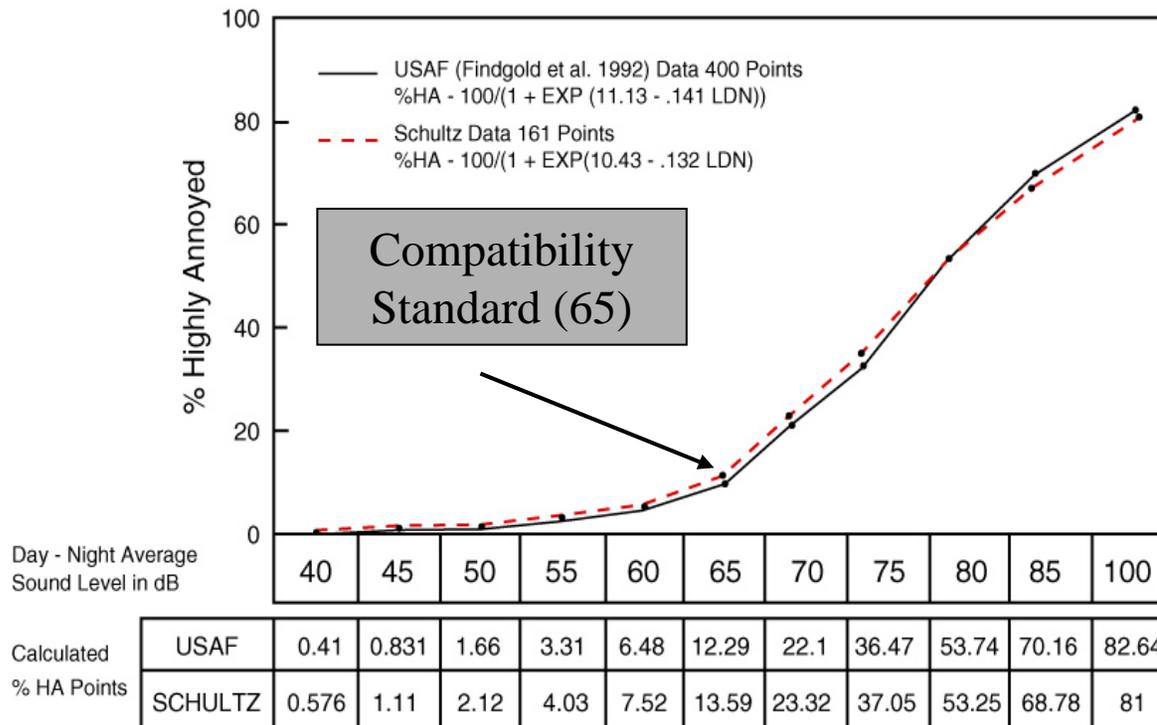
www.hmmh.com

Average Day of Helicopter Transports				
Site	Community Noise Equivalent Level (CNEL) in dB			
	Community	Helicopter	Total	Change
1 - Mariposa & Third	67.4	51.3	67.5	+0.1
2 - 19th & Texas	68.4	44.7	68.4	0
3 - De Haro	58.5	36.8	58.5	0
4 - Jackson Recreation Center	63.8	37.1	63.8	0
5 - Marina Creek Harbor	61.5	39.9	61.5	0
6 - UCSF Housing	67.6	51.0	67.7	+0.1

Busy Day of Helicopter Transports				
Site	Community Noise Equivalent Level (CNEL) in dB			
	Community	Helicopter	Total	Change
1 - Mariposa & Third	67.4	54.6	67.6	+0.2
2 - 19th & Texas	68.4	48.0	68.4	0
3 - De Haro	58.5	40.2	58.5	0
4 - Jackson Recreation Center	63.8	40.4	63.8	0
5 - Marina Creek Harbor	61.5	43.2	61.5	0
6 - UCSF Housing	67.6	54.3	67.8	+0.2

CNEL Assessment

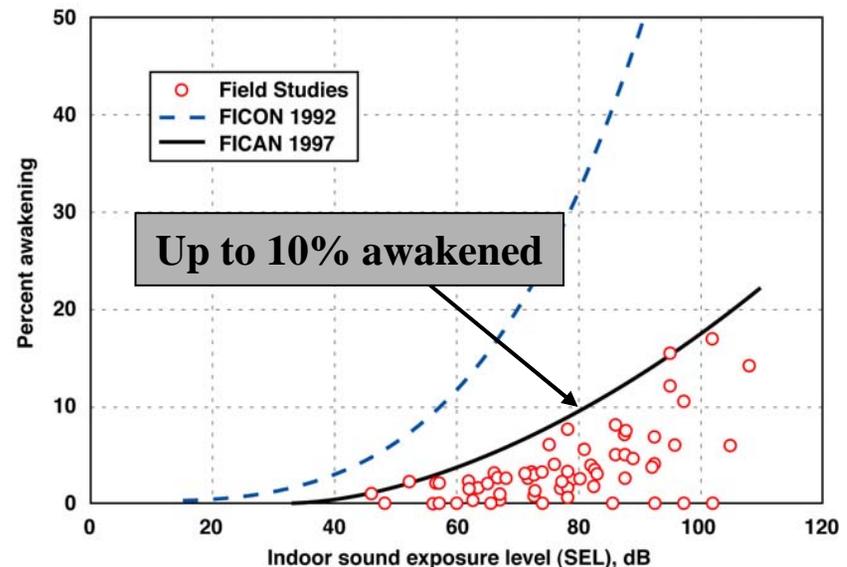
- No incompatible land uses
 - Except the hospital itself
 - Hospital to assure noise level reduction of at least 20 dB for hospital rooms within the 65 dB CNEL contour
 - Standard construction complies



Awakenings Assessment Background

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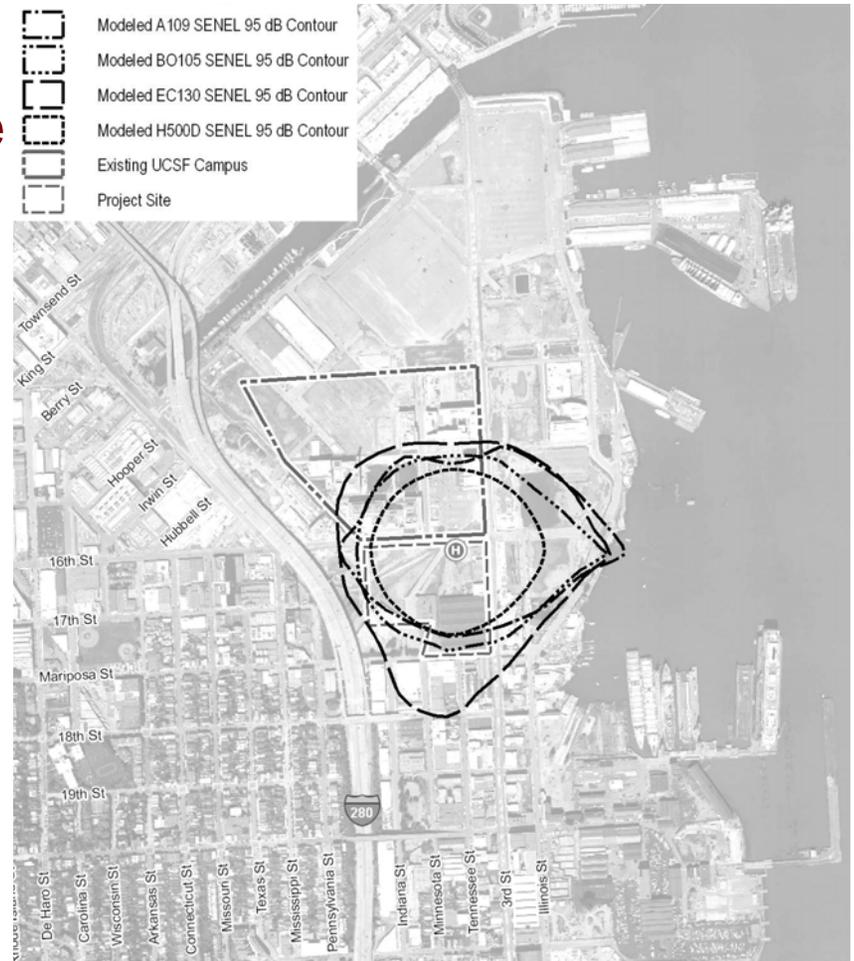
- FICAN curve suggests up to 10% of people will be awakened from a single noise event measuring 80 dB SENEL inside the bedroom
 - Conservative estimate of 15 dB noise level reduction from outside to inside the bedroom
 - 95 dB SENEL contours represent the area that up to 10% of the population (and greater) will be awakened from the single nighttime helicopter event



Awakenings Assessment

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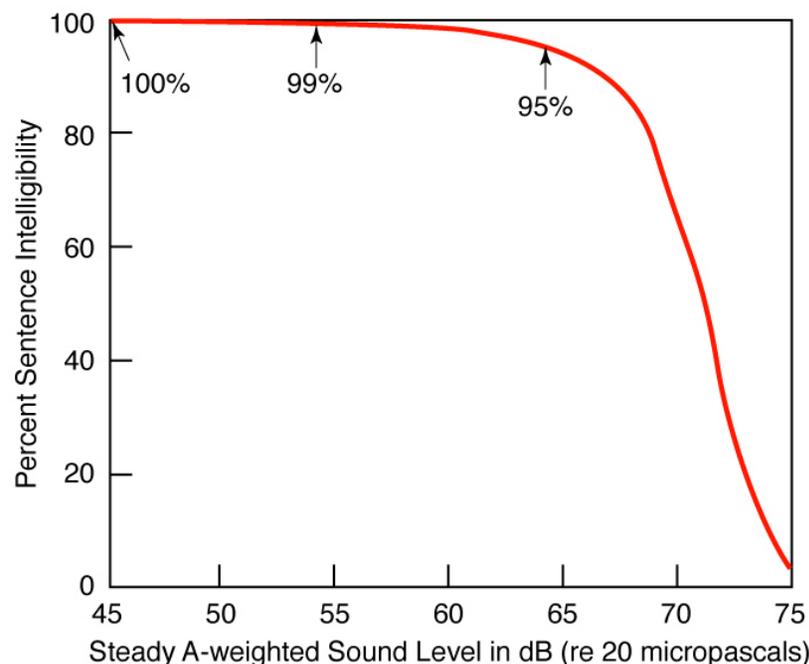
- Areas where outside the contour less than 10% of population expected to be awakened from a single transport
 - Each helicopter transport type modeled is represented



Speech Interference Assessment

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- The onset of speech interference occurs when continuous sound levels exceed 60 dB
 - Helicopters are not continuous
 - Lmax is conservative as most of the noise event is below the maximum sound level
- Conservative 15 dB Noise Level Reduction (NLR)
 - Outside to inside
- 75 dB Lmax Contours
 - Represents onset of indoor speech interference



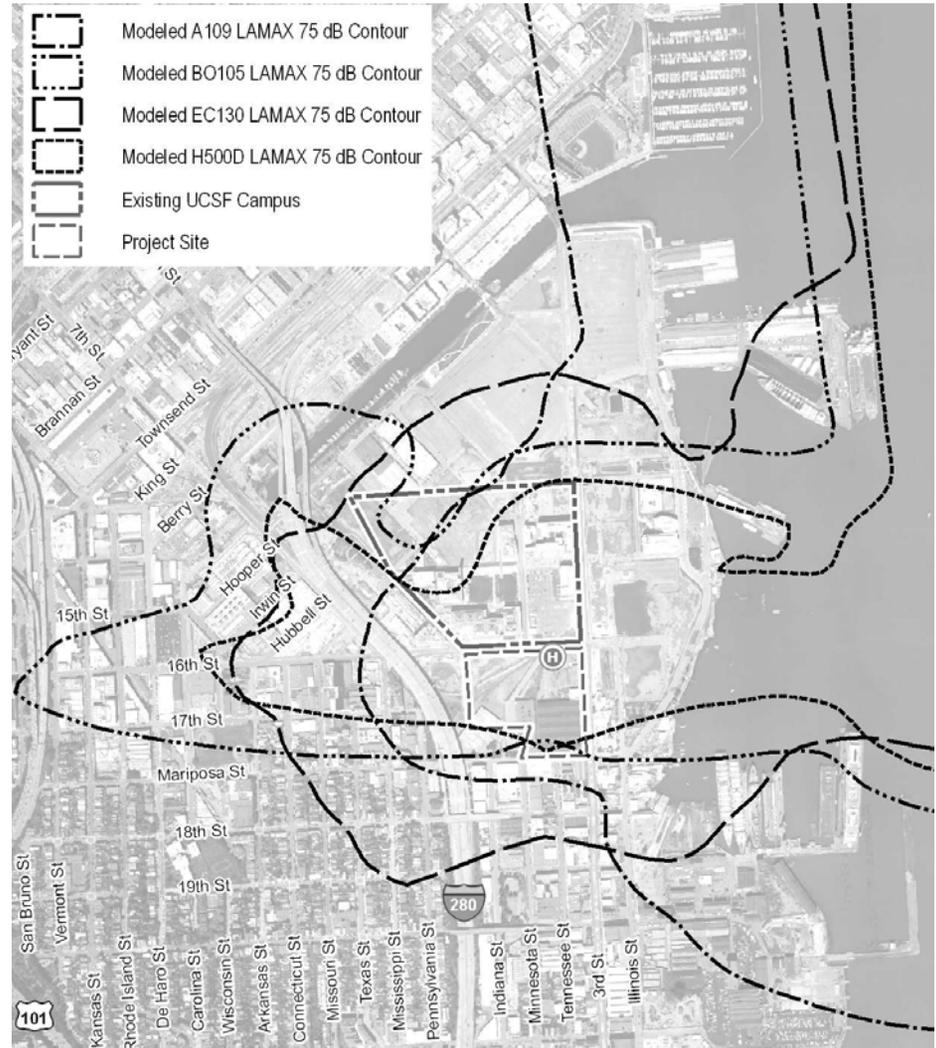
Note: Assumes 300 sabins absorption typical of living rooms and bedrooms and is valid for distances greater than one meter

Speech Interference Assessment

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■ Area showing onset of indoor speech interference

- Less than five minutes of speech interference on busy day
- Less than one minute per event
- Each helicopter transport type modeled is represented

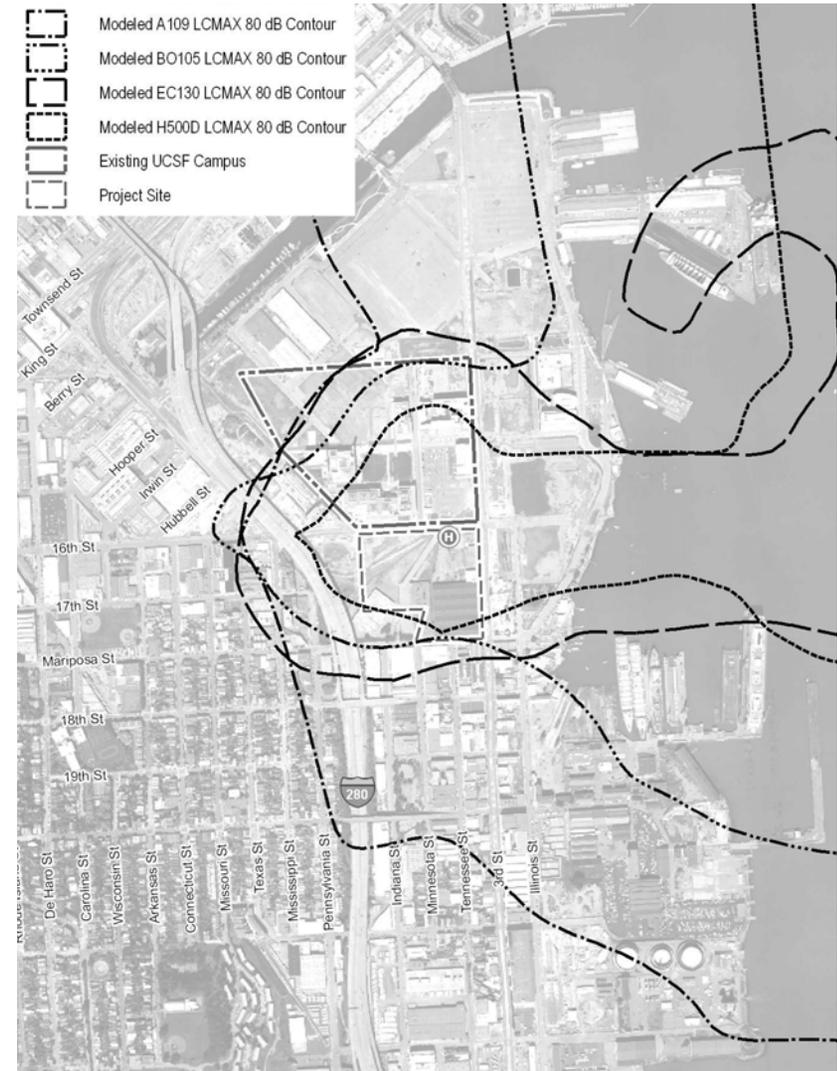


Vibration Assessment – C-weighted 80 dB (outside)

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■ Areas of potential sound induced vibration

- Less than five minutes of vibration on busy day
- Less than one minute per event
- Each helicopter transport type modeled is represented



Conclusions

- **Predominantly urban noise environment**
- **Helicopter flight demonstration sound levels compare to existing community noise sources**
- **24-hour community noise exposure unchanged by UCSF helicopter demonstration operations**
- **Helicopter operations will be heard and distinguished – similar to buses and trucks on the local roads**
- **The effects of the helicopter operations will be similar to the effects from the other noise sources**
 - **Potential for limited indoor speech interference**
 - **Potential for limited awakening from nighttime transports**

Conclusions

- **65 dB CNEL contour contained within UCSF Mission Bay Campus**
 - Helicopter operations compatible with surrounding land uses
 - No residential uses within the 65 dB CNEL contour
- **UCSF helicopter operations increase noise exposure less than 0.5 dB CNEL**
 - Less than significant

Conclusions

- **The potential effects:**
 - **Sleep disturbance**
 - Less than 10% of population from a single transport at night
 - **Indoor speech interruption**
 - Less than five minutes on busy day
 - Less than three minutes on average day
 - Less than one minute per event
 - **Sound induced vibration**
 - Less than five minutes on busy day
 - Less than three minutes on average day
 - Less than one minute per event
- **Potential effects from UCSF helicopter transports are comparable to the effects from existing community sources**

Recommendation

Implement UCSF Fly Quiet Program

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- **Fly Quiet Program recommendations:**
 - Use flight paths that arrive and depart over the Bay
 - Work with pilots to:
 - Determine optimum arrival and departure flight procedures with each helicopter type specific to the UCSF environment
 - Encourage transport providers to:
 - Replace aging fleet with quieter helicopters
 - Operate quieter helicopters at UCSF
 - Keep a log of helicopter transports
 - Transport provider
 - Helicopter type
 - Date and time of arrival and departure
 - Departure flight path

Thank You

