

# APPLE VALLEY AIRPORT



## MASTER PLAN INITIAL STUDY

OCTOBER 2012



**APPLE VALLEY AIRPORT**  
**County of San Bernardino, California**

**MASTER PLAN INITIAL STUDY**  
**For the Apple Valley Airport Master Plan Update**

**Prepared For:**  
**County of San Bernardino Department of Airports**

**Prepared By:**  
**Coffman Associates, Inc.**  
**4835 E. Cactus Road, Suite 235**  
**Scottsdale, AZ 85254**

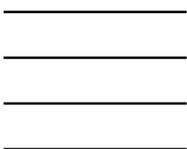
**October 2012**

# CONTENTS

## **APPLE VALLEY AIRPORT County of San Bernardino, California**

### **INITIAL STUDY For the Apple Valley Airport Master Plan Update**

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM .....	1
I. Aesthetics.....	9
II. Agriculture and Forestry Resources.....	10
III. Air Quality .....	11
IV. Biological Resources .....	16
V. Cultural Resources .....	22
VI. Geology and Soils.....	25
VII. Greenhouse Gases Emissions .....	27
VIII. Hazards and Hazardous Materials .....	29
IX. Hydrology and Water Quality .....	31
X. Land Use and Planning.....	33
XI. Mineral Resources .....	34
XII. Noise .....	35
XIII. Population and Housing.....	36
XIV. Public Services.....	37
XV. Recreation.....	38
XVI. Transportation/Traffic .....	39
XVII. Utilities and Service Systems .....	41
XVIII. Mandatory Findings of Significance.....	43
LIST OF PREPARERS .....	44
REFERENCES.....	44



## **FIGURES**

- 1 Project Area Overview ..... after page 2
- 2 2011 Master Plan Recommended Development Concept ..... after page 4
- 3 2011 Master Plan Landside Development Concept ..... after page 4
- 4 Development Staging..... after page 6
- 5 Vegetation Communities, Habitats, and Special-Status  
Species Observations ..... after page 18

## **ATTACHMENTS**

- 1 Project-Specific Mitigation Monitoring Plan

## **APPENDICES**

- A Air Quality Input Assumptions
- B Habitat Assessment Report
- C Cultural Resources Survey Report and Native American Consultation
- D Noise and Compatibility Land Use

**COUNTY OF SAN BERNARDINO**  
**INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

---

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

**PROJECT LABEL:**

<b>APNs:</b>	See Figure 1
<b>APPLICANT:</b>	County of San Bernardino Department of Airports 777 E. Rialto Avenue San Bernardino, CA 92415-0831
<b>PROPOSAL:</b>	Apple Valley Airport Master Plan Update
<b>COMMUNITY:</b>	Apple Valley, California
<b>LOCATION:</b>	21600 Corwin Road, Apple Valley, CA 92307
<b>PROJECT NAME:</b>	Apple Valley Airport Master Plan Update
<b>PROPOSAL:</b>	The proposed <i>Airport Master Plan Update</i> includes a number of airport improvements for both airside and landside development. These improvements are conceptual only in design and will be phased over the 20-year planning period of the plan or longer dependent upon demand and funding.

**USGS** Apple Valley North, California  
**Quad:** Quadrangle

**T, R, Section:** T06N,R03W, sections 22, 27, 28, 33, and 34

**Zoning:** North Apple Valley Industrial Specific Plan (Town of Apple Valley)

**Overlays:** Airport Overlay District A-1 and A-2 (Town of Apple Valley)

**PROJECT CONTACT INFORMATION:**

**Lead agency:** County of San Bernardino Department of Airports  
777 E. Rialto Avenue  
San Bernardino, CA 92415-0831

**Contact person:** *Carrie Hyke, AICP, District Planner*  
**Phone No:** (909) 387-5530  
**E-mail:** Carrie.Hyke@sdd.sbcounty.gov

**Project Sponsor:** County of San Bernardino Department of Airports  
777 E. Rialto Avenue  
San Bernardino, CA 92415-0831

**ENVIRONMENTAL REVIEW OF THE PROJECT:**

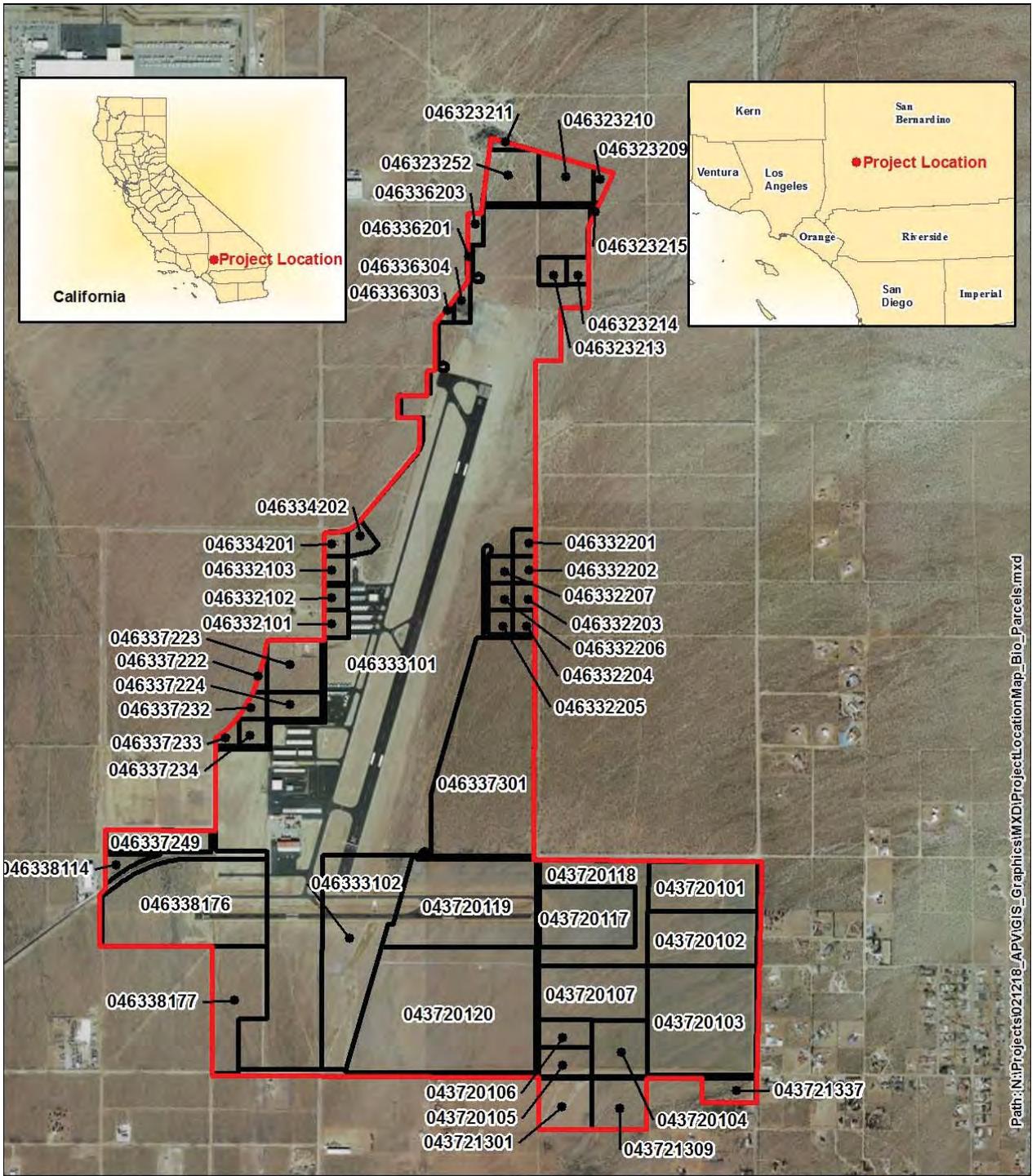
The purpose of this Initial Study (IS) is to evaluate the potential environmental effects of the proposed *Airport Master Plan* update for the Apple Valley Airport. This document is being provided as part of the *California Environmental Quality Act* (CEQA) documentation for the County of San Bernardino's consideration. The County of San Bernardino is the Lead Agency for this project in accordance with CEQA and the State CEQA Guidelines. Discretionary actions required by the County for project implementation include certification of the project's compliance with CEQA.

Based on analysis undertaken to fill out the checklist, the proposed *Airport Master Plan* is not expected to result in any environmental impacts that could not be mitigated to a less-than-significant level through project design or implementation of existing federal, state, or county regulations or standards. Based on this determination, the County of San Bernardino is proposing to adopt a Mitigated Negative Declaration for the proposed project. This IS document suffices to fulfill the environmental review requirements for approvals by the County of San Bernardino and other agencies under CEQA and County of San Bernardino CEQA Guidelines.

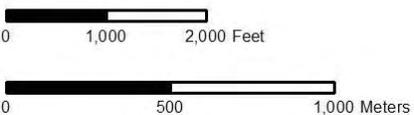
**PROJECT DESCRIPTION:**

On December 19, 1966, a resolution was passed by the County of San Bernardino Board of Supervisors to establish County Service Area (CSA) No.60 to fund the development of a new airport in Apple Valley. In 1969, 410 acres were acquired for the new site and construction began. The Apple Valley Airport (APV) was officially opened on January 1, 1970. Today the airport serves as a general aviation airport to the local community as well as the Victor Valley region. Situated on approximately 800 acres, Apple Valley Airport features two asphalt runways: primary Runway 18-36 (6,498' by 150') and crosswind Runway 8-26 (4,099' by 60'). Apple Valley Airport is located approximately three miles north of the center of and within the Town limits of the Town of Apple Valley.

The County of San Bernardino, California is currently preparing an Airport Master Plan Update for the Apple Valley Airport. The purpose of the *Apple Valley Airport Master Plan Update* is to develop a financially feasible, long term development program that will satisfy aviation demand as summarized in **Table 1** and be compatible with area development, other transportation modes, and the environment. The Airport Master Plan Update is a conceptual, demand based plan. Not all of the intermediate to long range improvements contained within the plan will necessarily be undertaken in the specific manner described and depicted.



Path: N:\Projects\021218\_APV\GIS\_Graphics\MXD\ProjectLocationMap\_Bio\_Parcels.mxd



Project Area  
 Parcels

USGS 7.5' Topographic Quadrangle  
 Apple Valley North, CA 1970 (Photo revised 1993)  
 Township 06N, Range 03W,  
 Sections 22, 27, 28, 33, and 34

Source: SWCA Environmental Consultants 2012



Figure 1  
PROJECT AREA OVERVIEW

**TABLE 1**  
**Aviation Demand Forecasts**

	2009	2015	2020	2030
<b>General Aviation Operations</b>				
Local Operations	30,933	32,200	35,400	43,000
Itinerant Operations	<u>15,467</u>	<u>16,000</u>	<u>17,600</u>	<u>21,400</u>
<b>TOTAL OPERATIONS</b>	46,400	48,200	53,000	64,400
<b>TOTAL BASED AIRCRAFT</b>	<b>148</b>	<b>155</b>	<b>175</b>	<b>225</b>

Source: Apple Valley Airport Master Plan Update, 2011

Because the projects planned for the airport may be eligible to receive federal funding from the Federal Aviation Administration (FAA), improvements planned for Apple Valley Airport, as depicted on the Airport Layout Plan (ALP), will require compliance with the *National Environmental Policy Act (NEPA) of 1969*, as amended. For projects not “categorically excluded” under FAA Orders 1050.1E, Environmental Policies and Procedures and 5050.4A, Airport Environmental Handbook, compliance with NEPA is generally satisfied with the preparation of an Environmental Assessment (EA).

This Initial Study Checklist Form was prepared to address the potential environmental impacts associated with the implementation of the recommendations of the Airport Master Plan for the Apple Valley Airport.

The Airport Master Plan Update is an update to the *1992 Apple Valley Airport Master Plan* and proposes a number of potential physical improvements (depicted on **Figures 2 and 3**) that will be undertaken as aviation demand warrants. The improvements listed below are conceptual only and will be phased over the 20-year planning period of the plan.

- Extension of Runway 18-36 from 6,498 feet to 6,900 feet
- Removal of 600 feet of Runway 36 displaced threshold pavement and Taxiway B2 pavement to improve overall operational safety of the airfield
- Extension of Runway 8-26 from 4,099 feet to 4,700 feet
- Property acquisition to protect runway approaches and to allow for future airfield and landside development
- Reserve land for aviation use revenue support developments
- Construction of additional hangar facilities, aircraft parking apron, and aircraft wash rack

The following sections describe the proposed improvements in greater detail.

#### Airside Development Concept

The updated Master Plan focuses on meeting FAA design and safety standards as described in FAA Advisory Circular (AC) 150/5300-13 *Airport Design*. Runway 18-36, as the airport’s primary runway, is currently utilized by business jet and turboprop aircraft and should be planned to accommodate increased usage by small and medium size business jets. To better serve the faster business jets in the national active aircraft fleet that are expected to utilize Apple Valley Airport in the future, it is recommended the runway be planned to an ultimate

runway length of 6,900 feet. To accommodate the extension and to reduce incursion potential at the south end of the airport, it is recommended that the active runway behind the current Runway 36 displaced threshold be removed, and the pavement length be replaced at the north end of the runway. This results in a 600-foot shift of the runway to the north. An additional 402 feet of pavement is recommended to achieve 6,900 feet of runway length. Runway 18 is planned for improved instrument approach capabilities with the implementation of an approach procedure with vertical guidance (APV) with approach minimums down to  $\frac{3}{4}$ -mile visibility. In support of this approach, a medium intensity approach light system (MALS) is planned north of the runway threshold.

Runway 8-26 is planned to be maintained for use by primarily small single engine and multi-engine piston aircraft during periods of high crosswinds. An ultimate extension to 4,700 feet would provide the FAA recommended design length for 95 percent of small airplanes. The extension is planned to the east, maintaining the runway protection zone (RPZ) within existing airport property. Medium intensity runway lighting (MIRL) is planned for Runway 8-26 to make it available for use during nighttime hours. This will also require the placement of obstruction lights on the mountains to the east of the runway.

The Master Plan recommends removing the westernmost acute-angled exit (Taxiway B2) from Runway 8-26 to reduce the potential for runway incursions. This exit is located within the Runway 36 RPZ as well as the Runway 18-36 runway safety area (RSA) and object free area (OFA). A new right-angled exit from Runway 8-26 is planned west of the intersection outside of the RPZ, RSA, and OFA to replace the acute-angled exit. This will help avoid inadvertent taxiing into an active runway area.

A total of approximately 165 acres of land is proposed to be acquired via fee simple acquisition to allow for the extension of Runway 18-36 and the protection of the approach into Runway 18, as well as for the future expansion of landside and drainage facilities.

### Landside Development Concept

Landside facilities planned to accommodate locally based and transient users of the airport include the expansion of the terminal building and aircraft parking aprons, construction of an aircraft wash rack, aircraft storage hangar development, new aboveground fuel storage facilities, and the reservation of land to be leased for revenue support. A site has also been designated for the development of a new airport maintenance yard and equipment yard. Each of the planned landside facilities will only be constructed based upon when user demand calls for its development.

Consideration was also given to the future vicinity roadway network outlined in the *Apple Valley General Plan*. The construction of the High Desert Corridor, planned to pass within close proximity to the airport, would improve regional access to the airport while also cutting off Corwin Road, the airport's primary access point. Should these improvements occur, the master plan calls for a new entrance alignment by improving and extending Ticonderoga Road east to the terminal parking lot. Fresno Road and Navajo Road would then ultimately become the primary off-airport access routes to the west side of the airport.

The proposed project includes a Capital Improvement Program (CIP) (*Airport Master Plan Update*, Chapter 6) that identifies the phasing of the proposed demand-based improvements and development of the Airport.

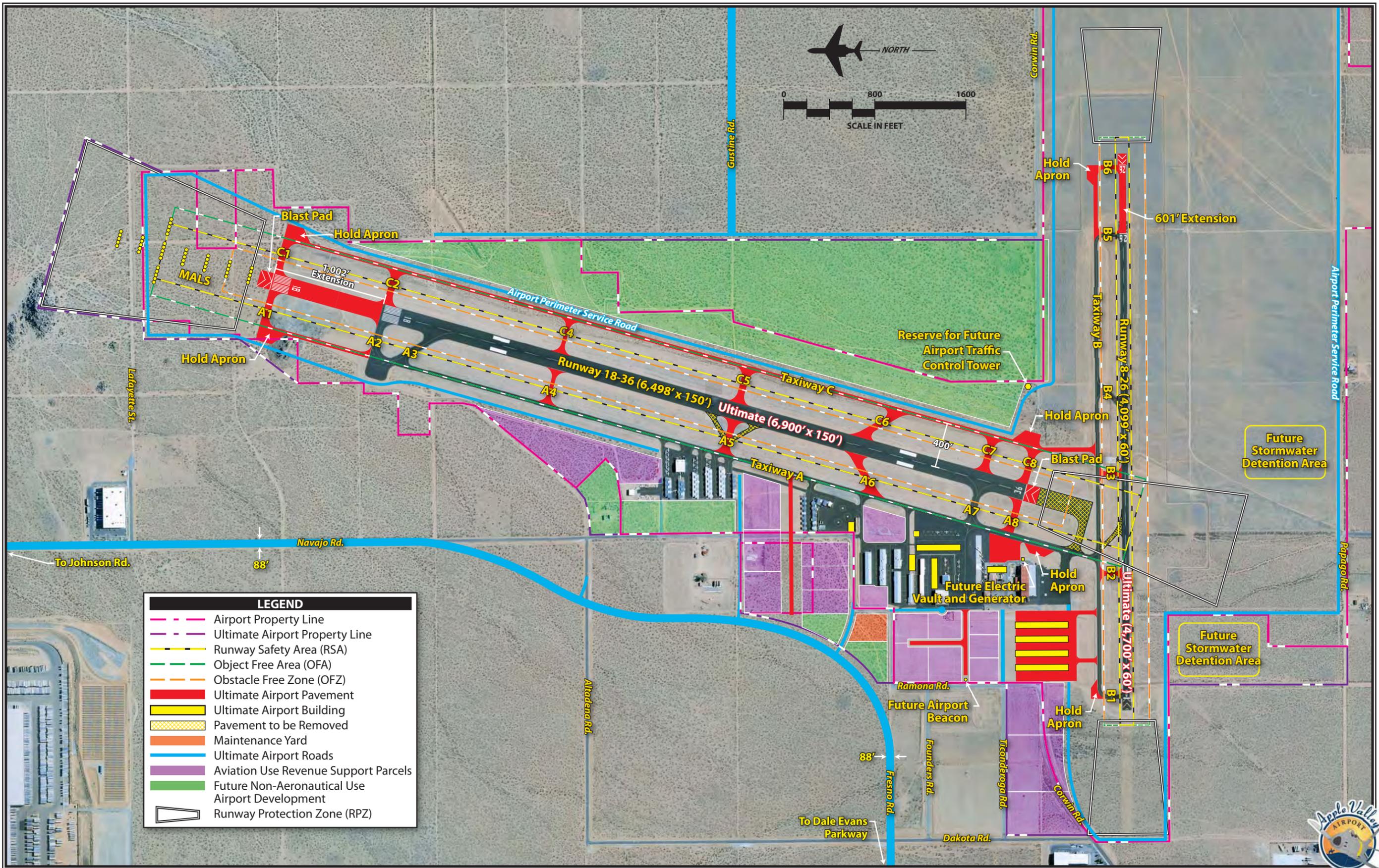


Figure 2  
2011 MASTER PLAN RECOMMENDED  
DEVELOPMENT CONCEPT



09MIP09-3-7/26/12

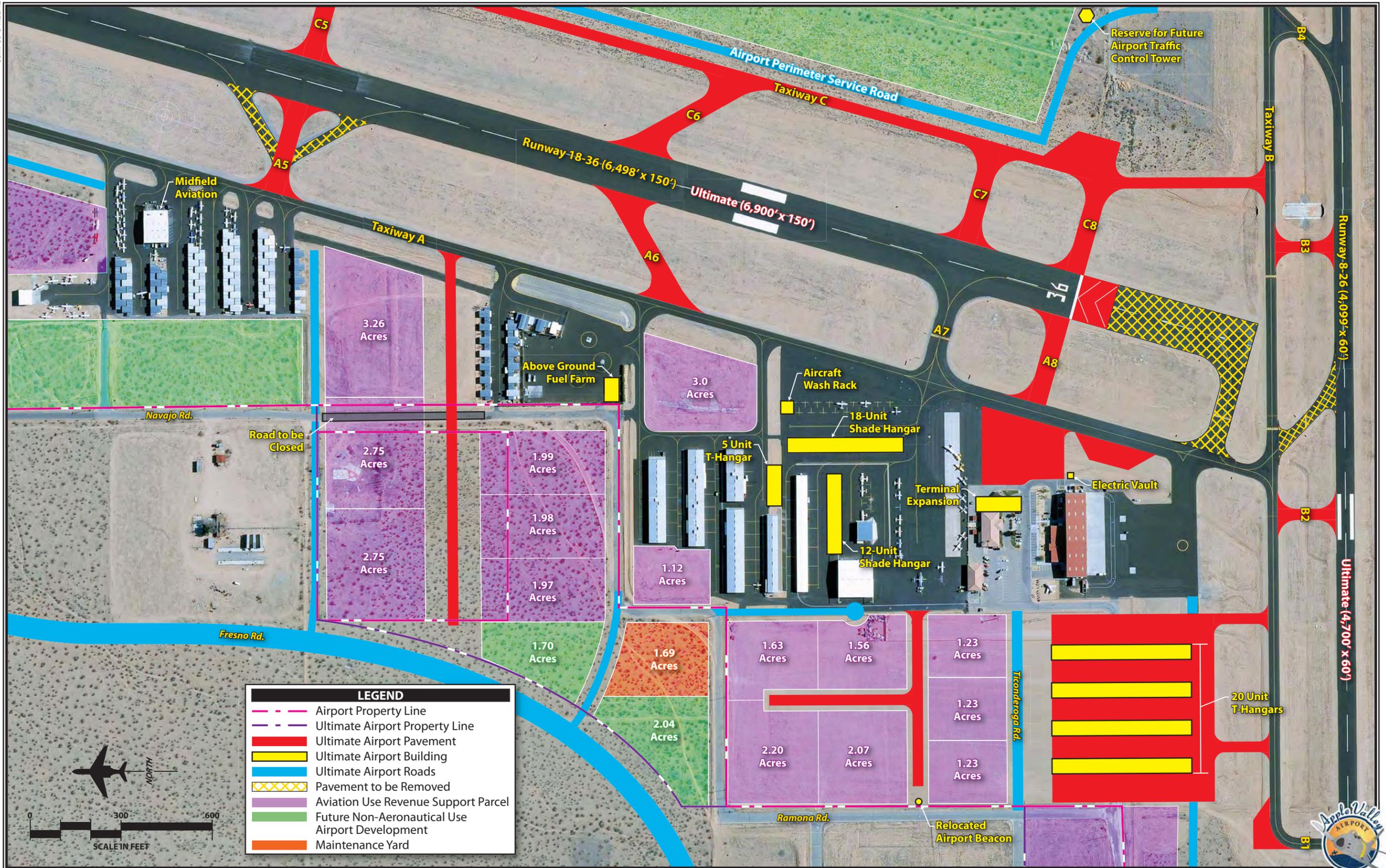


Figure 3  
2011 MASTER PLAN LANDSIDE  
DEVELOPMENT CONCEPT

**Figure 4** identifies the location of demand-based development projects planned for the planning period of the master plan (20 years).

**ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

**Surrounding Land Uses**

Land to the north and west of the airport is primarily undeveloped. Low density residential development is located to the south and east of the airport, with more densely populated areas located farther south. The Town of Apple Valley has adopted an Airport Overlay District to ensure that only compatible land uses are developed within the airport vicinity and to encourage compatible future development in the areas surrounding the airport. **Table 2** shows the general land use and zoning designations for the project site and the surrounding area.

**Table 2**  
Existing Land Use and Land Use Zoning Districts

Location	Existing Land Use	Land Use Zoning District
<b>Site</b>	<b>Airport</b>	<b>Airport Development</b>
North	Undeveloped/Commercial	Town of Apple Valley: North Apple Valley Industrial Specific Plan (SP)
South	Low Density Residential	Town of Apple Valley: North Apple Valley Industrial Specific Plan (SP), Equestrian Residential (R-EQ), Planned Industrial (I-P), Single Family Residential (R-SF), General Commercial (C-G)
East	Low Density Residential	Town of Apple Valley: Planned Industrial (I-P); County of San Bernardino: Rural Living (RL)
West	Undeveloped	Town of Apple Valley: North Apple Valley Industrial Specific Plan (SP), Multi-family Residential (R-M), Open Space Conservation (OS-C), Low Density Residential (R-LD), General Commercial (C-G), Office Professional (O-P), Single Family Residential (R-SF)

Source: Town of Apple Valley Zoning Map, Amended January 11, 2011; County of San Bernardino Land Use Services, Regional Zoning Map EH31A

**EVALUATION FORMAT**

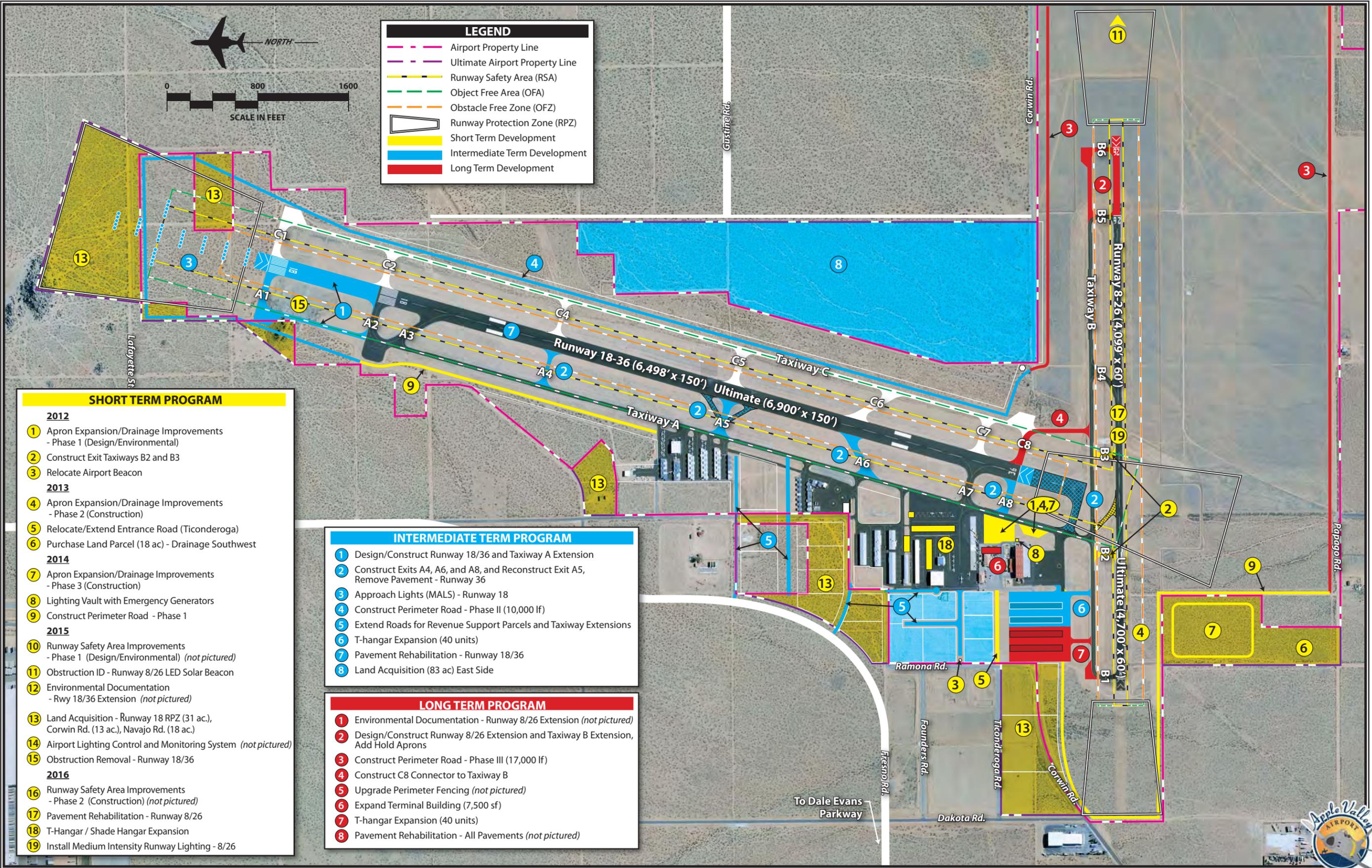
This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
--------------------------------	----------------------------------------------------	-----------------------	-----------

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors:

1. **No Impact:** No impacts are identified or anticipated and therefore, no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated and therefore, no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are identified under each topical section.
4. **Potentially Significant Impact:** Potentially significant adverse impacts have been identified or are anticipated.. An Environmental Impact Report (EIR) is required to evaluate these impacts and the impacts requiring analysis within the EIR are listed.

At the end of the analysis, the required mitigation measures are categorized within a Mitigation Monitoring Plan (**Attachment 1**).



**LEGEND**

- Airport Property Line
- Ultimate Airport Property Line
- Runway Safety Area (RSA)
- Object Free Area (OFA)
- Obstacle Free Zone (OFZ)
- Runway Protection Zone (RPZ)
- Short Term Development
- Intermediate Term Development
- Long Term Development

**SCALE IN FEET**

0 800 1600

NORTH

**SHORT TERM PROGRAM**

**2012**

- 1 Apron Expansion/Drainage Improvements - Phase 1 (Design/Environmental)
- 2 Construct Exit Taxiways B2 and B3
- 3 Relocate Airport Beacon

**2013**

- 4 Apron Expansion/Drainage Improvements - Phase 2 (Construction)
- 5 Relocate/Extend Entrance Road (Ticonderoga)
- 6 Purchase Land Parcel (18 ac) - Drainage Southwest

**2014**

- 7 Apron Expansion/Drainage Improvements - Phase 3 (Construction)
- 8 Lighting Vault with Emergency Generators
- 9 Construct Perimeter Road - Phase 1

**2015**

- 10 Runway Safety Area Improvements - Phase 1 (Design/Environmental) (not pictured)
- 11 Obstruction ID - Runway 8/26 LED Solar Beacon
- 12 Environmental Documentation - Rwy 18/36 Extension (not pictured)
- 13 Land Acquisition - Runway 18 RPZ (31 ac.), Corwin Rd. (13 ac.), Navajo Rd. (18 ac.)
- 14 Airport Lighting Control and Monitoring System (not pictured)
- 15 Obstruction Removal - Runway 18/36

**2016**

- 16 Runway Safety Area Improvements - Phase 2 (Construction) (not pictured)
- 17 Pavement Rehabilitation - Runway 8/26
- 18 T-Hangar / Shade Hangar Expansion
- 19 Install Medium Intensity Runway Lighting - 8/26

**INTERMEDIATE TERM PROGRAM**

- 1 Design/Construct Runway 18/36 and Taxiway A Extension
- 2 Construct Exits A4, A6, and A8, and Reconstruct Exit A5, Remove Pavement - Runway 36
- 3 Approach Lights (MALS) - Runway 18
- 4 Construct Perimeter Road - Phase II (10,000 lf)
- 5 Extend Roads for Revenue Support Parcels and Taxiway Extensions
- 6 T-hangar Expansion (40 units)
- 7 Pavement Rehabilitation - Runway 18/36
- 8 Land Acquisition (83 ac) East Side

**LONG TERM PROGRAM**

- 1 Environmental Documentation - Runway 8/26 Extension (not pictured)
- 2 Design/Construct Runway 8/26 Extension and Taxiway B Extension, Add Hold Aprons
- 3 Construct Perimeter Road - Phase III (17,000 lf)
- 4 Construct C8 Connector to Taxiway B
- 5 Upgrade Perimeter Fencing (not pictured)
- 6 Expand Terminal Building (7,500 sf)
- 7 T-hangar Expansion (40 units)
- 8 Pavement Rehabilitation - All Pavements (not pictured)

Figure 4  
DEVELOPMENT STAGING



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

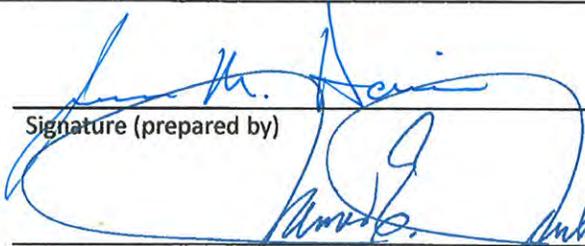
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

**DETERMINATION:**

On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
 \_\_\_\_\_  
 Signature (prepared by)

10/1/12  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 Signature: James E. Jenkins, Director  
 Department of Airports, County of San Bernardino

Oct. 1, 2012  
 \_\_\_\_\_  
 Date