

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM

The following pages contain the Environmental Checklist Form (Form) for the proposed project. The Form is marked with findings as to the environmental effects of the project. A checked box (■) in column 1 requires preparation of additional environmental analysis in the form of an EIR.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the County of Riverside with the factual basis for determining, based on the information available, the form of environmental documentation the project warrants. The basis for each of the findings listed in the attached Form is explained in the Explanation of Checklist Responses that following the checklist.

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Hemet-Ryan Airport Master Plan
2. **Lead Agency Name and Address:** County of Riverside
Economic Development Agency
5555 Arlington Avenue
Riverside, California 92404
3. **Contact Person:** Keith Downs
4. **Project Location:** Hemet-Ryan Airport
4200 Waldon Weaver Road
Hemet, California 92545

The project is located at Hemet-Ryan Airport, in the City of Hemet, in Riverside County. The regional location and project vicinity is shown in Figure 1.

5. **Project Applicant:** County of Riverside, Economic Development Agency, Aviation Division
6. **Existing and Proposed General Plan Designations:** Industrial/no proposed change
7. **Existing and Proposed Zoning:** M-2 (Heavy Manufacturing)/no proposed change
8. **Project Description:** The proposed project consists of changes to the airport as proposed in the *Hemet-Ryan Airport Master Plan*. Figure 2 presents the Draft Airport Layout Plan, showing the existing and new development areas proposed in the Master Plan. The Master Plan presents changes to the airport needed to accommodate the forecast increase in use and changes in mix of aircraft using the airport. The Master Plan addresses the following changes to the airport: an

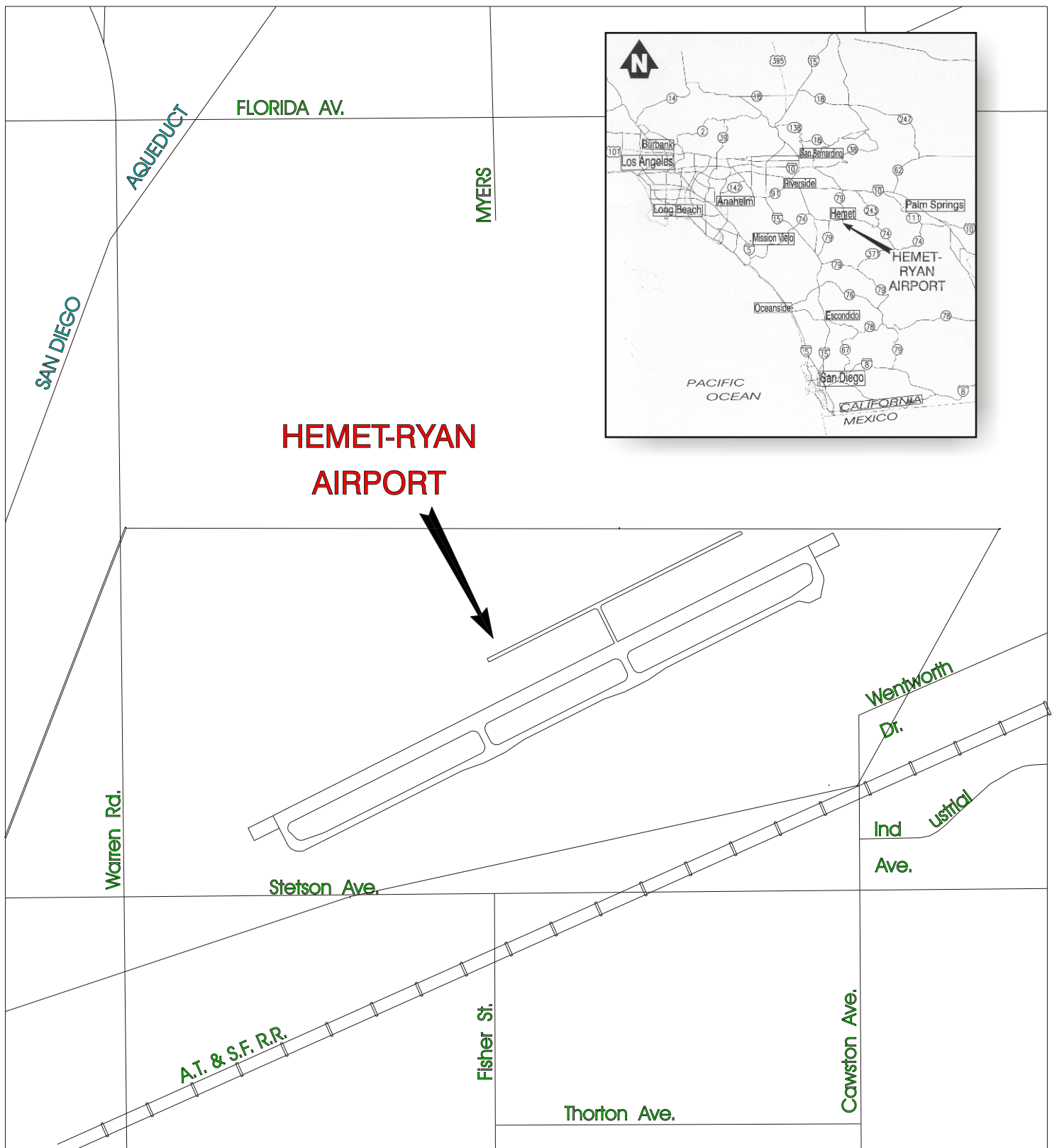


FIGURE 1



Hemet-Ryan Airport Master Plan Initial Study
Regional and Project Location

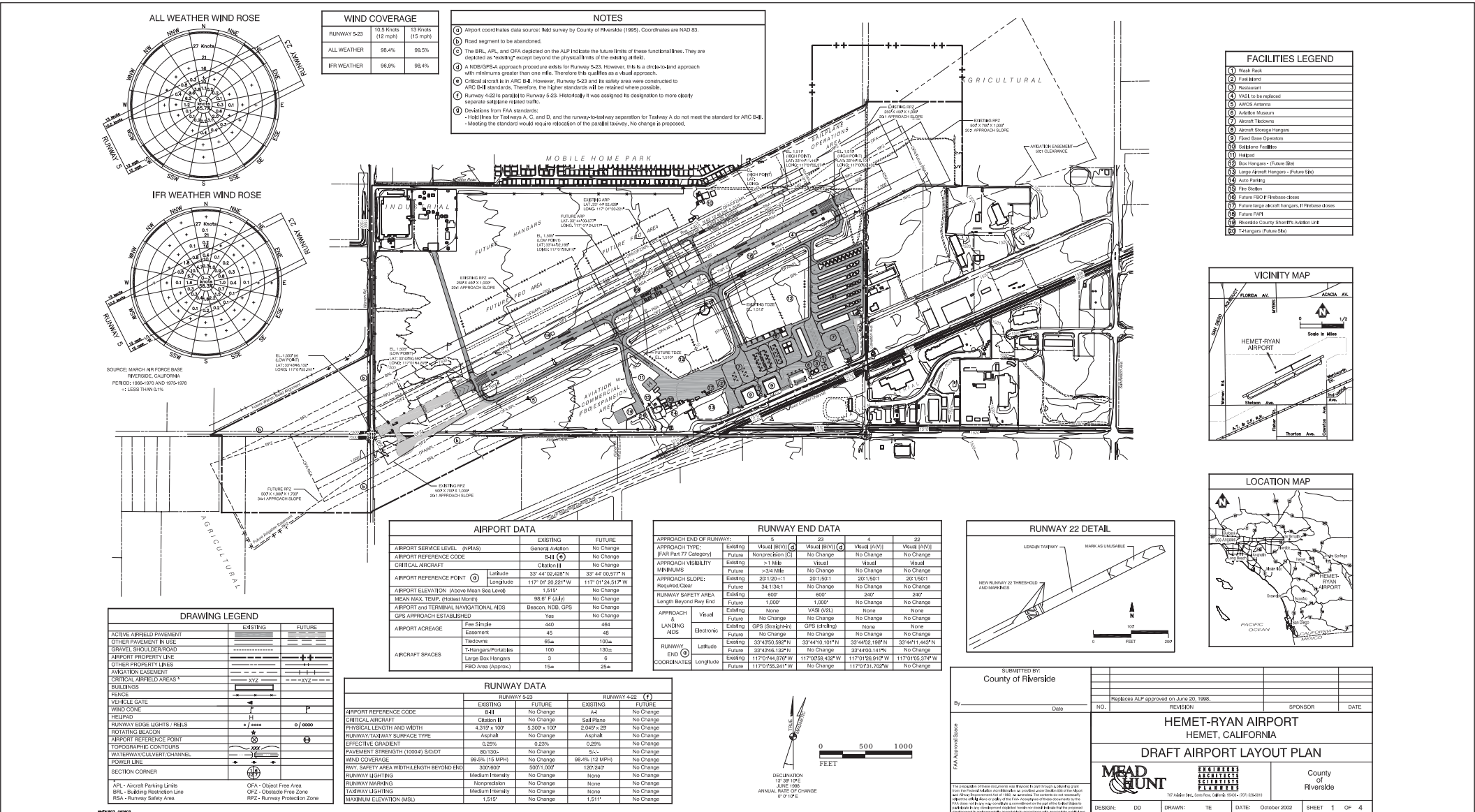


FIGURE 2

Hemet-Ryan Airport Master Plan Initial Study
Airport Site Plan

increase in the number of aircraft based at the airport from 247 to 355; an increase in peak transient use from 5 to 20 aircraft; an increase in the number of annual aircraft operations from about 70,000 to 100,000; extension of Runway 5-23 and associated parallel taxiway from 4,315 feet to 5,300 feet; a reduction of Runway 4-22 from 2,045 feet to 1,685 feet; the construction of approximately 40 aircraft storage hangers, consisting of a mix of T-hangers, as well as small and large box hangers; and the possible introduction of additional fixed base operators or the expansion of existing operators. The proposed project also includes the anticipated loss of the California Division of Forestry fire attack base as well as the relocation of an existing sailplane landing area from between the two paved runways to the area currently used by landing tow planes. This landing area is located east of the paved sailplane runway. Also included is the shifting in landings by tow planes from the dirt landing area east of Runway 4-22 to the main runway (Runway 5-23).

9. **Existing and Proposed Surrounding Land Use and Setting:** Current land uses within the project areas include residential, agricultural, commercial, industrial, and open space. The airport area is bounded on the north by existing commercial and residential uses (mobile home park), on the east and southeast by industrial uses, on the south by open space, and on the west by existing agricultural uses.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	■
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>

I find that the proposed project MAY have a “potential 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"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed 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.	<input type="checkbox"/>

Signature

Date

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 18, “Earlier Analysis,” may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.

- (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans and zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, Lead Agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Conflict with agricultural zoning or Williamson Act contracts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES – Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
6. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
(d) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
7. HAZARDS AND HAZARDOUS MATERIALS – Would the project?				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of 115 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year floodplain, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
9. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>
10. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
11. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan, or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
12. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
13. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
14. RECREATION – Would the project:				
a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in the traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
g) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts and bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
16. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Issues and Supporting Information	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
17. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

18. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063[c][3][D]).

- _____
- _____
- _____

EXPLANATIONS TO THE CHECKLIST FORM

1. Aesthetics – Would the project:

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. Development of the proposed project will not obstruct any prominent scenic view or vista, or create an aesthetically offensive site viewable by the public. No impact related to this issue will occur.

b) *Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The nearest highway to the project site is State Route 74/79. The portion of State Route 74 near the project site, located approximately one-half mile to the north, is designated as a State Eligible Scenic Highway; however, it is not designated as scenic highway. No impact related to this issue will occur.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

No Impact. No local roadway adjacent to the project site is designated as a locally significant scenic corridor. As on-site uses consist of airport operations, no significant scenic resources are located on-site. Development of the proposed project will not significantly alter the visual character of the site from the existing airport use.

d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less than Significant Impact. Development of the proposed project will necessitate the installation of outdoor lighting necessary for the maintenance of public safety and security. Additionally, lighting sources associated with airport uses include vehicle lights from project-related traffic. The County of Riverside has established standards for the design, placement, and operation of outdoor lighting. These standards set forth the preferred lighting source, identify maximum lighting intensity, dictate shielding requirements, and establish hours of operation. Because these standards are imposed on all outdoor lighting sources and because they must be complied with to obtain project approval, they are not considered mitigation. While the proposed development will increase the number and distribution of light sources in the vicinity of the project, adherence to the lighting standards established by the County will reduce potential impacts related to this issue to a less than significant level.

2. **Agricultural Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to us in assessing impacts on agriculture and farmland. Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?*

Less than Significant Impact. Important farmland maps are compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information using eight mapping categories and represent an inventory of agricultural resources within Riverside County. The maps depict currently urbanized lands and a qualitative sequence of agricultural designations. Maps and statistics are produced biannually using a process which integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. Mapping of County farmland categories is conducted every two years.

The majority of land on the project site is designated as farmland of Local Importance. Farmland of Local Importance is land of importance to the local economy as defined by each county's local advisory committee and adopted by its Board of Supervisors. In Riverside County, Locally Important farmland includes areas with soils that would be classified as Prime or Statewide Important but lack available irrigation water; lands producing major crops for Riverside County (but not unique crops); dairy lands; lands identified by the County as Agricultural Zones on Contract; and lands planted with jojoba under cultivation and of producing age.

An area of land on the southwest portion of the project site is designated as farmland of Statewide Importance. Farmland of Statewide Importance is irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as greater slopes or less ability to store soil moisture than Prime Farmland. Land must have been used for production of irrigated crops at some time during the four years prior to the mapping date.

While the proposed project will result in the conversion of active agricultural land and agriculturally zoned land to non-agricultural uses, the development of the proposed project is consistent with the site's land use designations set forth in the Hemet-Ryan Master Plan. The type and scale of the proposed development will continue the pattern of urbanization that has occurred in the project vicinity and will eliminate a potential land use conflict between agricultural and airport uses; therefore, potential impacts resulting from the conversion of agricultural land to urban uses will be less than significant.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The project site is not covered by a Williamson Act contract (*Riverside County Agricultural Preserve GIS Coverage*, March 2003). The project site is located within an area zoned M-2 (Heavy Manufacturing) by the City; therefore, the proposed project will not conflict with the

existing zoning for the project site, or an existing Williamson Act contract. No impact related to this issue will occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?

Less than Significant Impact. Please refer to response 2(a). The proposed project will result in the conversion of agriculturally zoned land to non-agricultural uses. However, the proposed project is consistent with the site's land use designations set forth in the Hemet-Ryan Master Plan. Potential impacts resulting from the conversion of agricultural land to airport use will be less than significant.

3. Air Quality. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The project is located within the eastern portions of the South Coast Air Basin (SCAB) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties.

The current regional air quality plan is the 2003 Air Quality Management Plan (AQMP) adopted by the SCAQMD on August 1, 2003. The 2003 AQMP updates the attainment demonstration for the standards for ozone and PM₁₀, replaces the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard, provides a basis for a maintenance plan for CO for the future, and updates the maintenance plan for the Federal nitrogen dioxide (NO₂) standard that the South Coast Air Basin (Basin) has met since 1992.

The SCAB is currently a Federal and State nonattainment area for PM₁₀ and ozone. The proposed project would not conflict with or obstruct implementation of any of the control measures in these air quality plans.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. Development projects are most likely to violate an air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. New vehicle trips add to carbon monoxide concentrations near streets providing access to the site.

Peak hour vehicle trip generation associated with the proposed Master Plan would be 21 trips in the p.m. peak traffic hour. While this small trip generation would add to traffic volumes and resulting CO concentrations, it is unlikely to result in any new violations of the 8-hour standards for carbon monoxide or contribute substantially to an existing or projected violation. The region is in attainment for this pollutant and the project site is located in an area with low background concentrations for this pollutant.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

Less than Significant Impact. In the future, the emissions associated with aircraft operations would change at the Hemet-Ryan Airport. The number of daily operations would increase in the future and the types of aircraft being used would also change. The FAA-approved *Emissions and Dispersion Modeling System* (Version 4.0)¹ was applied to current operations at the airport and future operations in the year 2022 to determine changes in emissions from aircraft over that time period. For each aircraft type, a prototypical aircraft model was assumed. Table A shows daily additional nonattainment emissions associated with anticipated growth in aircraft operations. The EDMS program output is included in an appendix.

Table A – Project-Related Aircraft and Automobile Emissions, in Pounds Per Day

	ROC	NO _x	PM ₁₀
New Aircraft Emissions	25.7	39.7	0.2
Automobile Emissions	6.4	6.4	0.3
Total Emissions	32.1	46.1	0.5
SCAQMD Threshold	55.0	55.0	150.0

The proposed project would result in new vehicle trips attracted to the airport. The incremental increase in daily vehicle trips associated with build out of the Master Plan is estimated at 136. Indirect emissions associated with new vehicle trips generated by the project uses were calculated using the EMFAC2002 emission factors and an average trip length of 15 miles. New daily indirect emissions from new auto trips are also shown in Table A and total emissions are compared to the SCAMQD thresholds of significance.

The emission changes shown in Table A would not exceed the South Coast Air Quality Management District's thresholds of significance. Project impacts on nonattainment pollutants would be less than significant.

- d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact with Mitigation Incorporated. Implementation of the proposed Master Plan would result in construction-related emissions at various times. During construction activities such as clearing, excavation, and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate fugitive particulate matter emissions that would temporarily affect local air quality. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere.

The effects of construction activities would be increased dustfall and locally elevated levels of PM₁₀ downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This impact is considered potentially significant.

¹ CSSI, Inc., *Emissions and Dispersion Modeling System (EDMS) Reference Manual*, May 2001.

Adherence to the following measure will reduce potential impacts associated with this issue to a less than significant level.

AIR-1 All construction contracts shall require that dust control practices and other construction control measures (as identified in SCAQMD rules, regulations, and *CEQA Guidelines*) in effect at the time of the contract signing be implemented throughout all stages of construction.

e) Would the project create objectionable odors affecting a substantial number of people?

Less than Significant Impact. During construction, the various diesel-powered vehicles and equipment in use on the site would create odors. These odors are temporary and not likely to be noticeable beyond the project boundaries.

Airport operations could result in intermittent odors affecting a small area, but would not affect a substantial number of people.

Note: The discussions provided above addressing the project's potential air quality impacts are based on the attached Air Quality Impact Analysis for the Proposed Hemet-Ryan Airport Master Plan (Don Ballanti Certified Consulting Meteorologist, March 2004).

4. Biological Resources. Would the project:

a) Have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. As identified in the attached General Biological Resources Study (LSA Associates, Inc., March 2004), several sensitive species have the potential to occur within the project area. Follow-up focused surveys will be required to determine the presence/absence of the sensitive species as well to determine the quality of the habitat on-site.

In addition, the City of Hemet has adopted the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As defined by the MSHCP, the project site is located within the San Jacinto Valley Area Plan, within Hemet Subunit (4). The western half of the airport site at the northeast quadrant of Warren Road and Stetson Avenue is within Criteria Cell #3793. The MSHCP indicates that substantial conservation (i.e., 75% of cell = 120 acres) is required in the central portion of the Criteria Cell. The future hangers proposed north of the runways would impact a large portion of Criteria Cell #3793, rendering the project inconsistent with the MSHCP.

The Master Plan includes extension of Runway 5-23 and associated parallel taxiway from 4,315 feet to 5,300 feet. The runway safety area (RSA) extending out from the southwest end of the runway will extend into Criteria Cells #3792 and #3892. This area will be graded to standard minimums, as required by the FAA and State standards. However, the area that would be disturbed would be limited to only several acres in the southeast quadrant of Criteria Cell #3792 and several acres in the northeast quadrant of Criteria Cell #3892. This level of activity would appear to be in compliance with the MSHCP.

The eastern half of the airport site is not located in a criteria cell, but is required to conserve habitat for key species in accordance with the MSHCP.

Mitigation of these potential impacts can be obtained by providing consistency with the MSHCP. Consistency can be obtained several ways, including: modifications to the project so that development within the criteria cells is eliminated or reduced in accordance with the conservation goal (for example, 75% of the central portion of Criteria Cell #3793); or participation in the MSHCP process to modify the criteria cells (i.e., criteria refinement process and Habitat Evaluation and Acquisition Negotiation Strategy [HANS]); or for development proposed in areas not in MSHCP criteria cells, compliance with the overall MSHCP defined conservation goal for the San Jacinto Valley Area Plan by other development projects that have provided habitat conservation.

The consistency determination will be based on detailed focused surveys. The focused surveys that will need to be performed include function and values assessment for vernal pools that are present; fairy shrimp focused surveys; habitat assessment and focused surveys for sensitive plant species; burrowing owl focused surveys; and delineation of potential jurisdictional waters / wetlands.

The following mitigation measure will be applied to the project, to ensure potential impacts to sensitive species are mitigated and to determine project consistency with the MSHCP. Implementation of Mitigation Measure BIO-1 will reduce the significance of this potential impact to less than significant.

BIO-1 Prior to development of any portion of the Master Plan, project impacts to sensitive species shall be mitigated and consistency with the MSHCP shall be obtained. At a minimum, the following focused surveys shall be conducted and used to determine areas/acreages for which mitigation is required and consistency with the MSHCP can be obtained:

- Function and values assessment for vernal pools that are present;
- Fairy shrimp focused survey;
- Habitat assessment and focused surveys for sensitive plant species;
- Burrowing owl (*Athene cunicularia hypugea*) focused survey; and
- Delineation of potential jurisdictional waters / wetlands.

Consistency for the western portion of the project area (areas affecting Criteria Cells #3793, #3792, and #3892) can be obtained by one of the following: project modifications so that development within the criteria cells is eliminated or reduced in accordance with the conservation goal (for example, 75% of the central portion of Criteria Cell #3793); or participation in the MSHCP process to modify the criteria cells (i.e., criteria refinement process and HANS). Consistency for the eastern portion of the project area can be obtained through conservation of critical habitat for listed species found during focused surveys; or compliance with the overall MSHCP-defined conservation goal for the San Jacinto Valley Area Plan by other development projects that have provided habitat conservation.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?***

Less than Significant Impact with Mitigation Incorporated. See response to 4a. As discussed above, a value assessment of on-site vernal pools will be required as well as a delineation of potential jurisdictional waters/wetlands. Implementation of Mitigation Measure BIO-1 will reduce the significance of this potential impact to less than significant.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means***

Less than Significant Impact with Mitigation Incorporated. See responses to 4a and 4b. As discussed above, a value assessment of on-site vernal pools will be required as well as a delineation of potential jurisdictional waters/wetlands. Implementation of Mitigation Measure BIO-1 will reduce the significance of this potential impact to less than significant.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impeded the use of native wildlife nursery sites?***

Less than Significant Impact with Mitigation Incorporated. See response to 4a. As discussed above, focused surveys will be required to determine if the project is consistent with the MSHCP. Implementation of BIO-1 will ensure that the project is consistent or modified in such a way that it becomes consistent. Consistency with the MSHCP will reduce the severity of this impact to less than significant, as one of its primary goals is to ensure that broad and contiguous habitat is preserved ensuring that native fish and wildlife movement and migration is maintained.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less than Significant Impact. The project site will not conflict with any local policies or ordinances protecting biological resources (e.g., tree preservation policy or ordinance). For this reason, impacts are considered to be less than significant.

- f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?***

Less than Significant Impact with Mitigation Incorporated. See response to 4a. The project site is located within the San Jacinto Valley Area Plan, Hemet Subunit (4), as defined by the MSHCP. Portions of the site are located within Criteria Cells #3793, #3792, and #3892.

The future hanger locations north of the runways are located within Criteria Cell #3793, requiring substantial conservation (i.e., 75% of cell = 120 acres) in the central portion of the cell. The proposed future hangers north of the runways would impact a large area of the MSHCP conservation lands, rendering it inconsistent with the MSHCP. In addition, the RSA will be graded to FAA and Caltrans standards, impacting a small portion of Criteria Cells #3792 and #3892. The eastern portion of the project area is not covered by MSHCP criteria cells, but is required to comply with the MSHCP goals for the San Jacinto Valley Area Plan. Compliance or consistency can be obtained through

conservation of critical habitat for listed species found during focused surveys; or compliance with the overall MSHCP-defined conservation goal for the San Jacinto Valley Area Plan by other development projects that have provided habitat conservation. Implementation of Mitigation Measure BIO-1 will provide mitigation for these impacts by modifying the project so that it is consistent with the MSHCP, or modifying the criteria cells so that significant impacts to key species and habitat are reduced to less than significant levels.

5. Cultural Resources. Would the project:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

No Impact. The project site is occupied by the existing airport. No historically sensitive sites are located within or adjacent to the project site. Development of the proposed project will have no impact on historical resources.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant Impact. The project site is occupied by the existing airport. No archaeological sensitive sites are located within or adjacent to the project site. While there is the potential for archaeological resources to be uncovered during the course of ground-disturbing activities, the possibility of unearthing such resources is very low. As a result, impacts associated with this issue are considered to be less than significant.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant Impact. Riverside County has also been inventoried for geologic formations known to potentially contain paleontological resources. Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Past on-site activities have not resulted in the identification of any such resources. As past on-site activities have not revealed the existence of on-site paleontologic resources, potential impacts related to this issue are less than significant.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant Impact. The project site has not been utilized for religious or sacred purposes. No evidence is in place to suggest the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, no mitigation is required in the unlikely event human remains are discovered on-site. Impacts associated with this issue are considered less than significant.

6. Geology and Soils. Would the project:

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***
 - (i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidences of known fault? Refer to Division of Mines and Geological Special Publication 42.***

No Impact. While the proposed project site is located within one of the most seismically active regions of the State, there are no known active faults within the Hemet area or within the limits of the proposed project. No Alquist-Priolo Fault Hazard Zone or County Fault Hazard Zone is located within the limits of the project site; therefore, no impact related to this issue will occur.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. Like all of Southern California, the project site has and will continue to be subject to ground shaking resulting from activity on local and regional faults. The estimated levels of ground shaking are generally less than or equal to design levels as defined by the Uniform Building Code (UBC). The California Building Code (California Code of Regulations, Title 24) and the County Building Code establish engineering standards appropriate for the seismic zone in which development may occur. Adherence to the UBC, California Building Code and the County Building Code standards will ensure potential geologic and geotechnical impact are reduced to a less than significant level.

iii) *Seismic-related ground failure, including liquefaction?*

Less than Significant Impact With Mitigation Incorporated. Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. The possibility of liquefaction occurring at a project site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, plasticity, relative density, and confining pressures of the soil at the project site. Liquefaction typically occurs where groundwater depths are within 50 feet of ground level.

Liquefaction susceptibility at the site ranges from very high in the western portion of the site to moderate in other areas of the project site. This is considered a potentially significant impact. Adherence to the following mitigation measure will reduce potential impacts associated with liquefaction to a less than significant level.

GEO-1 Appropriate measures shall be implemented to reduce potential liquefaction hazards. Appropriate measures may include (but are not limited to) design foundations in a manner that limits the effects of liquefaction, the placement of an engineered fill with low liquefaction potential, and the alternative siting of structures in areas with a lower liquefaction risk. Any measures shall be submitted to the County of Riverside Planning Department prior to the approval of building permits.

iv) Landslides?

No Impact. The project site is relatively flat. The project site is not within an area of identified steep slopes or susceptible to landslide hazards; therefore, no impact related to this issue will result from development of the proposed project.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The proposed project will require the excavation, stockpiling, and movement of on-site soils. Currently, construction projects resulting in the disturbance of 1.0 acre or more are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB). The project's construction contractor will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that identifies Best Management Practices (BMPs) to limit the soil erosion during project constructions. Adherence during construction to provisions of the NPDES permit and applicable BMPs contained in the SWPPP will ensure that potential impacts related to this issue are less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. Refer to responses 6a-iii and 6a-iv.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Expansive soils generally have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

Based on *Soil Survey for Western Riverside County Area California* (USDA, November 1971), soils in the project area and their shrink-swell potential include:

- Domino silt loam, saline-akalai (0-2% slopes) (Dv) – low shrink-swell potential.
- Traver loamy fine sand, eroded (0-5% slopes) (Tp2) – low shrink-swell potential.
- Traver loamy fine sand, saline-akalai, eroded (0-5% slopes) (Tr2) – low shrink-swell potential.
- Traver fine sandy loam, saline-akalai (0-2% slopes) (Ts) – low to moderate shrink-swell potential.
- Traver fine sandy loam, strongly saline akalai, eroded (0-5% slopes) (Tt2) – low to moderate shrink-swell potential.
- Willows silty clay, strongly saline-akalai (0-2% slopes) (Wh) – high shrink-swell potential.

Development within the project area will be required to adhere to UBC and City standards for construction on expansive soils. Adherence to UBC and City design and engineering standards will reduce potential impacts related to expansive soils to a less than significant level.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The proposed project will connect to the existing sanitary sewer system. Because septic or alternative waste disposal systems will not be utilized, no impact related to this issue would occur.

7. Hazards and Hazardous Materials. Would the project:

- a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact. The proposed project envisions changes to the airport to accommodate the expected increased usage of the facility. Potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used during the course of daily activities at the airport. The proposed project may result in an increase in the amount of hazardous materials routinely transported to the site (more airplanes utilizing the facility may result in increased usage of fuel). The transport of hazardous materials to the site will be conducted in accordance with all applicable State and Federal laws. Compliance with all applicable laws and regulations will reduce the potential impact associated with the routine transport, use, or disposal of hazardous materials to a less than significant level.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. Due to the presence of hazardous materials on-site, the potential for an accidental release of hazardous materials into the environment is present at the airport. Hazardous materials and hazardous waste on-site will be handled in accordance with all applicable State and Federal laws. The handling of hazardous materials and hazardous waste in accordance with all applicable State and Federal laws will reduce the potential impacts associated with an accidental release of hazardous materials into the environment to a less than significant level.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact. The project site is not located within 0.25 mile of an existing school. The school located closest to the project site is West Valley High School, is approximately 0.65 mile from the project site. Impacts associated with this issue are considered to be less than significant.

- d) Be located on site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. The Department of Toxic Substance Control (DTSC) does not identify the project site on its Hazardous Waste and Substance Site (CORTESE) List; therefore, no impact related to this issue will occur.

- e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

Less than Significant Impact. The proposed project consists of changes to the Hemet-Ryan Airport to accommodate increased future use of this facility. The proposed project is consistent with the Hemet-Ryan Airport Master Plan. Areas surrounding the airport do have potential risk associated with airport use. The City of Hemet and the Airport Land Use Commission have established policies which would lead to compatible land uses in and around the airport, thereby reducing the impacts associated with the safety of people residing or working in the project area to a less than significant level.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project is not located within the vicinity of a private airstrip or heliport. There are no impacts associated with this issue.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The developers of the proposed project will be required to design, construct, and maintain structures, roadways, and facilities to comply with applicable local, regional, State and/or Federal requirements related to emergency access and evacuation plans. Construction activities which may temporarily restrict vehicular traffic will be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to these measures will reduce potential impacts related to this issue to a less than significant level.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands?*

No Impact. The project site is not located within a Fire Hazard Area or within an area susceptible to wildfires. No impact related to this issue will occur.

8. Hydrology and Water Quality. Would the project:

- a) Violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of 1 acre or more requires an NPDES permit. Construction project proponents are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). Adherence to measures included in the SWPPP will reduce potential water quality impacts to a less than significant level.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a*

level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. The project site is underlain by the San Jacinto Groundwater Basin. The San Jacinto Groundwater Basin encompasses approximately 187,308 acres (292.7 square miles). Water to the project site will be provided by Eastern Municipal Water District. Development of the proposed project will not require any additional sources of water. The installation of additional hangers and other structures, as well as the extension of Runway 5-23 will incrementally reduce the amount of land available for groundwater recharge. When compared to the groundwater basin's total recharge area of 187,308 acres, the loss of permeable area on the 428-acre project site is insignificant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. There are no streams or rivers located within the project boundaries, and the terrain is generally flat. Implementation of the proposed project will require the installation of impermeable surfaces, which will result in the alteration of the existing on-site drainage patterns. However, stormwater flows from new development as proposed by the Master Plan will be directed to the same off-site areas as in the existing condition, with a less than significant impact on local drainage patterns. In addition, there is a very low chance that new development will produce substantial erosion or siltation, due to the generally flat terrain in the local vicinity of the airport.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. See response to 8c. The airport is surrounded by large areas of open space. Increases in stormwater flow created by new development proposed by the Master Plan will not create any flooding at on-site or off-site locations.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. See responses 8c and 8d.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. The proposed project has the potential to cause changes in the quality of surface water. Construction of the proposed project will require grading and excavation activities, which may allow eroded soils and other pollutants to enter drainage systems. Storm runoff from roadway surfaces tainted by sediment, petroleum products, commonly utilized construction materials, and to a lesser extent trace metals such as zinc, copper, lead, cadmium and iron, may lead to the degradation of stormwater in downstream channels. In accordance with the NPDES and as monitored by the City, developers are required to comply with NPDES and SWPPP requirements regarding the implementation of BMPs during construction. Therefore, impacts to surface water quality will be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazards delineation?

No Impact. The project does not consist of constructing housing, so the proposed project will not place housing within a 100-year flood hazard area, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Less than Significant Impact with Mitigation Incorporated. There is a flood control channel located within the project boundaries. The northern and southwestern portions of the project site are located in "Zone A," an area inundated by 1 percent annual chance of flooding, for which no Base Flood Elevations have been determined. The proposed project may place structures within a 100-year flood hazard area.

A small portion on the southeast area of the project site is located within a 500-year flood hazard zone. Development of the project site will alter the existing on-site drainage pattern. The installation of impermeable surfaces, such as buildings and pavement, generally increases the velocity and volume of surface runoff. Post-construction flows will drain to a flood channel located along the southern boundary of the project site.

To reduce potential impacts associated with development within the area of the 100-year flood, the following mitigation measure will be implemented:

HYD-1 Prior to the construction of any structure within the project area, the County shall provide evidence that adequate and appropriate drainage features have been incorporated into project design. Such features shall be designed and constructed to ensure that flood flows will not adversely impact the proposed on-site structures.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. The Diamond Valley Lake Reservoir is located less than two miles from the Hemet-Ryan Airport. Diamond Valley Lake is Southern California's largest reservoir, with a capacity of 800,000 acre-feet. An earthquake has the potential to cause local flooding by creating a break in the Diamond Valley Lake Reservoir dams. However, the dams constructed for the lake have been designed to withstand ground shaking from an earthquake measuring 7.5 on the Richter scale. For this reason, impacts associated with this issue are considered to be less than significant.

j) Expose people or structures to inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. The project site is not located near or immediately adjacent to an ocean or lake; therefore, the potential for inundation of the site by a seiche, tsunami, or mudflow is very low. For this reason, impacts associated with this issue are considered to be less than significant.

9. Land Use and Planning. Would the project:

a) *Physically divide an established community?*

No Impact. The site would not be located within or divide existing neighborhoods, nor would it introduce a barrier between residential uses; therefore, no impact related to this issue will occur.

b) *Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The proposed project is consistent with the current planned land uses for the site, as shown in the City of Hemet's General Plan. In addition, the project reflects the County of Riverside's vision for the airport. For these reasons, there is no impact associated with this issue.

c) *Conflict with any applicable habitat conservation plan or natural communities?*

Less than Significant Impact with Mitigation Incorporated. See responses to 4a and 4f. Mitigation Measure BIO-1 (see response to 4a) will be applied to new development resulting from the Master Plan to ensure that the project is consistent with the MSHCP, reducing the potential impact to less than significant.

10. Mineral Resources. Would the project:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

No Impact. The project site is classified as Mineral Resource Zone (MRZ) 4, an area of no known mineral resources. No mineral extraction has occurred on-site. Development of airport uses will not result in the loss of availability of Statewide or locally important mineral resource. Adjacent properties do not include a State-classified or designated area or existing surface mine. No impact related to this issue will occur.

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. The project site is not classified as an area of locally important mineral resource recovery. No mineral extraction has occurred on site. No impact related to this issue will occur.

11. Noise. Would the project:

a) *Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact. Federal and State standards categorize residential uses within the 65 CNEL (or DNL) contour as incompatible. Riverside County Airport Land Use Commission (ALUC) policies for new development in the vicinity of Hemet-Ryan Airport indicate that residential uses are normally acceptable outside the 60 CNEL contour. Policies contained in the draft compatibility plan

currently being developed by Riverside County ALUC would continue this threshold. The City of Hemet has established 65 CNEL as the maximum acceptable exterior noise level for residential uses.

Noise contours were developed for both existing and future activity levels. Future noise contours were prepared with and without the extension of Runway 5-23 (the main runway). Noise contours were developed for each scenario using the Federal Aviation Administration's Integrated Noise Model version 6.1 (Figures 3, 4, and 5). The only existing sensitive receptors that fall within the 60 and 65 CNEL contour are mobile homes located immediately north of the airport. Table B documents the number of existing residents that fall within the specified noise contour under each of the scenarios.

Table B – Residents within Selected Noise Contours, Existing and Future Conditions

Scenario	Between 60-65 CNEL	Within 65 CNEL	Between 60-65 CNEL Net Change from Current	Within 65 CNEL Net Change from Current
Current	58	14	—	—
Future without Runway Extension	83	23	+25	+9
Future with Runway Extension	83	23	+25	+9

The forecast volume of aircraft operations is anticipated to occur whether the proposed master plan is adopted or not. The proposed plan does not increase the capacity of the airfield, nor is the runway extension required to accommodate the range of aircraft forecast to use the airport. The only change proposed in the plan that would affect noise contours is extension of the main runway. As can be seen in Figures 4 and 5, the two future noise contours are essentially identical where they overly the adjacent mobile home park. While the contours do differ slightly at their western ends, there are no sensitive receptors in that location. Therefore, there is no significant difference between the noise impacts on existing sensitive receptors with and without implementation of the proposed plan.

All future development of sensitive receptors (e.g., residents, schools) will be located outside of the current and forecast 60 CNEL contour. Therefore, no significant effect on future sensitive receptors will occur.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. No pile driving or other sources of significant ground-borne vibration are expected to occur at the airport. No impact associated with this issue will occur.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Under both the current and forecast activity levels, the 60 and 65 CNEL contours extend beyond the northeastern boundary of the airport. These contours extend into an adjacent mobile home park. However, as noted in response to 11a, above, the forecast volume of aircraft operations is anticipated to occur whether the proposed master plan is adopted or not. The only change proposed in the plan that would affect noise contours is extension of the main runway. As can be seen in Figures 4 and 5, the two future noise contours are essentially identical where they

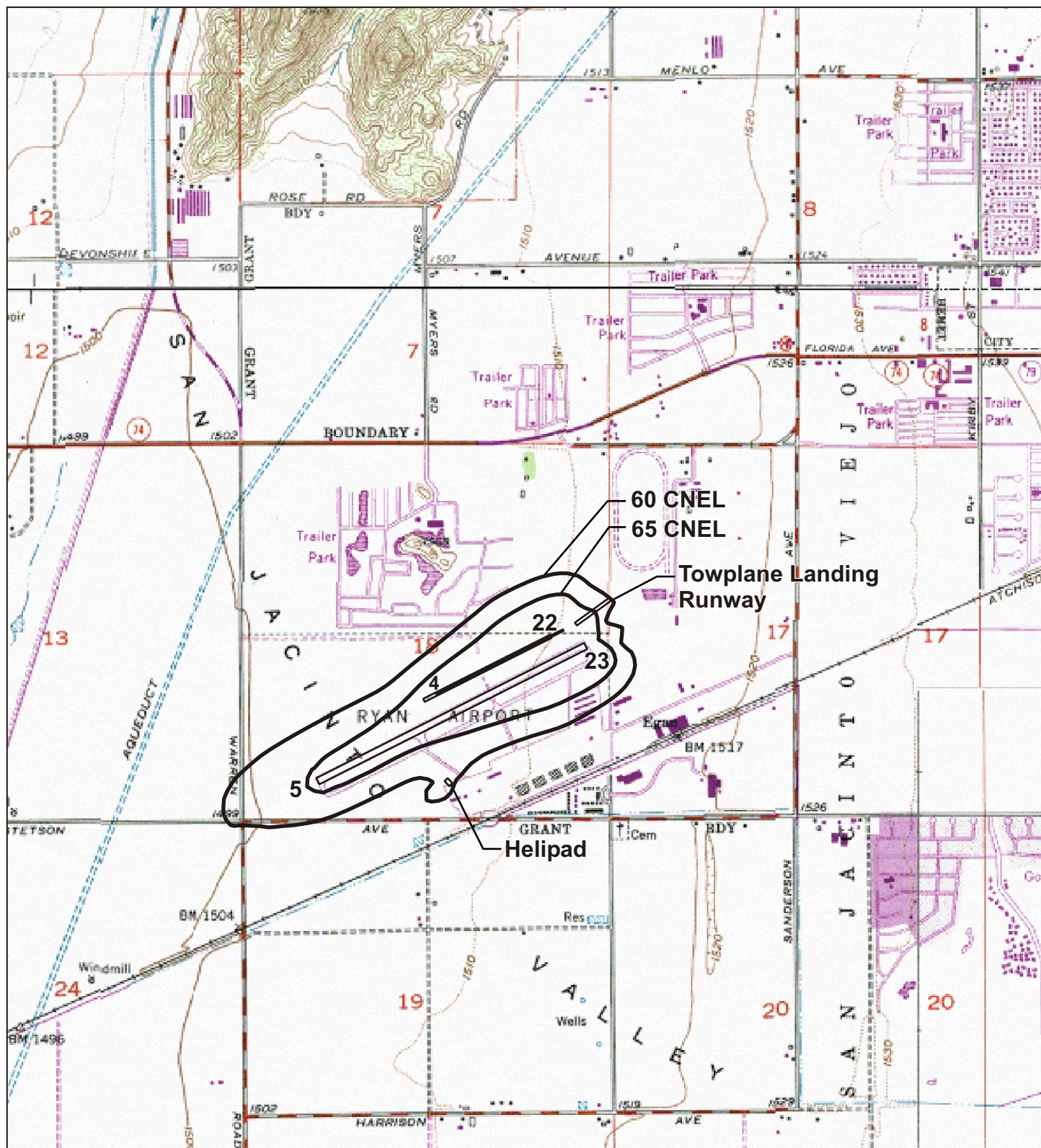
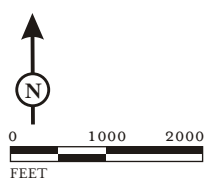


FIGURE 3



Hemet-Ryan Airport Master Plan Initial Study
Noise Contours-2002

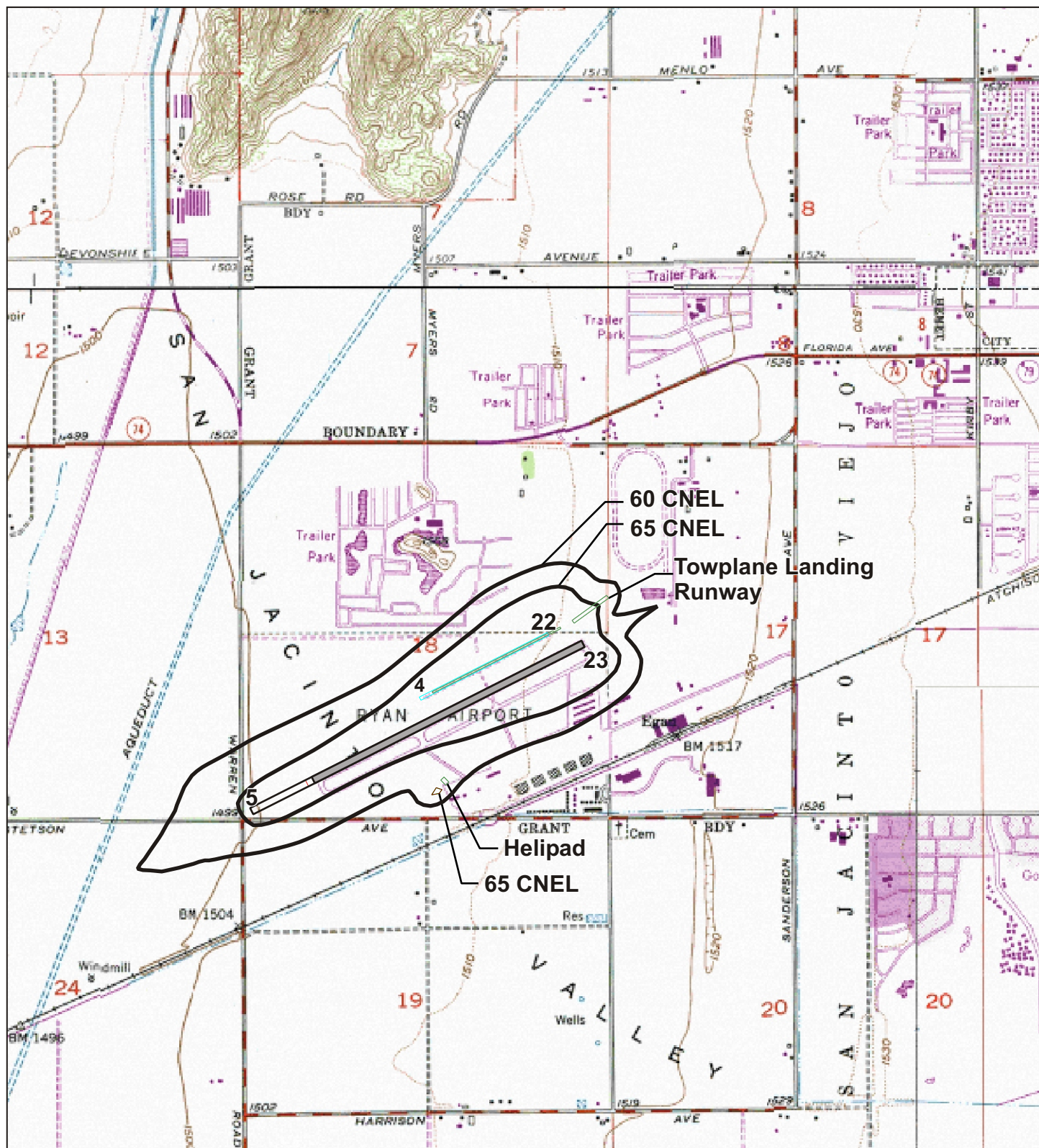
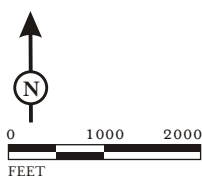


FIGURE 4



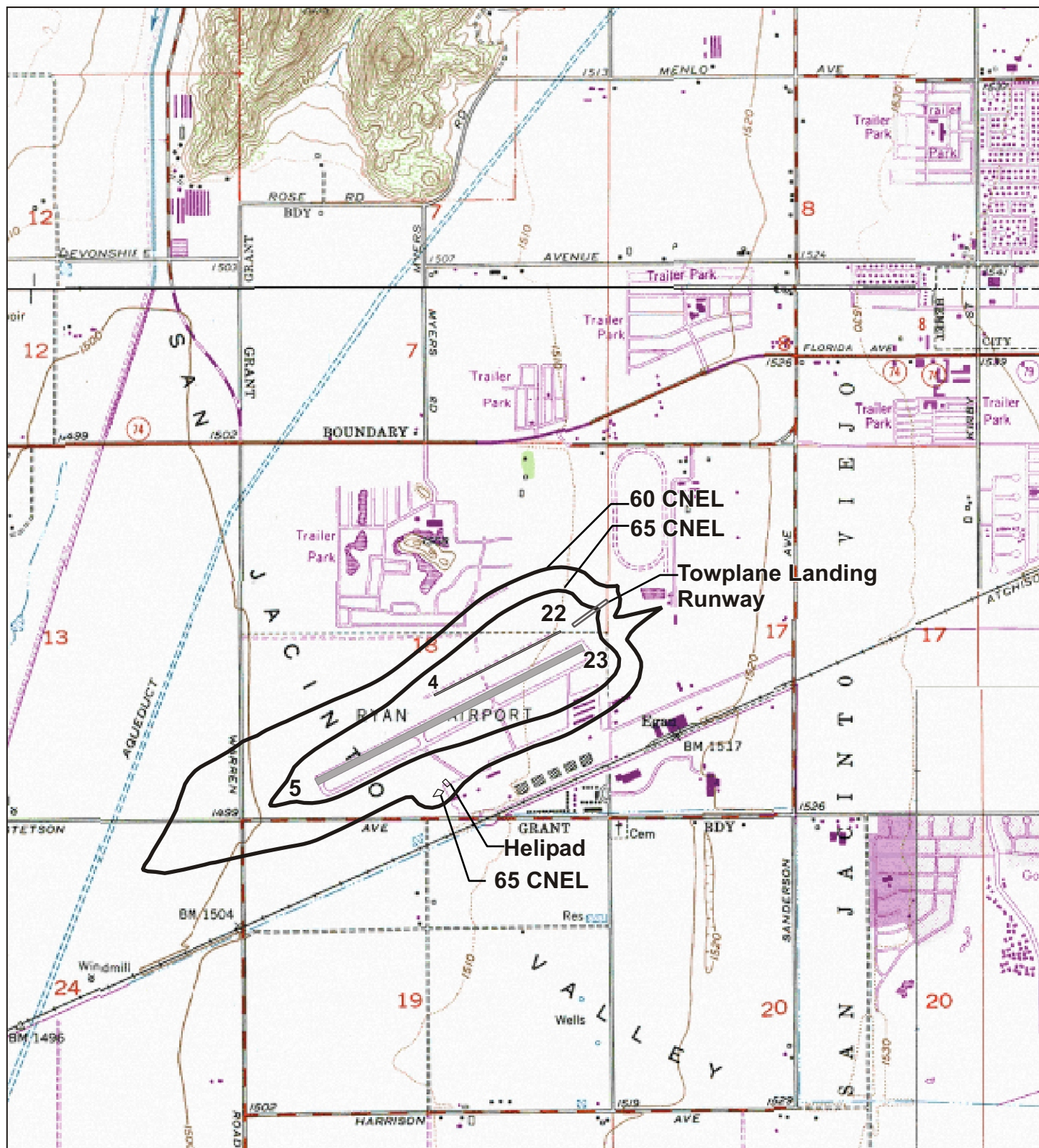
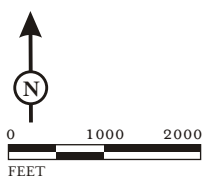


FIGURE 5



Hemet-Ryan Airport Master Plan Initial Study
Alternative Noise Contours-2022

SOURCE: MEAD & HUNT (JANUARY 2003)

R:\MHN430\Graphics\IS\alt noise contours 2022.cdr (4/14/04)

overly the adjacent mobile home park. Therefore, adoption of the proposed plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The only temporary increase in ambient noise levels would occur during construction of hangars, taxilanes, or extension of the runway. The sensitive noise receptors (residences) nearest potential sites of new hangars or taxilanes are over 1,000 feet from the construction site. The sensitive noise receptors (residences) nearest the proposed runway extension are approximately 1,500 feet from the construction site. Given the distance, no significant impacts are anticipated.

e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. Riverside County Airport Land Use Commission has an adopted land use compatibility plan (LUCP) for Hemet-Ryan Airport. The project involves an extension of the main runway, construction of new aircraft hangers, and construction of buildings for fixed-based operators at this public airport. As discussed in the response to 11a, residents near the airport will be exposed to noise levels that exceed the City of Hemet's threshold of 65 CNEL and the threshold contained in the Hemet-Ryan Airport LUCP of 65 CNEL. As noted above, the same volume of future aircraft operations is anticipated with or without the proposed master plan. As a result, the proposed plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, resulting in a less than significant impact.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The project is a public airport; therefore, this checklist item does not apply.

12. Population and Housing. Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed project will not induce growth not anticipated in the County's General Plan Update. Additionally, the project site is located in an urbanizing area, to which roadways and utility infrastructure have already been extended and municipal services provided. The proposed changes to the airport are consistent with the County's plan for the area. As the proposed project is consistent with County planning for the project area, no significant growth inducing impact will be associated with development of the project site.

b) Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project consists of changes to the Hemet-Ryan Airport. The proposed project consists of improvements to the site and is consistent with planned redevelopment of the airport. Since the project will take place on existing airport land, it will not displace substantial numbers of existing housing or create a demand for additional housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project consists of improvements to the site and is consistent with planned redevelopment of the airport. The project will not displace substantial numbers of people or necessitate the need for construction of replacement housing elsewhere.

13. Public Services. Would the project affect:

a) Fire Protection?

Less than Significant Impact. The project site is not located within a Fire Hazard Area or within an area susceptible to wildfires. Fire protection service is provided by a fire station operated by the California Department of Forestry and Fire Protection (CDF) and located on the airport. Development of the proposed project will not have a significant effect on the demand for fire protection services. The proposed project will be designed and constructed per applicable fire prevention/protection standards, including the determination of the water supply to meet fire flow requirements. Adherence to these standards will reduce potential impacts related to the provision of fire protection services to a less than significant level.

b) Police Protection?

Less than Significant Impact. Police protection service to the project site is provided by the City of Hemet Police Department. Development of the proposed project will not result in a substantial increased demand for police protection services. The proposed project will be designed per applicable standards required by the City of Hemet Police Department for new development. Adherence to these standards will reduce potential impacts related to the provision of police protection services to a less than significant level.

c) Schools?

No Impact. The project consists of changes to the Hemet-Ryan Airport. There will be no local population increase due to the implementation of the proposed project; therefore, there will be no impact associated with the proposed project in regard to the demand for school services.

d) Parks?

No Impact. Please refer to responses 14a and 14b.

e) Other Public Facilities?

Less than Significant Impact. Maintenance of public facilities and infrastructure in the City would not be significantly altered by development of the proposed project. The services and utilities required to operate this project would be typical of other uses in the City and will not result in excessive wear and tear on the existing circulation, sewer, storm drain, or other public facilities. Therefore, a less than significant impact is expected from implementation of the proposed project.

14. Recreation. Would the project:

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed project does not include a residential component. The proposed project is unlikely to significantly increase local or regional populations; therefore, the proposed project would not cause an increase in the use of existing neighborhood or regional parks or other recreational facilities in the area. No impacts associated with this issue will occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed project does not include recreational amenities or parkland. Because the proposed project does not include the construction of any housing, there will be no increase in population associated with the proposed project, and, therefore, the proposed project will not require the construction or expansion of recreational facilities in the area. No impacts associated with this issue will occur.

15. Transportation/Traffic. Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less than Significant Impact. Vehicular trip generation for the proposed Master Plan was estimated based on the increase in daily flights attributable to the project. Trips were estimated based on the rates contained in *Trip Generation*, 7th Edition, General Aviation Airport (Land Use 022). Implementation of the proposed Master Plan is estimated to increase annual flight operations from 70,000 to 100,000. The 30,000 flight per year increase is estimated to result in a peak day increase of 69 flights. This estimate is based on 30 percent of flights occurring during weekdays (approximately 20% to 30% of flights currently occur during weekdays) and the peak week of the flight season equivalent to twice the annual average (30,000 flights divided by 52 weeks times two). This daily increase in the number of flights will generate 136 vehicle trips daily ($69 \text{ flights} \times 1.97 = 136$), 17 trips in the a.m. peak hour ($69 \text{ flights} \times 0.24 = 17$), and 21 trips in the p.m. peak hour ($69 \text{ flights} \times 0.30 = 21$).

Assessment of a project's potential traffic impacts is conducted by examining its effect on peak hour conditions. Stetson Road, an arterial road south of the airport, currently carries approximately 17,000 vehicles per day. Assuming that the p.m. peak hour volume is 10 percent of the daily volume, the

road has a volume of 1,700 vehicles during the peak hour. The proposed project would add 21 vehicles to the roadway during the p.m. peak hour. The addition of 21 trips during the p.m. peak will have less than significant impact in relation to existing traffic load and capacity of the roadway, as well as the vicinity street system. Similarly, impacts to the vicinity roadway system in the future, or cumulative, conditions are considered to be less than significant due to the minimal quantity of project trip additions.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. As discussed above, the quantity of vehicular trips generated by the airport expansion is minimal. This will result in a less than significant impact to the existing and future roadway system in the project vicinity. The project's impact on the existing levels of service for the designated roads and highways would be negligible. Hence, any change in traffic levels due to the project, which would lead to exceeding the levels of service standards is not perceived.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less than Significant Impact. The project would result in an increase of 69 aircraft operations per day, resulting in potentially significant changes in air traffic patterns. The project also includes an extension of Runway 5-23 from 4,315 to 5,300 feet in length. However, the Master Plan includes policies and implementation strategies that will reduce the potential for such impacts to less than significant. These measures will ensure that air traffic safety measures are in place and maintained so that air traffic hazard potential is reduced to industry standards. Adherence to the policies delineated in the Master plan will ensure that potential impacts resulting from implementation of the proposed project remain less than significant.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Access will not be modified by the proposed project. Nonetheless, any on-site or off-site improvements associated with implementation of the Master Plan would be designed and constructed in accordance with the appropriate standard plans of the City of Hemet and/or Riverside County. As is required in the State of California, the engineering design plans for improvements to any public streets will be prepared by a registered engineer. Potential hazards would be mitigated to less than significant as part of design process.

The project involves an expansion of operations at the existing Hemet-Ryan Airport. Agricultural uses are located in the surrounding area. The project will not create incompatibility between existing and proposes uses nor will it worsen any existing incompatibility. As a result, impacts associated with land use incompatibility are considered to be less than significant.

e) Would the project result in inadequate emergency access?

Less than Significant Impact. Emergency access via the surrounding roadways to the properties in the immediate area of the airport will not be affected by the proposed project, as it does not include modifications to access locations or vicinity streets. Although roadways could be temporarily blocked

or destroyed in the event of an aircraft crash, alternative routes would remain in place. As a result, impacts associated with this issue are considered to be less than significant.

f) Would the project result in inadequate parking capacity?

Less than Significant Impact. Parking to accommodate the Master Plan will be provided on-site. No off-site parking areas affected. Hence, the project will have a less than significant impact on parking capacity on-site as well as off-site.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less than Significant Impact. There are no alternative transportation plans or programs in the area that could be affected by the project. Hence, the project would not be in any conflict with the policies, plans or programs supporting alternative transportation.

16. Utilities and Service System. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. Under Section 402 of the Clean Water Act (CWA) the Regional Water Quality Control Board (RWQCB), Santa Ana Region issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharges to “waters of the nation,” which includes rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of more than one acre requires an NPDES permit. Construction project proponents are also required to prepare a Stormwater Pollution Prevention Plan. Furthermore, prior to the issuance of building permits, a project’s applicant will be required to satisfy Eastern Municipal Water District (EMWD) requirements related to the payment of fees and/or the provision of adequate wastewater facilities. Because the project will comply with the waste discharge prohibitions and water quality objectives established by the RWQCB, EMWD, and the City of Hemet, impacts related to this issue will be reduced to a less than significant level.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Wastewater conveyance and treatment services to the airport are provided by the EMWD. Typical daily flows at the Hemet/San Jacinto Regional Water Reclamation Facility are approximately 7.8 mgd. The capacity of the facility is 11 mgd. Due to the nature of activities conducted at the airport, the proposed project is not expected to significantly increase the flow of wastewater from the project site to the Hemet/San Jacinto Regional Water Reclamation Facility. Due to the current existing capacity of the water reclamation facility, and the minimal increase in the flow of wastewater expected from the proposed project, impacts associated with sewer services are considered less than significant.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less than Significant Impact. Development of the proposed project will result in an increase in the amount of impermeable surfaces and, therefore, an increase in surface runoff. As previously stated in response to 16a, construction projects that disturb more than one acre require an NPDES permit. Under the NPDES permit, the project proponent is required to prepare a SWPPP. Adherence to BMPs specified by the NPDES permit and SWPPP are expected to reduce potential impacts associated with this issue to a less than significant level.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

Less than Significant Impact. Water is supplied to the Hemet-Ryan Airport from the EMWD. Due to the nature of activities conducted at the airport, the proposed project is not expected to significantly increase water usage at the project site. Impacts associated with water usage for the proposed project are considered less than significant.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less than Significant Impact. Please refer to response 16b.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less than Significant Impact. Solid waste collection and disposal is a "demand-responsive" service and current service levels can be expanded and funded through user fees. Since the proposed project is not expected to cause a significant increase in employment at the airport, the impacts associated with solid waste disposal is considered to be less than significant.

- g) Comply with Federal, State, and local statutes and regulations related to solid waste?***

Less than Significant Impact. The proposed project will be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that impacts associated with this issue are considered to be less than significant.

17. Mandatory Findings of Significance

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less than Significant Impact. A biological report (attached) has been prepared assessing the project's potential impacts on endangered species and consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As contained in the responses to checklist questions 4a

through 4f, it was determined that the project's impacts to biological resources could be mitigated by providing project consistency with the MSHCP. Implementation of the MSHCP on a regional scale will preserve a broad and contiguous group of habitat areas, ensuring that sustaining levels of habitat for fish and wildlife species are maintained, and that rare or endangered plants and animals are not reduced or their area restricted. The project does not contain nor will it impact examples of major periods of California history or prehistory.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less than Significant Impact. With implementation of the mitigation measures contained in this Initial Study, the proposed project's cumulative impacts associated with air quality and biological resources would be mitigated to less than significant. There are no other development projects that in combination with the proposed project would create a significant environmental impact associated with aesthetics, agricultural resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?***

Less than Significant Impact. As contained in this Initial Study, it was determined that the significance of environmental impacts associated with new development resulting from the proposed Master Plan were either no impact, less than significant impact, or less than significant with mitigation. For all topics, the project would not produce a significant effect on the environment. Correspondingly, the project would not produce an adverse impact on humans for those environmental topics that relate directly to humans such as aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous material, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, and utilities and service systems.

18. Earlier Analyses

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063[c][3][D]).

Air Quality Impact Analysis for the Proposed Hemet-Ryan Airport Master Plan, Don Ballanti Certified Consulting Meteorologist, March 2004).

General Biological Resources Study, LSA Associates, March 2004