Appendix **B**

Environmental Baseline Data and CEQA Initial Study

ENVIRONMENTAL BASELINE DATA AND CEQA INITIAL STUDY FOR THE JACQUELINE COCHRAN REGIONAL AIRPORT MASTER PLAN

1. Project Title: *Jacqueline Cochran Regional Airport Master Plan*

2. Lead Agency Name and Address:

Riverside County
Economic Development Agency
5555 Arlington Avenue
Riverside, CA 92504-2506

3. Contact Person and Phone Number:

Mr. Keith Downs
Aviation Supervising Planner
(909) 351-0700

4. Project Location: One mile west of town of Thermal in unincorporated Riverside County in Lower Coachella Valley, and northerly of 60th Avenue, southerly of Airport Boulevard, westerly of Polk Street, and easterly of State Highway 86 (Harrison Street).

5. Project Sponsor's Name and Address: (See Lead Agency above)

6. General Plan Designation: County (General Aviation Airport)

7. Zoning: Unzoned (designated "County" in Riverside County General Plan)

8. Description of Project: This Environmental Baseline Data (EBD) summary and Initial Study has been prepared for the *Jacqueline Cochran Regional Field Airport Master Plan* (referred to herein as the *Airport Master Plan*). An Airport Master Plan documents the long-term development concept proposed for an airport. Simply stated, the Airport Master Plan will serve as a "roadmap" for the development of the airport over the next twenty years. The Airport Master Plan displays the concept graphically in the form of an Airport Layout Plan (ALP) (see Figure 1) and provides supporting documentation in an accompanying written report. The FAA recommends that the master plan be updated every seven to ten years, contingent on changes or new issues at the airport. The currently approved Master Plan for Jacqueline Cochran Regional Airport (known then as the Thermal Airport) is over twelve years old, and requires an update due to new airfield development, changing economic conditions, and new FAA airport planning and design standards and guidelines.

The objective of the Airport Master Plan for Jacqueline Cochran Regional Airport is to provide guidelines for the future development of the airport that will assist Riverside County in the continued development of the Airport in a manner that is safe, environmentally sound and economically viable.

For purposes of this Initial Study the project consists of the following recommended actions or approvals:

- Acceptance and/or adoption of the updated Airport Master Plan by the Riverside County Board of Supervisors.
- Approval of the Draft Airport Layout Plan (ALP) set for the Jacqueline Cochran Regional Airport by the Riverside County Board of Supervisors.
- Recommend that the Comprehensive Land Use Plan (CLUP) for Thermal (sic) Airport be revised to incorporate updated information and changes to the Airport Master Plan.
- Approve the Airport Capital Improvement Program (ACIP) and short to mid-term airport development projects as set forth in the Airport Master Plan, including:
    1. Design and overlay Taxiway F between Taxiways A and D.
    2. Design and construct heliport and helicopter parking apron.
    3. Design and Seal Coat Higgins Drive and public parking lot.
    4. Design and construct Taxiway G and install MITL.
    5. Design and install PAPI-2 on Runway 12-30.
    6. Design and overlay Runway 12-30 and west end Taxiway A.
    7. Design and rehabilitate/repair concrete transient apron.
    8. Design and build new Taxiway B with drainage improvements.
    9. Acquisition of approximately 128.5 acres in fee simple to accommodate the future extension of Runway 35 and 8 acres for a future RPZ at the end of Runway 17.
    10. Design and build Phase 3 heavy aircraft parking apron.
    11. Design and build Avenue 60 realignment, including closure and realignment of Avenue 60 along a portion of its length to allow for the future extension of Runway 35 to the south.
    12. Design and construct Runway 17-35 runway/taxiways extension. The project includes extending Runway 17-35 from 8,500 feet to 10,000 feet and the extension and construction of parallel Taxiways B and F to connect to both ends of the runway;
    13. Design and reconstruct Taxiway C and install MITL.
    14. Design and install ILS and approach lighting system for Runway 35.
    15. Design and Construct extension of Avenger Boulevard and utilities.
    16. Conduct siting study, design and construct air traffic control tower.
    17. The short- to mid-term development of up to 184 new aircraft hangars and related aviation facilities on approximately 36 acres in the Terminal Area located on the airport's north side.
    18. An additional 50-acres of future FBO facilities and/or large corporate or executive aircraft hangars, including a general aviation terminal and restaurant at the east end of the

Terminal Area.

19. Exchange of 51-acres of surplus airport property on the airport's west side and 9-acres north of the end of Runway 17 for 62-acres of Redevelopment Agency property located west of Runway 35 and north of Avenue 60.

- Because they represent long-term future (beyond 2022) development options, and as a consequence are only speculative at this time, the following Master Plan components are <u>not</u> a part of this Initial Study:

  1. Future aviation development on 224 acres on the airport's east side, including a potential air passenger terminal, air cargo facility, ARFF facility, and specialty FBO;

  2. Future development of 79-acres reserved for aviation purposes located at the northwest end of Runway 12-30 and 162-acres located in the mid-field area between Runways 17-35 and 12-30;

  3. Future aviation development of approximately 60-acres north of Avenue 60 and immediately west of Runway 35.

  4. Future non-aviation revenue producing development on 151-acres on the airport's east side along Polk Street; and

  5. Future non-aviation revenue producing development on 237-acres at the northwest corner of the airport.

- Requested Federal actions include the following:

  1. Unconditional approval of the airport layout plan;

  2. Approval of the activity forecasts contained in the airport master plan report; and

  3. Federal environmental approval of the extension of Runway 17-35, construction of connecting Taxiways B and F, construction of a new Taxiway G, construction of the additional apron area, and land acquisition.

- Requested State and/or regional agency actions include:

  1. Approval of an amended Airport Operating Permit; and

  2. Issuance of appropriate air and water quality certificates.

9. Proposed Schedule: It is the County of Riverside's desire to adopt the *Airport Master Plan* as soon as practical and to begin development of the proposed new improvements soon after adoption of the *Airport Master Plan.* Assuming funding is available; design work for a new Taxiway B would begin in FY 2007. Land acquisition for the extension of Runway 17-35 and related safety and approach protection areas would begin in FY 2008. In 2009, the closure and realignment of Avenue 60 would be initiated along with the design for phase 3 of the heavy aircraft parking apron. The design of the Runway 17-35 extension would commence in 2010. It is anticipated that construction of these major development projects would be completed by 2013. This schedule is subject to the availability of funding from the FAA, including funding of the

proposed land acquisition of approximately 128.5 acres to accommodate the extension of Runway 35. Building area development and development of areas identified for aviation and other uses would follow as market conditions warranted over the next twenty years.

10. Surrounding Land Uses and Setting: Jacqueline Cochran Regional Airport is located in an unincorporated area of Riverside County south of the City of Coachella and west of the unincorporated town of Thermal. Land uses immediately bordering the airport are predominantly agricultural and light industrial, with some spotty low-density residential uses. Three schools are located north-northwest of airport property (and are within two miles of the nearest runway): Coachella Valley High, Peter Pendleton Elementary, and Valley View Elementary.

The land use map in the General Plan for Riverside County designates the area north of the airport as primarily light industrial; with mixed uses to the south; agricultural uses to the west; and agricultural and light industrial uses to the east.[1] Jacqueline Cochran Regional Airport is also included in the City of Coachella's Planning Area. Land uses north of the airport are designated as agricultural and those northeast of the airport are designated as light industrial.[2] South of the airport, a 1,280 portion of the proposed 2,177-acre Kohl Ranch development is also located within the Coachella Planning Area. The Kohl Ranch Specific Plan proposes some 2,200 dwelling units and 6.4 million square feet of non-residential uses within the Coachella Planning Area.

The airport is also included in the Coachella Valley Enterprise Zone (CVEZ), established in 1991. The intent of the CVEZ is to stimulate development in areas designated under the California Enterprise Zone Act[3] as economically depressed and provides tax credits to private sector investors. The Zone encompasses 28,300 acres and includes the communities of Thousand Palms, Indio, Coachella, Thermal and Mecca.

11. Agencies Whose Approval is Required: The Riverside County Board of Supervisors would be responsible for approving any required environmental review documents prior to approving or adopting Airport Master Plan. The Federal Aviation Administration (FAA) will review and approve the Airport Layout Plan. The Riverside County Airport Land Use Commission (ALUC) must review the Airport Master Plan for consistency with the adopted Comprehensive Land Use Plan (CLUP) for the Thermal (now Jacqueline Cochran Regional) Airport. It is recommended that the CLUP be updated to incorporate the new safety criteria and airport design standards developed in the Airport Master Plan. The State Division of Aeronautics will provide an amended Airport Operating Permit to coincide with approved airfield improvements.

There are also a number of Federal, State, or local special purpose laws and regulations known to be applicable to this project and implementation of the AMP may require the following permits or licenses:

- Airspace approval from the FAA (submission of FAA Form 7480-1, Notice of Landing Area Proposal) for the proposed runway extension;

1. *See http://www.rcip.org/pdf_files/maps_06_2001/east-coach-ap.pdf*
2. *See http://www.coachella.org/maps.htm.*
3. *California Assembly Bill, No. 867, February 23, 1989*

- Amended Airport Permit from California Department of Transportation (submit Caltrans Form DA-103);
- Grading and building permits from Riverside County;
- Air quality certification letter from the California Air Resources Board;
- Water quality certification letter from the California Water Resources Control Board.
- Approval of Water Quality Management Plan by the California Water Resources Control Board.

12. Mitigation Measures: A summary of recommended mitigation measures is provided below in Table 1. The County and the EDA Airports Division must agree to implement these mitigation measures and where required, agreements to implement appropriate mitigation must be secured from individual developers:

Table 1.
SUMMARY OF MITIGATION MEASURES

Mitigation Measure No.	Mitigation Measure Text
AESTHETICS-1	The County shall ensure that only low pressure sodium vapor lights will be used for non-airfield lighting in order to minimize light emissions in accordance with Ordinance No. 655.
AESTHETICS-2	The County shall ensure that the design of any new airfield lighting will be designed and installed foremost to be consistent with the safety of aircraft in flight and on the ground.
AGRICULTURAL RESOURCES-1	The County shall take care to ensure the continued use of the subject farmlands for agricultural purposes until such time as the runway extension is constructed.
BIOLOGICAL RESOURCES-1	The County shall ensure that the removal of any on-airport Desert Scrub habitat will not have an adverse affect on any special status species. To accomplish this, a biological survey will be conducted prior to the start of any grading or construction affecting the Desert Scrub habitat.
BIOLOGICAL RESOURCES-2	In the event that a biological survey finds evidence of desert tortoise habitation on the airport where new development is proposed, the County shall either (1) acquire superior habitat offsite in a region where a preserve can be managed for population viability, or (2) pay mitigation fees to the Coachella Valley Multi-Species Habitat Conservation Plan, Chuckwalla Bench Area of Critical Environmental Concern Management Plan, or other Habitat Management Plan that includes protection for the desert tortoise.
BIOLOGICAL RESOURCES-3	The County shall carry out a survey for wetlands prior to initiation of the runway extension. Should the existence of any wetlands as defined by Executive Order 11990 (May 1977) be determined, the County shall avoid the modification or destruction of the wetlands to the extent possible.

Mitigation Measure No.	Mitigation Measure Text
CULTURAL -1	In the unlikely event that buried archaeological deposits are encountered during project-related activities, work in the immediate vicinity of the discovery shall cease until the finds can be evaluated by a qualified archaeologist. Should human remains be encountered within the project area, the County Coroner shall be contacted immediately; if the remains are determined to be Native American, then the Native American Heritage Commission shall be contacted as well.
GEOLOGY-1	Where deemed necessary, new structural development should be the subject of a geotechnical study prior to construction. This study shall evaluate local geologic and soil conditions and identify appropriate construction measures that should be completed in terms of building foundation design to ensure the protection of occupants of the future buildings. New buildings shall conform to the requirements of the Uniform Building Code.
GEOLOGY-2	Refer to Mitigation Measure HYDROLOGY-2 regarding minimization of erosion.
GEOLOGY-3	Detailed site-specific geotechnical investigations will be conducted prior to the development of any habitable structures on the airport to identify the potential for geological hazards and to develop construction techniques and design solutions to minimize risks.
HAZARDS-1	The Riverside County Economic Development Agency, as the airport proprietor, shall coordinate with the Department of Health to ensure that no construction activities will begin until environmental clearance is provided by the Health Department.
HAZARDS-2	Adoption of the new airport design standards and criteria used in the airport master plan by the Riverside County Airport Land Use Commission in an updated CLUP, and implementation of these policies by Riverside County would reduce potential aviation safety concerns to a less than significant level.
HYDROLOGY-1	Implementation of the following mitigation measures, as appropriate, would reduce water quality impacts to a less-than-significant level: 1) Prior to issuance of grading permits, Riverside County shall submit a Water Quality Management Plan (WQMP) for review and approval by the Regional Water Quality Control Board. This WQMP shall identify Best Management Practices (BMPs) that will be used during construction and operations to control pollutant runoff. 2) Pursuant to Federal Regulations 40CFR, Part 112 and 55CFR 47990, a Spill Prevention Control and Countermeasures Plan (SPCCP) shall be drafted and submitted to the State of California Water Resources Control Board by the County for review and approval prior to the issuance of grading permits for the project. The existing Storm Water Pollution Prevention Plan (SWPPP) shall be amended to address the new project proposals identified in the airport master plan 3) A water quality certification letter shall be requested by the County from the Regional Water Quality Control Board. Should any one construction activity exceed five acres, the County shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (Waste Discharge Requirements Order No. 99-08-DWQ. Before construction starts, a Notice of Intent (NOI) to comply with the permit shall be submitted to the State Water Resources Control Board.
HYDROLOGY-2	During construction, erosion and sedimentation shall be minimized on the site by measures such as silt fences, covering of stockpiled soil materials, and other Best Management Practices (BMPs) as identified by the local Regional Water Quality Control Board.

Mitigation Measure No.	Mitigation Measure Text
HYDROLOGY-3	The airport shall upgrade the on-site storm drainage system as necessary to accommodate any increased runoff and to ensure that on-site flooding does not occur.
NOISE-1	To ensure the long-term compatibility of the airport and the adjacent community, the airport shall work with airport users and the local communities to develop a program for pilot awareness of noise sensitive areas within the airport environs.
TRANSPORTATION/ TRAFFIC-1	Any proposal for substantial development of the airport's east side shall be subject to a traffic study that will determine the best location and design of the site's access roadway(s) and connections with Polk Street.

13. 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.

- ■ Aesthetics
- ■ Biological Resources
- ■ Hazards & Hazardous Materials
- ❒ Mineral Resources
- ❒ Public Services
- ❒ Utilities/Service Systems
- ❒ Agricultural Resources
- ■ Geology/Soils
- ■ Hydrology/Water Quality
- ■ Noise
- ❒ Recreation
- ❒ Mandatory Findings of Significance
- ■ Air Quality
- ■ Cultural Resources
- ■ Land Use/Planning
- ❒ Population/Housing
- ■ Transportation/Traffic

Determination.

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.

■ 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.

❒ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature_____ Date _____

_____ _____

Printed Name For the County of Riverside

SOURCE LIST:

The following references are cited by number in the text that follows each topic below for the Initial Study.

1. Mead & Hunt, "*Jacqueline Cochran Regional Airport Master Plan Update— Draft Report*." September 2003.

2. Coffman Associates, Inc., "*Draft Environmental Impact Report/Environmental Assessment Proposed Development Thermal Airport*," April 1991.

3. City of Coachella, General Plan 2020, "*Draft Environmental Impact Report*," March 1997.

4. Albert A. Webb Associates, "*Specific Plan No. 303, Amendment No. 1—The Kohl Ranch*," September 20, 2001.

5. *Federal Register*, Volume 68, No. 54, PP. 13653-13657. March 20, 2003.

6. State of California, Air Resources Board, "*Methods for Assessing Area Source Emissions in California.*" December 1984.

7. U.S. Environmental Protection Agency, "*National Emissions Inventory, Nonroad Source Inventory Development—Aircraft, Locomotives, and Commercial Marine Vessels (CMV)*." 1999.

8. U.S. Environmental Protection Agency, "*Compilation of Air Pollutant Emission Factors*," Volume II: Mobile Sources, AP-42. 1988.

9. State of California, Air Resources Board, "*URBEMIS 2001*," version 6.2.2 is a revision to URBEMIS 7G for Windows. The new model uses new emission factors (based on EMFAC 2001, version 2.08) available from the Air Resources Board (ARB) to estimate vehicle emissions associated with various land uses and construction projects. URBEMIS stands for "Urban Emissions Model."

10. U.S.C. 42, Chapter 85, "*Clean Air Act*," as amended, 1990.

11. Federal Aviation Administration, Order 5200.8 "*Runway Safety Area Program*." October 1, 1999.

12. California Code of Regulations, Title 25, Section 28, "*Noise Insulation Standards*." Adopted 1974 (amended 1988).

13. Federal Aviation Administration, Order 5050.4A, "*Airport Environmental Handbook*." October 1985.

14. County of Riverside, "General Plan-Hearing Draft," April 2002 (rev. September 12, 2003)

15. Southern California Association of Governments, Draft "Regional Transportation Plan Program EIR," February 2001.

16. South Coast Air Quality Management District, Draft "2003 Air Quality Management Plan." August 2003.

17. County of Riverside, Transportation Department, "Traffic Count Database." August 2002.

18. Riverside County Airport Land Use Commission, "Comprehensive Land Use Plan," (Undated).

19. Federal Aviation Regulations (FAR) Part 150, "Airport Noise and Land Use Compatibility Planning."
September 25, 1989.

20. California Airport Noise Standards, Calif. Code of Regulations, Title 21, Subchapter 6, "Noise Standards." March 10, 1990.

CEQA INITIAL STUDY CHECKLIST

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

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

Jacqueline Cochran Regional Airport is located on a level area in the middle of the lower Coachella Valley where the predominant land uses surrounding the airport are agricultural or undeveloped. Significant scenic mountain vistas are located to the east and west of the airport, but the aviation-related elements of the *Airport Master Plan* (1) would occur on the airport in proximity to existing and long-established airport facilities and would not significantly affect views from the airport environs. New airport development would be compatible in size and scale with existing aviation-related uses.

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

No state scenic highway designations apply to either State Highways 86 or 111 in the vicinity of the airport. No significant scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway would be altered by the proposed project.

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

Jacqueline Cochran Regional Airport is currently developed with mostly aviation-related uses and a limited number of non-aviation uses. In the near-term, the new aviation-related development identified in the *Airport Master Plan* would be concentrated in the vicinity of this existing development on the airport's north side (see Airport Layout Plan). Over the long-term, new aviation facilities would be developed on the airport's east and west sides, along with new non-aviation development. None of the proposed development would degrade the visual character or quality of the surrounding area.

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

New light sources on the airport would include those associated with new development on the north, east and west sides. These new light sources would primarily be from security lighting, and parking and streetlights. Riverside County Ordinance No. 655 restricts the use of certain light fixtures that could have a detrimental effect on astronomical observation and research related to the Mount Palomar Observatory.[4] The Jacqueline Cochran Airport is located in an area subject to the provisions of the ordinance.

Mitigation Measure AESTHETICS-1: The County shall ensure that only low pressure sodium vapor lights will be used for non-airfield lighting in order to minimize light emissions in accordance with Ordinance No. 655.

The installation of runway and related taxiway lighting on the extended portion of Runway 17-35 and the installation of an approach lighting system for Runway 35 would not have a significant impact, as the developments would occur totally within airport property. Moreover, the subject lighting systems are designed to be viewed from the air, and not the ground.

Mitigation Measure AESTHETICS-2: The County shall ensure that the design of any new airfield lighting will be designed and installed foremost to be consistent with the safety of aircraft in flight and on the ground.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. 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 Dept. 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 a non-agricultural use?	✗	❒	❒	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	✗
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?	❒	❒	❒	✗

4. County of Riverside, Ordinance No. 655, "An Ordinance of the County of Riverside Regulating Light Pollution," (no date).

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 a non-agricultural use?

Although portions of the airport have been farmed in the past, the project site contains no prime, unique, or other agriculturally significant farmlands. However, the extension of Runway 17-35 1,500-feet to the south and its proposed approach light system will have a direct impact on an estimated 25 acres of prime agricultural lands and agricultural lands of statewide importance located just south of Avenue 60. (2)(3) It should be noted that these lands are part of the Kohl Ranch Specific Plan and have been redesignated as "Open Space" (4) The Kohl Ranch Specific Plan classifies this redesignation as a "significant and unavoidable impact" with no mitigation required.

Mitigation Measure AGRICULTURAL RESOURCES-1: The County shall take care to ensure the continued use of the subject farmlands for agricultural purposes until such time as the runway extension is constructed.

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

There are some Williamson Act agricultural preserves located in proximity to the airport, but no conflicts are anticipated as a result of Master Plan implementation.

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?

None anticipated.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. 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?	❒	❒	✗	❒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❒	❒	✗	❒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❒	❒	✗	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	❒	✗	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	✗	❒

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

The Jacqueline Cochran Regional Airport is located within the Salton Sea Air Basin (SSAB) [formerly the Southeast Desert Air Basin (SEDAB)] subdistrict of the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD has made continual progress toward achieving clean air and complying with state and federal clean air requirements. The 2003 Air Quality Management Plan (AQMP) updates the demonstrated attainment of federal standards for carbon monoxide (CO), nitrogen dioxide (NO^2), sulfur dioxide (SO^2), sulfates or lead; provides a basis for a carbon monoxide maintenance plan, and updates the maintenance plan for the federal nitrogen oxide standard that the South Coast Air Basin has met since 1992. (16) The 2003 AQMP proposes policies and measures to achieve federal and state standards for healthful air quality in the SCAB including the portion of the SSAB under SCAQMD control, namely the Coachella Valley.[5] The SCAB has been designated an "extreme" non-attainment area for ozone because it frequently exceeds the federal 1-hour standard, and is in non-attainment for the federal annual and 24-hour PM10 standards and the state PM10 standards. The Coachella Valley PM10 Plan was revised in June 2002 and has been forwarded to CARB and the U.S. Environmental Protection Agency (EPA) for review and approval. The proposed airport master plan project would not conflict or obstruct implementation of any of the control measures in the SCAQMD air quality maintenance plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

On the local scale, the pollutant of greatest interest is carbon monoxide. Concentrations of this pollutant are related to the levels of traffic and congestion along streets and at intersections. Various guides for assessing and mitigating air quality impacts provide screening criteria to identify situations where modeling is warranted. Typically, if neither of the following criteria is met at signalized intersections affected by the project, the project is concluded to have no potential to create a violation of the carbon monoxide standards:

- The Level of Service (LOS) on one or more streets or at one or more signalized intersections in the project vicinity will be reduced to LOS E or F, and

- The project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

Based on traffic count information provided by the Riverside County Transportation and Land Management Agency, Transportation Department (17) for eight street segments in the airport vicinity, the proposed Airport Master Plan would not have a significant adverse affect on roadway levels of service, and hence not have the potential to create a violation of the carbon monoxide standards (see Table 2). Table 2 indicates that seven of the eight roadway segments are currently operating at LOS B or better. Only one road segment (Harrison Street north of the airport) is operating at LOS C. In the future, the Riverside County Circulation Plan anticipates upgrading Airport Boulevard, Avenue 60, Harrison Street and Polk Street to arterial status, with an estimated volume capacity of 25,000 vehicles/day. Based on these projected Level of Service conditions, and with the project anticipated to generate an estimated 600 vehicle trips/day, the project would have no significant potential to create a violation of the carbon monoxide standards.

5 Imperial County comprises the southern two-thirds of the SSAB.

Table 2.

AVERAGE DAILY TRAFFIC AND LOS IN AIRPORT VICINITY

STREET	LOCATION	ADT	DATE	LANES *	DAILY CAPACITY	Y/C RATIO	LOS
Airport Boulevard	East of Jackson	2,828	2001	2U	15,000	0.19	A
Airport Boulevard	East of Van Buren	3,690	2001	2U	15,000	0.25	A
Airport Boulevard	East of Harrison	3,000	1995	2U	15,000	0.20	A
Airport Boulevard	West of Polk	4,015	2001	2U	15,000	0.27	A
Airport Boulevard	West of SR ILL	3,630	2001	2U	15,000	0.24	A
Polk Street	South of Airport	1,851	2001	2U	15,000	0.12	A
Harrison Street	North of Airport	11,900	1995	2U	15,000	0.79	C
Harrison Street	South of Avenue 58	9,000	1995	2U	15,000	0.60	B

***** 2 lanes, undivided

Sources- County of Riverside:
Transportation and Land Management Agency
Transportation Department
Traffic Count Database (August 9, 2002), and
City of Coachella, "General Plan 2020" – Draft EIR (March 1997)

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 which exceed quantitative thresholds for ozone precursors)?

In the future, the emissions associated with aircraft operations at Jacqueline Cochran Regional Airport would change with both increased numbers of operations and changes to the aircraft feet mix. The number of daily operations is projected to increase in the future, and the types of aircraft being used would also change from a predominance of piston-engine airplanes toward more and more turbine-powered aircraft. The State of California Air Resources Board (ARB) "*Methods for Assessing Area Source Emissions in California*" (5), and the EPA's "*National Emissions Inventory"* data base (6) and "*Compilation of Air Pollutant Emission Factors*"(7) were used to evaluate potential aircraft emission burdens in the year 2022 (110,000 annual operations). The URBEMIS 2001 model (8) was used to estimate air emissions from airport landside activities including motor vehicle, construction and area source emissions. URBEMIS 2001 incorporates the California ARB's motor vehicle emission factor model (EMFAC 2001) and has default settings for Riverside County. Table 3 shows the project emissions associated with 2002 activity levels and airport master plan implementation (up to 110,000 annual aircraft operations) by 2022.

Table 3.

PROJECT RELATED AIRCRAFT AND NON-AIRCRAFT EMISSIONS

	ROG/HC	NO_X	CO	PM_{10}	SO_X
AIRCRAFT EMISSIONS	**(Tons / Year)**				
2002 (65,000 0perations)	23.29	6.11	146.24	0.07	3.70
2022 (110,000 Operations)	44.95	17.47	238.71	0.36	8.18
Change	+ 21.66	+ 11.36	+ 92.47	+ 0.29	+ 4.48
NON-AIRCRAFT EMISSIONS (TONS / YEAR)					
2002	30.20	12.04	13.35	3.00	1.02
2022	1.76	6.69	11.11	1.16	0.52
Change	- 28.44	-5.35	-2.24	-1.84	- 0.50
TOTAL EMISSIONS	**(Tons / Year)**				
2002	53.49	18.15	159.59	3.07	4.72
2022	46.71	24.16	249.82	1.52	8.70
Change	+ 6.78	+6.01	+90.23	-1.55	+3.98

***** Calculations based on 110,000 annual aircraft operations

Sources: California ARB, U.S. EPA, and Shutt Moen Associates (a Mead & Hunt Company)

Section 176 of the "*Clean Air Act*" (9) amendments requires a conformity determination where the total of direct and indirect project emissions equal or exceed:

- 25 tons/year of VOCs (volatile organic compounds [ROG/HC])
- 25 tons/year NOx (oxides of nitrogen)
- 70 tons/year of PM_{10} (respirable particulate matter)

The net emissions shown in Table 3 for master plan implementation conditions through 2022 (110,000 annual aircraft operations) would not exceed the *de minimis* levels that would require a conformity determination under the Federal Clean Air Act nor would they exceed the Riverside County Unified Air Pollution Control District's thresholds of significance. Project impacts on non-attainment pollutants would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

A sensitive receptor is defined as a location where human populations, especially children, seniors, and sick persons are present and where there is a reasonable expectation of continuous human exposure to pollutants.

Examples of sensitive receptors include residences, hospitals and schools. The nearest schools are located approximately one-mile north-northwest of the airport, and the nearest concentration of residences are on the airport's east side along Polk Street. Project impacts on sensitive receptors would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Airport operations and development of additional aviation land uses could result in intermittent odors affecting a small area, but would not affect a substantial number of people. Project odor impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	✗		❒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	❒	✗	❒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	❒	❒	✗	❒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❒	❒	✗	❒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❒	❒	✗	❒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?	❒		✗	❒

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

Three sensitive wildlife species have been observed in the vicinity of the airport (3), but there are no known sightings of sensitive species on the airport (2). The three species observed in the airport vicinity are:

Black-tailed gnatcatcher (*Polioptila melanura*)

The Black-tailed gnatcatcher is listed by the California Department of Fish and Game (CDFG) as a special-status animal and is listed as endangered on the Natural Diversity Database (NDDB). It is a permanent resident of wooded desert washes and can be found in desert scrub habitat, especially during the winter. The species nests in desert washes containing mesquite, paloverde, ironwood, and acacia trees (3). It is absent in areas where salt cedar has been introduced. Sightings have occurred in Coachella, Thermal, Mecca and La Quinta (3).

Crissal thrasher (*Toxostoma dorsale*)

The Crissal thrasher is a CDFG species of special concern and is considered rare and of restricted range by the NDDB (3). It is a year-around resident of desert riparian and desert wash habitats. The species nests in mesquite, screwbean mesquite, ironwood, catclaw, acacia, arrow weed, and willow along streams and washes (3). This species has been observed in Coachella, Thermal, Mecca and La Quinta.

Vermillion flycatcher (*Pyrocephalus rubinus*)

The Vermillion flycatcher is listed by the CDFG as a species of special concern and is considered extremely endangered by the NDDB (3). This bird is a spring-time migrant that inhabits desert riparian habitats adjacent to irrigated fields, irrigation ditches, pastures, and other open, mesic (moist) areas. It nests in cottonwood, willow, mesquite, and other large desert riparian trees. It has been sighted in the Thermal area.

Although there are no recorded sightings of any of these species on the airport, it is not unreasonable to expect the presence of one or more of these birds on the undeveloped portions of the airport. Much of the undeveloped area of the airport is comprised of the Desert Scrub (disturbed) habitat community. Previously farmed areas on the airport have reverted to this habitat type (2). The development of the airport's east side, northwest corner and midfield areas would result in the removal of much of this habitat. In the absence of any specific development proposals, the impact of such development is speculative at this time. The impact on biological resources is determined by scientific judgment based on the relative importance of the affected habitat and/or the sensitivity of any affected species. A significant impact would result if the impact had the potential to directly or indirectly result in a measurable change in species composition or abundance beyond normal variability, or was likely to result in a long-term change in ecological function within a localized area (3). However, the Sonoran Desert Scrub community is the most common vegetative community in the greater Coachella Valley and removal of this habitat community would not be considered significant unless there were known sensitive species within the area to be removed.

Mitigation Measure BIOLOGICAL RESOURCES-1: The County shall ensure that the removal of any on-airport Desert Scrub habitat will not have an adverse affect on any special status species. To accomplish this, a biological survey will be conducted prior to the start of any grading or construction affecting the Desert Scrub habitat.

The desert tortoise (*Gopherus agassizii*) is a state and federally-listed threatened species and is considered endangered by the NDDB. It inhabits almost all desert environments where the soil is friable enough for burrowing and nest construction. Although five sightings of the desert tortoise have occurred in the La Quinta area and the airport is within the historic range of the creature, it nonetheless has a low probability for existence on the airport due to current and historical land uses (3). The airport is not considered appropriate habit for this species (2).

Mitigation Measure BIOLOGICAL RESOURCES-2: ***In the event that a biological survey finds evidence of desert tortoise habitation on the airport where new development is proposed, the County shall either (1) acquire superior habitat offsite in a region where a preserve can be managed for population viability, or (2) pay mitigation fees to the Coachella Valley Multi-Species Habitat Conservation Plan, Chuckwalla Bench Area of Critical Environmental Concern Management Plan, or other Habitat Management Plan that includes protection for the desert tortoise.***

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

Very little riparian vegetation is present on the airport, and it is largely outside of any area proposed for future development. No sensitive natural communities on the airport identified in local or regional plans (MSCP/MHPA) or regulations, or by the California Department of Fish and Game or the USFWS are subject to development under the proposed airport master plan.

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?

There are no federally protected wetlands on the airport. However, two small potential wetlands areas have been identified in Section 33 to the south of the airport (2). Only one of the sites would be affected by the proposed southerly extension of Runway 17-35, and this site would be within the relocated Runway Protection Zone (RPZ). The runway extension would not require the removal or physical modification to either of these wetland areas.

Mitigation Measure BIOLOGICAL RESOURCES-3: ***The County shall carry out a survey for wetlands prior to initiation of the runway extension. Should the existence of any wetlands as defined by Executive Order 11990 (May 1977) be determined, the County shall avoid the modification or destruction of the wetlands to the extent possible.***

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

No native or migratory fish exist on the airport site. Migratory wildlife has access to thousands of acres of agricultural lands around the airport, and do not require the use of the airport.

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

Implementation of the airport master plan would not conflict with any Riverside County ordinances established to protect biological resources.

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?

Implementation of the airport master plan will not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	❒	❒	✗	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	❒	❒	✗	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❒	❒	❒	✗
d) Disturb any human remains, including those interred outside of formal cemeteries?	❒	❒	❒	✗

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

In April 1996, a cultural resources study was carried out for the City of Coachella General Plan 2020, "*Draft Environmental Impact Report*." (3) The study found a number of historic buildings and features in Coachella and Thermal, and in the area around the airport. Only one structure, a WWII Army Bombardment Squadron storage structure, was located in proximity to the airport. This structure was located on the east side of Harrison Street north of Avenue 60, and was not on airport property. It was subsequently destroyed in a fire in the late 1990's. No other known historic resources are located on airport property.

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

The 1991 "*Draft Environmental Impact Report/Environmental Assessment Proposed Development Thermal Airport*," (2) notes that the records of the California Archaeological Resources Inventory, Eastern Information Center, Archaeological Research Unit of the University of California at Riverside indicate that the majority of the Jacqueline Cochran Regional (Thermal) Airport site has been surveyed for cultural resources. The westerly half of Section 20 has been identified as containing known archaeologically sensitive materials, and has been recorded as Site CA-RIV-148. There are three specific areas associated with this site that are recommended to be preserved in their present condition. The remaining area of the airport contains some scattered cultural remains in the form of pot shards and lithic debris, but it has also been disturbed by previous agricultural activity and is not considered significant enough to warrant preservation or in having the potential to warrant further scientific study.

Mitigation Measure CULTURAL-1: ***In the unlikely event that buried archaeological deposits are encountered during project-related activities, work in the immediate vicinity of the discovery shall cease until the finds can be evaluated by a qualified archaeologist. Should human remains be encountered within the project area, the County Coroner shall be contacted immediately; if the remains are determined to be Native American, then the Native American Heritage Commission shall be contacted as well.***

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

No paleontological resource or site or unique geologic features were discovered during previous work and there is a low probability that they would be encountered during any future construction activities.

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

There is no indication that burials are present based on survey and document research. However, if during construction, undocumented human remains or artifacts should be unearthed, the County Coroner shall be contacted immediately; if the remains are determined to be Native American, then the Native American Heritage Commission shall be contacted as well.

See ***Mitigation Measure CULTURAL-1.***

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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.	❒	❒	❒	✗
ii) Strong seismic ground shaking?	❒	❒	❒	✗
iii) Seismic-related ground failure, including liquefaction?	❒	❒	❒	✗
iv) Landslides?	❒	❒	❒	✗
b) Result in substantial soil erosion or the loss of topsoil?	❒	❒	❒	✗
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❒	❒	❒	✗
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	❒	❒	❒	✗
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	❒	❒	❒	✗

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; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?

The Jacqueline Cochran Regional Airport is not located within an Alquist-Priolo zone. However, seismic activity could occur at the site in association with any one of a number of faults in the Coachella Valley region, including the San Andreas Fault. The potential for surface rupture is considered low because the site is not located within an Alquist-Priolo zone, nor is it identified by Riverside County as being in a Seismic Hazard Zone as specified by the State of California Seismic Hazard Mapping Act of 1990. Liquefaction concerns do not exist at the site, as such concerns would have been included in the Seismic Hazard Zone,

which does not apply to the site. The site is level and not subject to landslides. Conformance with the requirements of the Uniform Building Code would reduce the potential for structural damage to buildings in the event of significant seismic activity.

Mitigation Measure GEOLOGY-1: ***Where deemed necessary, new structural development should be the subject of a geotechnical study prior to construction. This study shall evaluate local geologic and soil conditions and identify appropriate construction measures that should be completed in terms of building foundation design to ensure the protection of occupants of the future buildings. New buildings shall conform to the requirements of the Uniform Building Code.***

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

Some erosion and loss of topsoil could occur during construction. However, the site is generally level and this potential impact is not considered significant. Erosion control measures undertaken during construction would reduce the potential for soil erosion.

Mitigation Measure GEOLOGY-2: ***Refer to Mitigation Measure HYDROLOGY-2 regarding minimization of erosion.***

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?

Landslide and liquefaction potential are addressed above under (a) above. No significant potential.

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

Potential expansive soil hazards are known to exist in the vicinity of the Jacqueline Cochran Regional Airport.

Mitigation Measure GEOLOGY-3: ***Detailed site-specific geotechnical investigations will be conducted prior to the development of any habitable structures on the airport to identify the potential for geological hazards and to develop construction techniques and design solutions to minimize risks.***

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?

This issue is not relevant to the project as no septic tanks or alternative wastewater systems are proposed for the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❒	❒	✗	❒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❒	❒	✗	❒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❒	❒	✗	❒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❒	✗	❒	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 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?	❒	❒	✗	❒
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	✗
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	❒	✗
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❒	❒	❒	✗

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

Hazardous materials (e.g, paints, solvents, oils) could be used and transported at the site during construction. Existing state and federal regulations regarding storage, disposal and transport would apply to these materials and no further mitigation measures would be necessary.

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?

No significant amounts of hazardous materials, other than those normally associated with a general aviation airport are expected to be used or stored at the site as a result of approval of the airport master plan. If future users of the land proposed for non-aviation uses entail the use, storage or disposal of hazardous materials, these

users would be subject to applicable state and federal regulations regarding hazardous materials. The potential users of this area are not known at this time. Such users would be required to apply for a building permit from the County of San Diego and the use of hazardous substances would be verified at that time and adequate regulatory measures would be enforced.

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

No existing or proposed public schools exist within ¼ mile of the airport boundary.

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

One hazardous waste site has been identified at the airport. This site is located to the east of the Million Air La Quinta hangar and contains known soil and groundwater contamination from petroleum hydrocarbons. (2)

The Riverside County Department of Public Health has noted that contamination at this site is of limited extent, and assessment and remediation activities have been carried out.

Mitigation Measure HAZARDS-1: The Riverside County Economic Development Agency, as the airport proprietor, shall coordinate with the Department of Health to ensure that no construction activities will begin until environmental clearance is provided by the Health Department.

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?

The Riverside County Airport Land Use Commission adopted a "*Comprehensive Land Use Plan"* (CLUP) for Jacqueline Cochran Regional Airport in 1992(?)(18). This plan identifies appropriate land uses for the airport's environs to ensure the safety of nearby uses. However, the currently adopted plan is predicated upon information originally developed in the 1991 Thermal Airport master plan, while the new airport master plan is based on current FAA airport design criteria and standards. To address this difference, as well as update the compatibility plan's policies, the airport master plan incorporates the information necessary to revise the "*Comprehensive Land Use Plan*." If implemented, the new policies will support planned changes at the airport and ensure compatibility with surrounding land uses.

Mitigation Measure HAZARDS-2: Adoption of the new airport design standards and criteria used in the airport master plan by the Riverside County Airport Land Use Commission in an updated CLUP, and implementation of these policies by Riverside County would reduce potential aviation safety concerns to a less than significant level.

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

The project site is a public airport and does not include any private airstrips.

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

The adoption of the airport master plan would not interfere with an adopted emergency response plan.

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

The project site is not within an area readily subject to wildland fires.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	❒	❒	✗	❒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❒	❒	✗	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❒	❒	✗	❒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❒	❒	✗	❒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❒	✗	❒	❒
f) Otherwise substantially degrade water quality?	❒	❒	✗	❒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❒	❒	❒	✗
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	❒	✗
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	❒	❒	❒	✗
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	❒	✗

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

New construction associated with the activities identified in the airport capital improvement program could result in an exceedance of adopted water quality standards if adequate mitigation measures are not

implemented. Construction and grading would expose areas of unvegetated soil and could result in increased sedimentation of downstream drainage facilities. Accidental fuel spills could occur that could contaminate local drainage systems.

Mitigation Measure HYDROLOGY-1: ***Implementation of the following mitigation measures, as appropriate, would reduce water quality impacts to a less-than-significant level:***

1) ***Prior to issuance of grading permits, Riverside County shall submit a Water Quality Management Plan (WQMP) for review and approval by the Regional Water Quality Control Board. This WQMP shall identify Best Management Practices (BMPs) that will be used during construction and operations to control pollutant runoff.***

2) ***Pursuant to Federal Regulations 40CFR, Part 112 and 55CFR 47990, a Spill Prevention Control and Countermeasures Plan (SPCCP) shall be drafted and submitted to the State of California Water Resources Control Board by the County for review and approval prior to the issuance of grading permits for the project. The existing Storm Water Pollution Prevention Plan (SWPPP) shall be amended to address the new project proposals identified in the airport master plan***

3) ***A water quality certification letter shall be requested by the County from the Regional Water Quality Control Board.***

4) ***Should any one construction activity exceed five acres, the County shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (Waste Discharge Requirements Order No. 99-08-DWQ. Before construction starts, a Notice of Intent (NOI) to comply with the permit shall be submitted to the State Water Resources Control Board.***

Mitigation Measure HYDROLOGY-2: During construction, erosion and sedimentation shall be minimized on the site by measures such as silt fences, covering of stockpiled soil materials, and other Best Management Practices (BMPs) as identified by the local Regional Water Quality Control Board.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potable water at the airport comes from a local water service. While a decrease in pervious surface area would occur due to new development at the airport, this decrease is not expected to significantly impact any aquifer or significantly decrease the local groundwater table level.

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 that would result in substantial erosion or siltation on- or off-site?

Increased runoff on the project site would occur due to the increase in impervious surface area. Existing open ditches that drain the airport may be routed into expanded underground culverts. Some siltation and erosion could result from increased runoff. Refer to Mitigation Measures HYDROLOGY 1 and 2.

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?

Refer to (c) above and (h) below.

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?

Refer to (c) above and (h) below.

f) Otherwise substantially degrade water quality?

Refer to (a) above.

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

No housing would be included in the proposed project.

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

The proposed project would not be located within a 100-year floodplain, but new development of both aviation and non-aviation uses would increase the amount of runoff at the airport site. A variety of mitigation measures are identified below to reduce the potential impacts associated with any proposed airport development. The airport master drainage plan addresses certain airfield drainage improvements designed to reduce any potential airfield flooding to a less-than-significant level.

Mitigation Measure HYDROLOGY-3: The airport shall upgrade the on-site storm drainage system as necessary to accommodate any increased runoff and to ensure that on-site flooding does not occur.

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

Refer to (h) above.

j) Inundation by seiche, tsunami, or mudflow?

The project site would not be subject to tsunamis, seiches, or mudflows due to its location and low topography.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	❒	❒	❒	✗
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❒	❒	✗	❒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❒	❒	✗	❒

a) Physically divide an established community?

The adoption of the updated airport master plan would not divide an established community because any proposed new development would occur entirely upon land that is currently designated for airport uses.

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?

The uses proposed at the airport by the master plan would be compatible with its current designation in the Riverside County General Plan and the Coachella General Plan.

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

No conflicts (see Biology, IV(f) above).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. 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?	❒	❒	❒	✗
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?	❒	❒	❒	✗

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 exploitable mineral resources exist within the project site.

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?

Refer to (a) above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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?	❒	❒	✗	❒
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	❒	❒	✗	❒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	✗	❒

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	✗	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 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?	❒	❒	✗	❒
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?	❒	❒	❒	✗

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?

Federal and State standards categorize residential uses within the 65 CNEL (or DNL) and above noise contour as incompatible.[6] The U.S. Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) have adopted the goal that exterior noise levels should not exceed 55 DNL, although HUD has developed criteria by which sites located in areas with noise levels of DNL 65 may be eligible for federal funds. The Riverside County General Plan Noise Element (14) discourages certain noise sensitive land uses in areas subject to noise levels of 65 CNEL, but allows new construction in areas of up to 70 CNEL with appropriate acoustical studies and noise mitigation measures. The City of Coachella General Plan Noise Element finds single-family residential uses compatible with noise levels of up to 60 CNEL and multi-family uses compatible with noise levels of up to 65 CNEL. All residential uses are conditionally compatible with noise levels of up to CNEL 70. The Riverside County Airport Land Use Commission's "Comprehensive Land Use Plan (for the) Thermal Airport," (18) lists all residential land uses with the exception of transient lodgings, as being compatible with noise levels of up to 60 CNEL.

The 60 CNEL contour is defined by the California Noise Insulation Standards (12) as "the level at which mitigation measures are needed to reduce interior noise levels to 45 decibels so as not to interfere with speech or sleep…[and]… the 65 CNEL contour defines the noise level at which residential uses are not suitable and transient lodging must reduce interior noise levels to 45 decibels." The State Noise Insulation Standards actually establishes standards for interior room noise (attributable to outside noise sources) for new construction. The regulation specifies that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or DNL) of 60 dB or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or DNL) of at least 45 dB.(7)

Title 25 of the Noise Insulation Standards establishes uniform minimum noise insulation standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. This law requires that interior noise levels with windows closed shall not exceed an annual CNEL of 45db in any habitable room. It also requires acoustical analysis for new residential structures located within an airport CNEL contour of 60 dB showing that the structure has been designed to limit intruding noise to allowable levels. This interior standard is required for single-family detached dwellings, as well as multiple

6 Federal Aviation Regulations (FAR) Part 150, "Airport Noise Compatibility Planning." September 25, 1989 and California Airport Noise Standards (Calif. Code of Regulations, Title 21, Subchapter 6, "Noise Standards." March 10, 1990.

7 Note that in California homes of standard construction, with windows partly open, will achieve exterior-interior noise level reductions of 15-20 decibels.

family dwellings, although the State Noise Insulation Standards do not apply to single-family dwellings. Attachment 1 to this report contains the noise contours prepared for the airport master plan. The attachment consists of four individual exhibits that were prepared during the master plan study to show historical and future (projected) airport noise impacts. Included in the attachment are the noise modeling calculation data. The exhibits are as follow:

Exhibit 1 – Generalized Flight Tracks. This exhibit shows the various arrival and departure routes into and out of the airport, including traffic patterns.

Exhibit 2 – 2002 Noise Exposure. These are the noise contours for Year 2002 historical operations. There are no existing or proposed noise sensitive land use located within the CNEL 55 or above noise contours.

Exhibit 3 – 2022 Noise Exposure (No Extension). These are the noise contours for projected operations in 2022 (or the equivalent of 110,000 annual aircraft operations) with the existing main runway length of 8,500 feet. There are no existing or projected noise sensitive land uses within the CNEL 60dB or above contours. To the south of the airport, in the area of the Kohl Ranch Specific Plan (4) south of Avenue 62, the 2022 CNEL 55 noise contour would encompass approximately 20 acres of currently undeveloped land that has been proposed for low density residential development (3.2 dwelling units/acre). Up to sixty-four single-family dwelling units could be constructed in this area. Under the County's General Plan, such low density dwelling units are normally acceptable within areas subject to noise levels of up to 60 CNEL.

Exhibit 4 –2022 Noise Exposure (With Extension). This exhibit assumes 2022 operations with the main runway extended 1,500 feet to the south for a total length of 10,000 feet. There are no existing or projected noise sensitive land uses within the CNEL 60dB or above contours. To the south of the airport, in the area of the Kohl Ranch Specific Plan (4) south of Avenue 62, the 2022 CNEL 55 noise contour would encompass approximately 25 acres of currently undeveloped land that has been proposed for low density residential development (3.2 dwelling units/acre). An estimated eighty single-family dwelling units could be constructed in this area. Under the County's General Plan, such low density dwelling units are normally acceptable within areas subject to noise levels of up to 60 CNEL.

Noise Modeling Conclusions

1. Under the three noise exposure scenarios considered, there would be no noise sensitive residential areas exposed to noise levels of CNEL 60dB or above through 2022 (or 110,000 annual aircraft operations).
2. Based upon existing General Plan and Specific Plan land use designations, and with the existing 8,500-foot runway, an estimated 64 (yet to be constructed) low density residential dwelling units could be subject to cumulative noise levels of 55 CNEL by 2022 in the Kohl Ranch subdividsion.
3. With the extension of the main runway by 1,500-feet to the south, an estimated 80 (yet to be constructed) low density residential dwelling units could be subject to cumulative noise levels of 55 CNEL by 2022 in the Kohl Ranch Subdivision.

***Mitigation Measure NOISE-1*: To ensure the long-term compatibility of the airport and the adjacent community, the airport shall work with airport users and the local communities to develop a program for pilot awareness of noise sensitive areas within the airport environs.**

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

No pile driving or other sources of significant ground-borne vibration are expected to occur at the airport.

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

There would be no noise sensitive land uses located within the existing or projected (2022) CNEL 60 noise contours for the airport.

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

The only temporary increase in ambient noise levels would occur during construction activities. As the nearest sensitive noise receptors (residences) are approximately ½ mile from any on-airport construction sites, 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?

The "*Comprehensive Land Use Plan*" (18) for Jacqueline Cochran Regional Airport contains measures to prevent uses incompatible with the growth of the airport from being introduced. The CLUP excludes residences and other noise-sensitive uses from within the 60 CNEL and above contours. Therefore, no exposure to excessive noise levels are anticipated to occur.

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?

The project is a public airport. Therefore, this factor does not apply.

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

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

Proposed on-airport development could bring about new employment opportunities on the site. These jobs are expected to be filled primarily by local residents, in which case no substantial increase in population is expected.

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

No housing would be displaced by the proposed activities identified in the airport master plan.

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

Refer to (b) above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	❒	❒	✗	❒
Fire protection?	❒	❒	✗	❒
Police protection?	❒	❒	✗	❒
Schools?	❒	❒	❒	✗
Parks?	❒	❒	❒	✗
Other public facilities?	❒	❒	❒	✗

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?

Public services available at the airport include those provided by the County of Riverside. Fire protection services are provided by the County, with the nearest fire station located on the airport property. Police protection services are provided by the Riverside County Sheriff's Department which has a field office on the airport. No problems have been identified in terms of adequately providing services at the airport, and none are anticipated.

No direct demand on schools would result from implementation of the project. New employees associated with development on the airport are expected to reside in nearby communities for the most part. Thus, it is unlikely that implementation of the updated airport master plan would have a significant impact on school facilities or resources.

No County or County parks would be impacted by the master plan update project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❒	❒	❒	✗
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❒	❒	❒	✗

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

No County or County parks would be impacted by the master plan project.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No recreational facilities are associated with the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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)?	❒	❒	✗	❒
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?	❒	❒	✗	❒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	✗	❒	❒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❒	❒	❒	✗
e) Result in inadequate emergency access?	❒	❒	❒	✗
f) Result in inadequate parking capacity?	❒	❒	❒	✗

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❒	❒	❒	✗

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)?

No (see discussion in III-Air Quality above).

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

No (see discussion in III-Air Quality above).

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

No significant change in traffic patterns, although new access points may be created on Airport Boulevard, Polk Street and Avenue 60.

Mitigation Measure TRANSPORTATION/TRAFFIC-1: Any proposal for substantial development of the airport's east side shall be subject to a traffic study that will determine the best location and design of the site's access roadway(s) and connections with Polk Street.

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

The project would not increase hazards due to design features or incompatible uses.

e) Result in inadequate emergency access?

The project would not result in inadequate emergency access. A fire station is located on airport and adequate access roads serve the airport property.

f) Result in inadequate parking capacity?

The project would not result in inadequate parking capacity. Any new aviation uses would be required to meet the parking requirements for the specific land use, as established by the County of Riverside.

g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project would not result in conflicts with adopted policies, plans, or programs supporting alternative transportation.

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

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

Utilities that serve the airport are provided by both private and public utility providers. These services include electricity, natural gas, water, wastewater treatment, solid waste collection, and telephone service. Any new on-airport development that is not currently served by water, wastewater, natural gas, or storm drainage would require the extension of these services

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?

Refer to (a) above. No significant effects.

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

Upgrading of on-airport storm drainage facilities will mitigate any potential for localized flooding.

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

Adequate water supplies are available to serve the airport.

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?

Adequate wastewater treatment capacity exists in the area.

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

Yes. No impact anticipated.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The airport would be required to comply with state, federal, and local statutes regarding waste reduction and minimization.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. 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?	❒	❒	✗	❒
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.)	❒	❒	✗	❒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❒	❒	✗	❒

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?

No.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable impact 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.)

No.

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

With implementation of project-related mitigation measures, no substantial adverse effects on human beings, either direct or indirect, would result from the project.

XVIII. FEDERAL ENVIRONMENTAL ACTION CHOICES

In the FAA's Airports Program, Federal actions which require environmental processing generally involve the approval of specific projects at specific airports. A series of projects may be grouped into an overall plan for development, with successive phases being contingent upon other events such as a projected increase in traffic or a change in the aircraft using the airport. Such programs for development will usually be the subject of tiered environmental actions [see paragraph 101 of FAA Order 5050.4A "Airport Environmental Handbook"] (27).

All Federal actions fall into one of three categories:

1) Those normally requiring an environmental impact statement.
2) Those requiring an environmental assessment.
3) Those which are normally categorically excluded.

Actions Normally Requiring an Environmental Impact Statement

The following Federal actions will normally require an environmental impact statement (EIS):

1) First time airport layout plan approval or airport location approval for a commercial service airport located in a standard metropolitan statistical area. (This is not applicable to the Jacqueline Cochran Regional Airport Master Plan).
2) Federal financial participation in, or airport layout approval of, a new runway capable of handling air carrier aircraft at a commercial service airport in a standard metropolitan statistical area. (Also not applicable to the Jacqueline Cochran Regional Airport Master Plan).

Even though these actions normally require an environmental impact statement, the preparation of the environmental impact statement will usually be preceded by an environmental assessment. If the environmental assessment demonstrates that there are no significant impacts, the action shall be processed as a finding of no significant impact instead of an environmental impact statement.

Actions Normally Requiring an Environmental Impact Assessment.

Federal financial participation in, or airport layout plan approval of, the following categories of actions shall be subject to the analysis of an environmental assessment (EA) and subsequent decision as to whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI).

1) Airport location.
2) New runway.
3) Major runway extension.
4) Runway strengthening which would result in a 1.5 Ldn or greater increase in noise over any noise sensitive area located within the 65 Ldn/CNEL contour.

5) Construction or relocation of entrance or service road connections to public roads which adversely affect the capacity of such public roads.

6) Land acquisition associated with any of the above items plus land acquisition which results in relocation of residential units when there is evidence of insufficient comparable replacement dwellings, major disruption of business activities, or acquisition which involves land covered under section 4(f) of the DOT Act (recodified 49 USC Subtitle I, section 303, January 12, 1983).

7) Establishment or relocation of an instrument landing system, or an approach lighting system.

8) An airport development action that falls within the scope of paragraph 24 of FAA Order 5050.4A (see "Extraordinary Circumstances" below) or which involves any of the following:
   (a) Use of section 4(f) land.
   (b) Effect on property included in or eligible for inclusion in the National Register of Historic Places or other property of state or local historical, architectural, archeological, or cultural significance.
   (c) Land acquisition for conversion of farmland, scoring over 160 on Form AD-1006, protected under the Farmland Protection Policy Act (FPPA) to nonagricultural use through Federal financial assistance or through conveyance of government land.
   (d) Wetlands, coastal zones, or floodplains.
   (e) Endangered or threatened species.

FAA requests for conveyance of government land for airport purposes under section 516 of the 1982 Airport Act, unless the proposed use of the land falls within the scope of paragraph 23 (see paragraph 34 for more detailed instructions).

The actions identified in this paragraph shall be supported through one of the following action choices based upon an environmental assessment:

1) Environmental impact statements.

2) Findings of no significant impact (see paragraph 27 of FAA Order 5050.4A).

Of the above listed actions, only (7) would result in the requirement for an Environmental Assessment. The EA would be prepared prior to a commitment by the FAA to establish an ILS and approach light system for Runway 35.

Categorical Exclusions.

Unless specifically covered by FAA Order 5050.4A, the items below are categorically excluded from the requirement for formal environmental assessment.

1) Runway, taxiway, apron, or loading ramp construction or repair work including extension, strengthening, reconstruction, resurfacing, marking, grooving, fillets and jet blast facilities, and new heliports on existing airports, except where such action will create environmental impacts off airport property.

2) Installation or upgrading of airfield lighting systems, including runway end identification lights, visual approach aids, beacons and electrical distribution systems.

3) Installation of miscellaneous items including segmented circles, wind or landing direction indicators or measuring devices, or fencing.

4) Construction or expansion of passenger handling facilities.

5) Construction, relocation or repair of entrance and service roadway.

6) Grading or removal of obstructions on airport property and erosion control actions with no off airport impacts.

7) Landscaping generally, and landscaping or construction of physical barriers to diminish impact of airport blast and noise.

8) Projects to carry out noise compatibility programs.

9) Land acquisition and relocation associated with any of the above items.

10) Federal release of airport land.

11) Removal of a displaced threshold.

Extraordinary Circumstances.

Proposed Federal actions which are normally categorically excluded but which have any of the following characteristics shall be the subject of an environmental assessment. The FAA will determine, whether the action will be the subject of an environmental impact statement or finding of no significant impact.

1) An action that is likely to have an effect on properties protected under section 106 of the Historic Preservation Act of 1966, as amended, or use section 4(f) lands, or involve acquisition and conversion of farmland scoring over 160 on Form AD-1006 and protected under the FPPA to nonagricultural use through Federal financial assistance or through conveyance of government land.

2) An action that is likely to be highly controversial on environmental grounds. A proposed Federal action is considered highly controversial when the action is opposed on environmental grounds by a Federal, state, or local government agency or by a substantial number of the persons affected by such action. If the responsible official has any doubt whether a given number of opposing persons is "substantial," that doubt shall be resolved by discussion with APP 600 to determine if the action should be processed as a highly controversial one.

3) An action that is likely to have a significant impact on natural, ecological, cultural, or scenic resources of national, state, or local significance.

4) An action that is likely to be highly controversial with respect to the availability of adequate relocation housing. In an action involving relocation of persons or businesses, a controversy over the amount of the acquisition or relocation payments is not considered to be a controversy with respect to availability of adequate relocation housing.

5) An action that is likely to:
   (a) Cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to not be reasonably consistent with plans or goals that have been adopted by the community in which the project is located; or
   (b) Cause a significant increase in surface traffic congestion.

6) An action that is likely to:
   (a) Have a significant impact on noise levels of noise sensitive areas;
   (b) Have a significant impact on air quality or violate the local, state, or Federal standards for air quality;
   (c) Have a significant impact on water quality or contaminate a public water supply system; or
   (d) Be inconsistent with any Federal, state, or local law or administrative determination relating to the environment.

Other action that is likely to directly or indirectly affect human beings by creating a significant impact on the environment.

Cumulative Impact.

In determining whether an environmental impact statement is required for a proposed Federal action, it is necessary to consider the overall cumulative impact of the proposed action and the consequences of subsequent related actions. "Cumulative impact" is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

Findings of No Significant Impact.

This action choice applies to those projects that do not have significant impacts and are not categorically excluded. A FONSI would be prepared by the FAA for any EA that determines that a proposed Federal Action would not have a significant impact on the environment and for which an EIS will not be prepared.

NEPA Environmental Consequences.

Table 4 summarizes the potential impacts of the proposed project on environmental resources in accordance with the specific impact categories set forth in FAA Order 5050.4A, "Airport Environmental Handbook". The impact categories are cross-referenced to the CEQA Initial Study Checklist and Mitigation Measures, where appropriate.

Table 4
SUMMARY OF ENVIRONMENTAL RESOURCES
POTENTIALLY IMPACTED BY THE PROPOSED AIRPORT IMPROVEMENTS

Specific Impact Criteria	Anticipated Impacts
NOISE	No significant project impacts (see Initial Study, Section XI and Attachment 1 this appendix).
COMPATIBLE LAND USE	No significant project impacts (see Initial Study, Section IX).
SOCIAL IMPACTS	No significant project impacts. Master Plan implementation will not involve the need to relocate any residence; divide or disrupt established communities; disrupt orderly, planned development, or create an appreciable change in employment. The proposed runway extension will alter surface transportation patterns to the extent that a short segment of Avenue 60 will be vacated and the street rerouted around the end of the runway (see also Initial Study, Section XII).
INDUCED SOCIO-ECONOMIC IMPACTS	No significant project impacts.
AIR QUALITY	No significant project impacts (see Initial Study, Section III).
WATER QUALITY	Less than Significant Impact, except that increasing runoff at the airport site would occur due to increased impervious area resulting from new construction (See Initial Study, Section VIII and Mitigation Measures Hydrology 1, Hydrology 2 and Hydrology 3).
DEPARTEMENT OF TRANSPORTATION ACT, SECTION 4(f).	No master plan project elements would require the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance.

Specific Impact Criteria	Anticipated Impacts
HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES	Less than Significant Impact (see Initial Study, Section V and Mitigation Measure Cultural-1).
BIOTIC COMMUNITIES	No significant project impacts (see Initial Study, Section IV and Mitigation Measures Biology-1, Biology-2, Biology-3 and Biology-4).
ENDANGERED AND THREATENED SPECIES OF FLORA AND FAUNA	No significant project impacts (see Initial Study, Section IV and Mitigation Measures per above).
WETLANDS	No significant project impacts (see Initial Study, Section IV).
FLOODPLAINS	No significant project impacts (see Initial Study, Section VIII).
COASTAL ZONE MANAGEMENT PROGRAM	The project site is not located in a Coastal Zone Management Program Area.
COASTAL BARRIERS	The project is not subject to the requirements of the Coastal Barriers Resources Act of 1982.
WILD AND SCENIC RIVERS	The project site is not subject to the requirements of the Wild and Scenic Rivers Act.
FARMLAND	No significant project impacts, except that proposed runway extension may require the taking of 25-acres of prime agricultural land (see Initial Study, Section II, and Mitigation Measure Agricultural Resources-1).
ENERGY SUPPLY AND NATURAL RESOURCES	No significant project impacts (see Initial Study, Sections X and XVI).
LIGHT EMISSIONS	No significant project impacts (see Initial Study, Section I and Mitigation Measures Aesthetics-1 and Aesthetics-2).
SOLID WASTE	No significant project impacts (see Initial Study, Section XVI). There are no active solid waste disposal facilities within 3,000 meters of the airport.
CONSTRUCTION	Certain construction activities have the potential to create adverse environmental impacts. These activities include noise from construction vehicles, noise and dust from the delivery of construction materials and supplies, grading and site preparation activities, and potential air and water pollution. Potential construction-related impacts are covered in the Initial Study, Sections III, V, VIII, and XI. No significant project impacts.
HAZARDOUS MATERIALS	A search of available environmental records indicated evidence of former leaking underground fuel storage tanks on the airport. The leaking underground storage tanks have been remediated .

Environmental Consequences – Other Considerations

Based on the analyses, information, and mitigations set forth in the Initial Study, it has been determined that the proposed Airport Master Plan project would be:

- In substantial conformance with plans, goals, policies, or controls that have been adopted for the area in which the airport is located, including the Riverside County General Plan and the City of Coachella General Plan;
- Consistent with approved federal, state, or local plans and laws;
- Sufficiently mitigated to reduce any projected project impacts to a less-than-significant level; and
- Non-controversial on environmental grounds based on the threshold of significance set forth in paragraph 47(e) of FAA Order 5050.4A.

Noise Model Calculation Data

Jacqueline Cochran Regional Airport

AIRCRAFT MIX (Estimated 2002 Activity Level)			
Aircraft Type	*Total Operations*		
	Annual	*Average Day*	*Percentage*
Single-Engine, Propeller, Fixed Pitch	9,750	26.7	15.0%
Single-Engine, Propeller, Variable Pitch	13,000	35.6	20.0%
Twin-Engine, Propeller, Piston	9,750	26.7	15.0%
Twin-Engine, Turboprop	13,975	38.3	21.5%
Small Business Jet (e.g., Citation)	7,800	21.4	12.0%
Medium Business Jet (e.g., Citation X)	6,500	17.8	10.0%
Large Business Jet (e.g., Gulfstream V)	2,600	7.1	4.0%
Corporate/Charter Jet (e.g., Boeing 737-800)	325	.9	0.5%
Military (Dash 6)	975	2.7	1.5%
Helicopter (e.g., Bell 212)	325	.9	0.5%
Total	65,000	178.1	100.0%

AIRCRAFT MIX (Forecast 2022 Activity Level)			
Aircraft Type	*Total Operations*		
	Annual	*Average Day*	*Percentage*
Single-Engine, Propeller, Fixed Pitch	11,550	31.6	10.5%
Single-Engine, Propeller, Variable Pitch	19,800	54.3	18.0%
Twin-Engine, Propeller, Piston	13,200	36.2	12.0%
Twin-Engine, Turboprop	25,300	69.3	23.0%
Small Business Jet (e.g., Citation)	15,400	42.2	14.0%
Medium Business Jet (e.g., Citation X)	13,200	36.2	12.0%
Large Business Jet (e.g., Gulfstream V)	6,050	16.6	5.5%
Corporate/Charter Jet (e.g., Boeing 737-800)	1,650	4.5	1.5%
Military (Dash 6)	1,650	4.5	1.5%
Helicopter (e.g., Bell 212)	2,200	6.0	2.0%
Total	110,000	301.4	100.0%

TIME OF DAY
(Estimated 2002 and Forecast 2022)

Aircraft Type		*Percentage of Operations by Aircraft Type*		
		Day 7:00 a.m. 7:00 p.m.	*Evening 7:00 p.m. 10:00 p.m.*	*Night 10:00 p.m. 7:00 a.m.*
Single-Engine, Propeller, Fixed Pitch	Takeoff	95.0	3.0	2.0
	Landing	95.0	3.0	2.0
Single-Engine, Propeller, Variable Pitch	Takeoff	95.0	3.0	2.0
	Landing	95.0	3.0	2.0
Twin-Engine, Propeller, Piston	Takeoff	96.0	2.5	1.5
	Landing	96.0	2.5	1.5
Twin-Engine, Turboprop	Takeoff	98.0	1.5	0.5
	Landing	98.0	1.5	0.5
Small Business Jet (e.g., Citation)	Takeoff	98.0	1.5	0.5
	Landing	98.0	1.5	0.5
Medium Business Jet (e.g., Citation X)	Takeoff	98.0	1.5	0.5
	Landing	98.0	1.5	0.5
Large Business Jet (e.g., Gulfstream V)	Takeoff	98.0	1.5	0.5
	Landing	98.0	1.5	0.5
Corporate/Charter Jet (e.g., Boeing 737-800)	Takeoff	90.0	5.0	5.0
	Landing	90.0	5.0	5.0
Military (Dash 6)	Takeoff	98.0	1.5	0.5
	Landing	98.0	1.5	0.5
Helicopter (e.g., Bell 212)	Takeoff	98.0	1.5	0.5
	Landing	98.0	1.5	0.5

RUNWAY UTILIZATION
(Estimated 2002 and Forecast 2022)

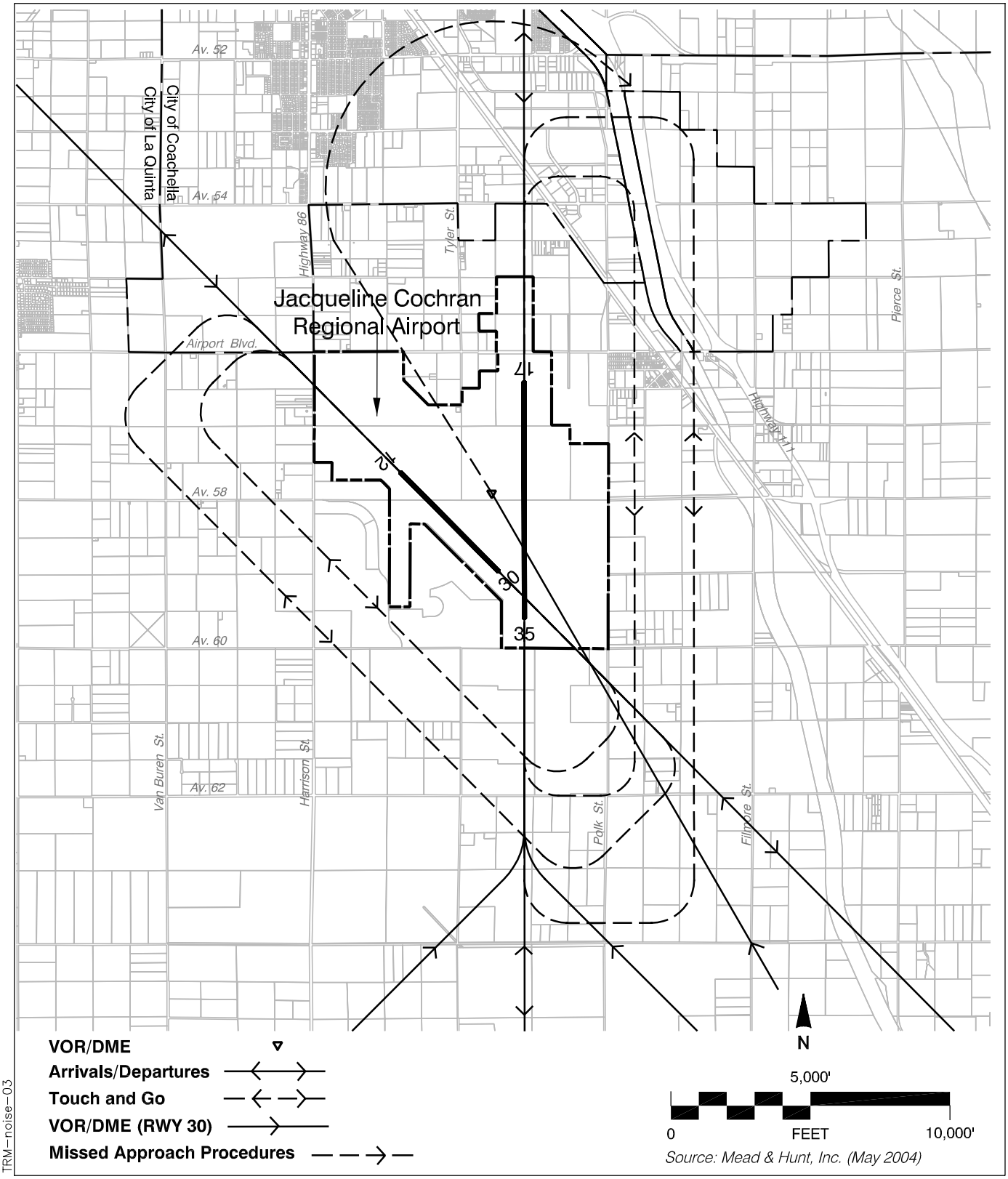
Aircraft Type		*Percentage of Takeoffs*				*Percentage of Landings*			
		Rwy 12	*Rwy 17*	*Rwy 30*	*Rwy 35*	*Rwy 12*	*Rwy 17*	*Rwy 30*	*Rwy 35*
Single-Engine, Fixed and Variable Pitch and Twin-Engine, Piston	Day	3.0	20.0	7.0	70.0	3.0	20.0	7.0	70.0
	Evening	3.0	20.0	7.0	70.0	3.0	20.0	7.0	70.0
	Night	3.0	20.0	7.0	70.0	3.0	20.0	7.0	70.0
Twin-Engine, Turboprop; Military; and Helicopter	Day	1.0	22.0	3.0	74.0	1.0	22.0	3.0	74.0
	Evening	1.0	22.0	3.0	74.0	1.0	22.0	3.0	74.0
	Night	1.0	22.0	3.0	74.0	1.0	22.0	3.0	74.0
Small Jet	Day		10.0	4.0	86.0		10.0	4.0	86.0
	Evening	--	10.0	4.0	86.0	--	10.0	4.0	86.0
	Night		10.0	4.0	86.0		10.0	4.0	86.0
All Other Jet	Day		5.0		95.0		5.0		95.0
	Evening	--	5.0	--	95.0	--	5.0	--	95.0
	Night		5.0		95.0		5.0		95.0

FLIGHT TRACKS - LANDINGS
(Estimated 2002 and Forecast 2022)

Aircraft Type	*Percentage of Track Usage by Runway*					
	Runway 12	*Runway 17*	*Runway 30*	*Runway 35*		
	Straight In	*Straight In*	*Straight In*	*Straight In*	*Right Traffic*	*Left Traffic*
Single-Engine, Fixed and Variable Pitch and Twin-Engine, Piston	100.0	100.0	100.0	30.0	10.0	60.0
Twin-Engine, Turboprop, Military, and Helicopter	100.0	100.0	100.0	30.0	10.0	60.0
Small Jet	100.0	100.0	100.0	30.0	10.0	60.0
All Other Jet	—	100.0	—	100.0	—	—

FLIGHT TRACKS - TAKEOFFS
(Estimated 2002 and Forecast 2022)

Aircraft Type	*Percentage of Track Usage by Runway*			
	Runway 12	*Runway 17*	*Runway 30*	*Runway 35*
	Straight Out	*Straight Out*	*Straight Out*	*Straight Out*
Single-Engine, Fixed and Variable Pitch and Twin-Engine, Piston	100.0	100.0	100.0	100.0
Twin-Engine, Turboprop, Military, and Helicopter	100.0	100.0	100.0	100.0
Small Jet	100.0	100.0	100.0	100.0
All Other Jet	—	100.0	—	100.0



TRM–noise–03

EXHIBIT 1

Generalized Flight Tracks

Jacqueline Cochran Regional Airport

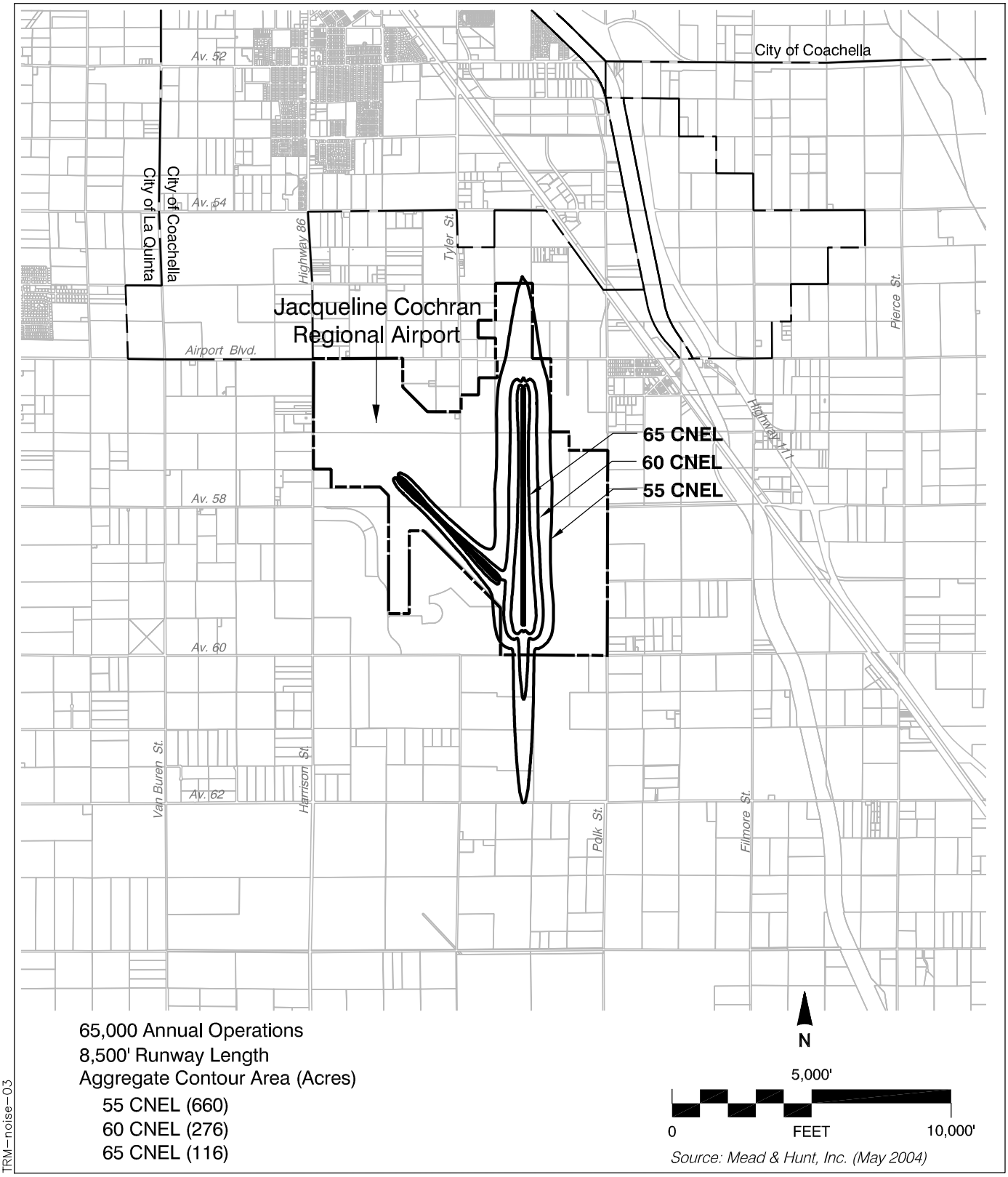


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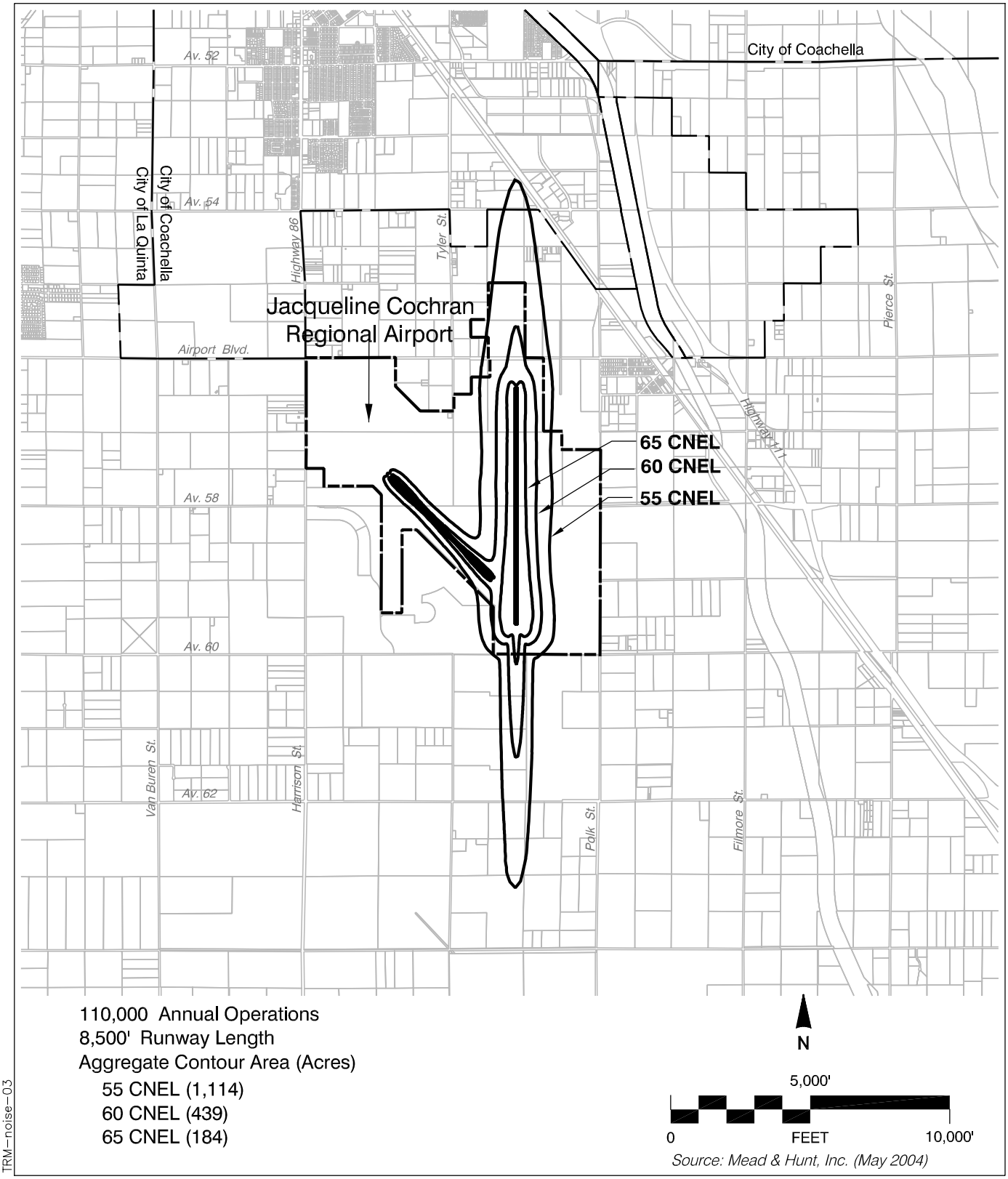
EXHIBIT 2

2002 Noise Exposure

Jacqueline Cochran Regional Airport



TRM–noise–03

EXHIBIT 3

2022 Noise Exposure (No Extension)

Jacqueline Cochran Regional Airport

110,000 Annual Operations

Aggregate Contour Area (Acres)
- 55 CNEL (1,114)
- 60 CNEL (459)
- 65 CNEL (193)

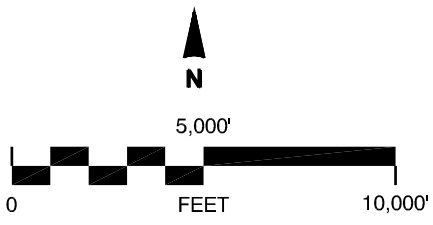


EXHIBIT 4

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