

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



ITEM: 3.49
(ID # 27434)

MEETING DATE:
Tuesday, May 20, 2025

FROM : TLMA - AVIATION

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/AVIATION: Adopt the Final Initial Study/Mitigated Negative Declaration and Approve the Air Traffic Control Tower Construction at French Valley Airport, District 3. [\$0] (Clerk to File the Notice of Determination)

RECOMMENDED MOTION: That the Board of Supervisors:

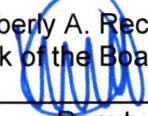
1. Adopt the Final Initial Study with Mitigated Negative Declaration for the Air Traffic Control Tower Construction at French Valley Airport and adopt the Mitigation Monitoring and Reporting Program for the project based on the findings in the Initial Study and the conclusion that the project will not have a significant effect on the environment;
2. Approve the French Valley Airport – Air Traffic Control Tower Construction project; and
3. Direct the Clerk of the Board to file the Notice of Determination with the County Clerk and the State Clearinghouse for posting within five (5) working days of project approval.

ACTION:Policy

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Gutierrez, seconded by Supervisor Spiegel and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Medina, Spiegel, Washington, Perez and Gutierrez
Nays: None
Absent: None
Date: May 20, 2025
xc: TLMA-Aviation, State Clearinghouse, Recorder

Kimberly A. Rector
Clerk of the Board
By: 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

| FINANCIAL DATA | Current Fiscal Year: | Next Fiscal Year: | Total Cost: | Ongoing Cost |
|-----------------------------|-----------------------------|--------------------------|-------------------------------|---------------------|
| COST | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| NET COUNTY COST | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| SOURCE OF FUNDS: N/A | | | Budget Adjustment: No | |
| | | | For Fiscal Year: 24/25 | |

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The French Valley Airport (F70) is a busy, public-use general aviation airport that is owned and operated by Riverside County and included in the Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS). The FAA determined that the airport is eligible for the Federal Control Tower Program in 2022. The ATCT will enhance safety by improving communication among aircraft to reduce the risk of accidents, incursions, and other potential hazards. The project will not increase airport capacity or alter the fleet mix using the airport.

The Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS) categorizes F70 as a General Aviation (GA) Airport that serves a Regional Role (FAA, 2024). Aircrafts that operate at F70 include single and multi-engine propeller aircrafts (fixed-wing and rotor) and jets. Approach and Departure Control services are provided by the Los Angeles Air Route Traffic Control Center (ARTCC). In 2024, F70 supported approximately 120,000 annual operations, or an average of 329 daily operations. Approximately 2 percent of the operations were air taxi operations, and 98 percent were GA operations (1200 Aero, 2024). The number of operations provided serves as an estimate, as approximately 10 to 15 percent of the aircraft using F70 are not equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) equipment and are not reflected in the operations count. The County offers hangar rentals, tie-downs, fueling, and aircraft maintenance. The Fixed-Base Operator (FBO) and tenants provide air-charter services (Riverside County, 2024). The 311-acre Airport includes Runway 18/36, a paved asphalt runway that is 6,000 feet long and 75 feet wide. To facilitate landing operations, Runway 36 is equipped with a Precision Approach Path Indicator (PAPI), Medium Intensity Runway Edge Lights (MIRLs), and Runway End Identifier Lights (REILs). Approximately 88 percent of all aircraft takeoffs are toward the south using Runway 18. Approximately 93 percent of aircraft landings occur on Runway 1. Approximately 90 percent of aircraft operations occur using Visual Flight Rules (VFR). Training activity accounts for 20 percent of total operations (Riverside County, 2024).

French Valley Airport (F70) was accepted into the FAA's Federal Contract Tower (FCT) Program as documented in FAA's acceptance letter of July 25, 2022. Pilots in the vicinity of F70 use the Common Traffic Advisory Frequency (CTAF) to communicate. Riverside County, as the Airport Operator / Project Sponsor, proposes to construct an Air Traffic Control Tower (ATCT) to enhance aviation safety by improving air traffic communication, providing improved aircraft separation, and reducing the risk of mid-air collisions and other accidents, runway incursions,

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
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and other hazards. Moreover, the addition of an ATCT will support the Airport's role in the regional aviation system and community. The proposed project will not affect air traffic patterns, increase Airport capacity, or affect the fleet mix. The proposed ATCT will be constructed entirely within Airport boundaries, and no property acquisition will be required.

The proposed Air Traffic Control Tower (ATCT) would include the following components:

- **Cab:** A 448-square-foot cab will be constructed that extends 93 feet AGL
- **Security Fence:** A chain-link security fence surrounding the tower site.
- **Emergency generator:** An emergency diesel generator with a sub-base tank will be provided to provide power in an emergency only. A designated parking area will be provided for a fuel truck.
- **Clear area:** A 40-foot clear area will be provided between the tower and the fence.
- **Lighting:** Overhead parking lighting at each tower corner.
- **Parking:** Ten parking spaces, including two spaces that comply with the Americans with Disabilities Act.
- **Dedicated Access Road:** A dedicated paved access road will be provided inside Airport boundaries. The access road will be equipped with a motorized security gate to enable secure access to the tower facility. The access road will be designed as a one-way path.

The overall project area, which includes the tower site and all limits of disturbance, encompasses 3.9 acres. The project site encompasses only 0.5 acre, which includes the tower, associated parking, generator, and fence (0.24 acre or 10,404 square feet), as well as the interior roadway area leading from the public road to the tower encompasses (0.26 acre or 11,135 square feet).

Construction of the F70 ATCT is planned to commence in 2026 and requires approximately six months. Maximum staffing needs are anticipated to be 35 construction workers at peak utilization, with an average utilization of 15 construction workers. Anticipated construction includes: a front loader, scraper (613), grader (14M), asphalt paver, haul trucks, striping cart, crane (approximately 120 feet high), compaction roller, pile driver (if required), concrete trucks, water trucks, pickup trucks, compaction jacks, forklifts, and human lifts.

The preparation of the environmental documentation for this project is consistent with the California Environmental Quality Act (CEQA). The County prepared an Initial Study (IS) with proposed Mitigated Negative Declaration (MND) in order to analyze the proposed Project's impacts to the environment.

The draft IS/MND was circulated for a 30-day public review period from March 18, 2025, to April 17, 2025. Physical copies of the documents were made available for public review at the following locations:

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

- Clerk of the Board of Supervisors for the County of Riverside, 4080 Lemon Street, First Floor, Riverside California 92501
- County of Riverside Division of Airports website at: www.rcfva.com
- French Valley Library, 31526 Skyview Road, Winchester, CA 92596 (Monday through Saturday from 10AM to 6PM, 951.926.6636)

Impact on Residents and Businesses

The French Valley Airport Air Traffic Control Tower will enhance aviation safety by improving air traffic communication, providing improved aircraft separation, and reducing the risk of mid-air collisions and other accidents, runway incursions, and other hazards.

ATTACHMENTS:

Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Completion
Initial Study/Mitigated Negative Declaration
Initial Study/Mitigated Negative Declaration CEQA Findings of Fact
Notice of Determination



Jason Farin, Principal Policy Analyst 5/13/2025



Aaron Gettis, Chief of Deputy County Counsel 5/9/2025



Peter Aldana
Riverside County
Assessor-County Clerk-Recorder
2724 Gateway Drive
Riverside, CA 92507
(951) 486-7000
www.rivcoacr.org

Receipt: 25-155422

| Product | Name | Extended |
|--------------------------|-----------------------------|-------------------|
| FISH | CLERK FISH AND GAME FILINGS | \$3,018.75 |
| | # Pages | 2 |
| | Document # | E-202500452 |
| | Filing Type | 2 |
| | State Fee Prev Charged | false |
| | No Charge Clerk Fee | false |
| F&G Negative Declaration | | \$2,968.75 |
| F&G Clerk Handling Fee | | \$50.00 |
| Total | | \$3,018.75 |
| Tender (On Account) | | \$3,018.75 |
| Account# | TRANS | |
| Account Name | TRANS - TRANSPORTATION DEPT | |
| Customer Name | MICHELLE MOORE | |
| Balance | \$7,923.50 | |



State of California - Department of Fish and Wildlife
**2025 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT**
DFW 753.5a (REV. 01/01/25) Previously DFG 753.5a

RECEIPT NUMBER:

25-155422

STATE CLEARINGHOUSE NUMBER (If applicable)

2025030721

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

| | | |
|---------------------------------------|--------------------|------------|
| LEAD AGENCY | LEAD AGENCY EMAIL | DATE |
| RIVERSIDE COUNTY TLMA - AVIATION DEPT | AJAMISON@RIVCO.ORG | 05/22/2025 |
| COUNTY/STATE AGENCY OF FILING | DOCUMENT NUMBER | |
| RIVERSIDE | E-202500452 | |
| PROJECT TITLE | | |

AIRPORT TRAFFIC CONTROL TOWER CONSTRUCTION AT THE FRENCH VALLEY AIRPORT (F70)

| | | |
|------------------------------------|-------------------------|----------------|
| PROJECT APPLICANT NAME | PROJECT APPLICANT EMAIL | PHONE NUMBER |
| RIVERSIDE COUNTY AIRPORTS DIVISION | AJAMISON@RIVCO.ORG | (951) 955-9722 |
| PROJECT APPLICANT ADDRESS | CITY | STATE |
| 4080 LEMON STREET, 14TH FLOOR | RIVERSIDE | CA |
| | | ZIP CODE |
| | | 92501 |

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

| | | | |
|---|------------|----|------------|
| <input type="checkbox"/> Environmental Impact Report (EIR) | \$4,123.50 | \$ | |
| <input checked="" type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,968.75 | \$ | \$2,968.75 |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW | \$1,401.75 | \$ | |

☐ Exempt from fee
 ☐ Notice of Exemption (attach)
 ☐ CDFW No Effect Determination (attach)
☐ Fee previously paid (attach previously issued cash receipt copy)

| | | | |
|---|----------|----|---------|
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00 | \$ | |
| <input checked="" type="checkbox"/> County documentary handling fee | | \$ | \$50.00 |
| <input type="checkbox"/> Other | | \$ | |

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☒ Other TOTAL RECEIVED \$ \$3,018.75

SIGNATURE

X

AGENCY OF FILING PRINTED NAME AND TITLE

Deputy Jessica Arevalo



Lead Agency: Riverside County

ATTN:

Address: 4080 Lemon Street, 14th Floor
Riverside, CA 92501

FILED / POSTED

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202500452
05/22/2025 01:42 PM Fee: \$ 3018.75
Page 1 of 2

Removed: By: Deputy



Project Title

AIRPORT TRAFFIC CONTROL TOWER CONSTRUCTION AT THE FRENCH VALLEY
AIRPORT (F70)

Filing Type

- ☐ Environmental Impact Report
- ☒ Mitigated/Negative Declaration
- ☐ Notice of Exemption
- ☐ Other:

Notes

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail:

Street Address:

P.O. Box 3044

1400 Tenth St., Rm 113

Sacramento, CA 95812-3044 Sacramento, CA 95814

☒ County ClerkCounty of: Riverside

Address: _____

From:

Public Agency: Riverside CountyAddress: 4080 Lemon Street, 14th Floor
Riverside, CA 92501Contact: Angela JamisonPhone: (951) 955-9418

Lead Agency (if different from above): _____

Address: _____

Contact: _____

Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.State Clearinghouse Number (if submitted to State Clearinghouse): SCH No. 2025030721Project Title: Airport Traffic Control Tower Construction at the French Valley Airport (F70)Project Applicant: Riverside County Airports DivisionProject Location (include county): 36700 Sky Canyon Dr, Murrieta, Riverside County, CA 92563

Project Description:

The French Valley Airport (F70) is a busy, public-use general aviation airport that is owned and operated by Riverside County. The Airport is included in the FAA's Federal Control Tower Program. The County proposed to construct an Airport Traffic Control Tower (ATCT) at an FAA-approved location on the airport to enhance safety by improving communication among aircraft to reduce the risk of accidents, incursions, and other hazards. The project will not increase airport capacity or alter the aircraft fleet mix.

This is to advise that the Riverside County Board of Supervisors has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on May 20, 2025 and has made the following determinations regarding the above
(date)
described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Riverside County - Aviation, 4080 Lemon Street, 14th Floor, Riverside, CA 92501

Signature (Public Agency): Angela Jamison Title: Director of Airports

Date: 5/8/25

Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

Document Root (Read-Only)

Selected Document

2025030721 - NOD - Airport Traffic Control Tower Construction at the French Valley Airport (F70)

Riverside County
Created - 5/22/2025 | Submitted - 5/22/2025
Whitney N Mayo

Document Details

Lead Agency

Riverside County

Document Type

Notice of Determination

Document Status

Submitted

Title

Airport Traffic Control Tower Construction at the French Valley Airport (F70)

Document Description

The French Valley Airport (F70) is a busy, public-use general aviation airport that is owned and operated by Riverside County. The Airport is included in the FAA's Federal Control Tower Program. The County proposed to construct an Airport Traffic Control Tower (ATCT) at an FAA-approved location on the airport to enhance safety by improving communication among aircraft to reduce the risk of accidents, incursions, and other hazards. The project will not increase airport capacity or alter the aircraft fleet mix.

Attachments (Upload Project Documents)

3.49 NOD - Airport Traffic Control Tower SCH No. 2025030721.pdf

Contacts

Riverside County TLMA - Aviation Department - *Angela Jamison*

4080 Lemon Street 14th Floor
Riverside, CA 92501
Phone : (951) 955-9418
ajamison@rivco.org

Regions

Southern California

Counties

Riverside

Cities

Murrieta

Location Details

Other Location Info

36700 Sky Canyon Dr, Murrieta, Riverside County, CA 92563

Notice of Determination

Agency Approved by

County of Riverside

Agency Role

Lead Agency

Approved On

5/20/2025

Significant Environmental Impact

Will Not

Environmental Impact Report Prepared

No

Mitigated or Negative Declaration Prepared

Yes

Mitigation Measures

Were made a condition of the approval of the project

Mitigation Reporting Or Monitoring Plan

Was adopted for this project

Statement Of Overriding Considerations

Was not adopted for this project

Findings

Were made pursuant to the provisions of CEQA

Final Environmental Document Available at

Riverside County - Aviation, 4080 Lemon Street, 14th Floor, Riverside, CA 92501

County Clerk(s)

Riverside

Signature

Title

Date

COUNTY OF RIVERSIDE AIRPORTS DIVISION
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
Air Traffic Control Tower Construction at the French Valley Airport

NOTICE IS HEREBY GIVEN that the County of Riverside intends to adopt a Mitigated Negative Declaration (MND) to construct an Air Traffic Control Tower (ATCT) at the French Valley Airport (F70). The MND was approved for public review by the County of Riverside Airports Manager.

1. PROJECT: Air Traffic Control Tower (ATCT) Construction at the French Valley Airport (F70)

2. APPLICANT/AGENT: Angela Jamison, Director of Airports
County of Riverside, TLMA-Airports Division
4080 Lemon Street, 14th Floor
Riverside, CA 92501
Tel. (951) 955-9418
Email: ajamison@rivco.org

Comments and recommendations on the adequacy of the environmental document may be filed at the aforementioned address during the public review period established for the project.

3. LOCATION: The proposed project will be constructed in an undisturbed, previously graded area on the west side of Runway 18-36 at the French Valley Airport, which is located at 37600 Sky Canyon Drive, Murrieta, CA 92563. The 448-square-foot tower will be constructed entirely within airport property on County Assessor's Parcel No. 000-250-925.

4. PROJECT DESCRIPTION: The French Valley Airport (F70) is a busy, public-use general aviation airport that is owned and operated by Riverside County and included in the Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS). The FAA determined that the airport is eligible for the Federal Control Tower Program in 2022. The ATCT will enhance safety by improving communication among aircraft to reduce the risk of accidents, incursions, and other potential hazards. The project will not increase airport capacity or alter the fleet mix using the airport.

The County and FAA conducted a tower siting study to identify an appropriate ATCT location. The County and FAA concurred on a recommended location. The County will construct the ATCT on a previously disturbed and graded area of airport property west of the runway that is near to utility connections. The facility will include a secure access road and parking area for tower staff, a back-up generator, fence, and lighting. The ATCT will be served by existing utilities (sewer, electricity, communications, and water). The project will not increase airport capacity or affect the airport fleet mix.

5. ENVIRONMENTAL DOCUMENT: The MND can be reviewed at the following locations:

- County of Riverside Division of Airports website at: www.rcfva.com
- A hard copy is available for review at the at the French Valley Library, 31526 Skyview Road, Winchester, CA 92596. The library is open Monday through Saturday from 10 AM to 6 PM (Telephone: 951-926-6636)

6. REVIEW PERIOD: March 18, 2025, through April 17, 2025, at 5 PM.

The MND will be available for review for **30 days**, starting on **Wednesday, March 18, 2024**, and ending on **Friday, April 17, 2025, at 5 PM**. Written comments on the MND should be sent to **Angela Jamison, Director of Airports**, by email or as written comments addressed to the address identified in Item 2 above. Comments must be received by April 17, 2025, at 5 pm.

After the close of the public comment and review period for the MND established by this notice, the project will be addressed during a public hearing before the Riverside County Board of Supervisors. Notice of the date, time, and place for such public hearing will be published as provided by law.

Please note that pursuant to Public Resource Code 21177, Government Code Section 65009, and other applicable law, a challenge to the proposed action described above in court, may be limited to raising only those issues or objections that were raised during the public comment period or public hearing or in written correspondence delivered to the Riverside County Airports Department within the review period.

7. CONTACT FOR MORE INFORMATION: Angela Jamison, Director of Airports, County of Riverside, Aviation Division, 951.955. 9418 or ajamison@rivco.org.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #**Project Title:** Air Traffic Control Tower Construction at the French Valley Airport (F70)Lead Agency: Riverside County Aviation DivisionContact Person: Angela JamisonMailing Address: 4080 Lemon Street, 14th FloorPhone: 951 955 9418City: RiversideZip: CACounty: Riverside**Project Location:** County: RiversideCity/Nearest Community: MurrietaCross Streets: Sky Canyon Drive and Sparkman WayZip Code: 92563Longitude/Latitude (degrees, minutes and seconds): 33 ° 34 ' 36.46 " N / 117 ° 07 ' 44.38 " W Total Acres: 0.5Assessor's Parcel No.: 000250925Section: 7 Twp.: 7S Range: 2W Base: NAD 1983Within 2 Miles: State Hwy #: 79Waterways: Warm Springs Creek, Tocalota Creek, and Santa Gertrudis CreekAirports: F70Railways: None Schools: Monte Vista Elementary**Document Type:**

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other: ☐
☒ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☒ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: ☐

Development Type:

☐ Residential: Units ☐ Acres ☒ Transportation: Type Air Traffic Control Tower
☐ Office: Sq.ft. ☐ Acres ☐ Employees ☐ Mining: Mineral ☐
☐ Commercial: Sq.ft. ☐ Acres ☐ Employees ☐ Power: Type ☐ MW
☐ Industrial: Sq.ft. ☐ Acres ☐ Employees ☐ Waste Treatment: Type ☐ MGD
☐ Educational: ☐ Hazardous Waste: Type ☐
☐ Recreational: ☐ Other: ☐
☐ Water Facilities: Type ☐ MGD

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☐ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: ☐

Present Land Use/Zoning/General Plan Designation:Land use designation: Public Facilities (PF) Zoning designation: Manufacturing-Service (M-SC)**Project Description:** (please use a separate page if necessary)

The French Valley Airport (F70 or "Airport") is a busy, public-use general aviation airport that is owned and operated by Riverside County and included in the Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS). The FAA determined that the Airport is eligible for the Federal Control Tower Program in 2022. The County proposes to construct a 448-square-foot Air Traffic Control Tower (ATCT) to enhance safety by improving communication among aircraft to reduce the risk of accidents, incursions, and other hazards. The proposed project will not increase airport capacity or alter the aircraft fleet mix.

Riverside County and the FAA conducted a tower siting study to identify an appropriate ATCT location. The County will construct the ATCT on a previously disturbed area of airport property adjacent to the runway. The facility will include a secure interior access road, a parking area for tower staff (average of 3 staff members daily), a back-up generator, fence, and lighting. The ATCT will be served by existing utilities (sewer, electricity, communications, and water).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

| | |
|---|---|
| <input type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans District # _____ | <input type="checkbox"/> Public Utilities Commission |
| <input checked="" type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Regional WQCB # _____ |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>6</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>South Coast Air Quality Management District</u> |
| <input type="checkbox"/> Housing & Community Development | <input checked="" type="checkbox"/> Other: <u>Riverside County</u> |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date March 18, 2025 Ending Date April 17, 2025

Lead Agency (Complete if applicable):

| | |
|---|--|
| Consulting Firm: <u>Mead & Hunt, Inc.</u> | Applicant: <u>Riverside County, TLMA-Airports Division</u> |
| Address: <u>180 Promenade Circle, Suite 240</u> | Address: <u>4080 Lemon Street</u> |
| City/State/Zip: <u>Sacramento, CA 95834</u> | City/State/Zip: <u>Riverside, CA 92501</u> |
| Contact: <u>Lisa Harmon</u> | Phone: <u>(951) 955-9418</u> |
| Phone: <u>(916) 993-4650</u> | |

Signature of Lead Agency Representative: Angela Jamison

Digitally signed by Angela Jamison
Date: 2025.02.28 13:16:36 -08'00'

Date: 2/28/25

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



Initial Study / Mitigated Negative Declaration Air Traffic Control Tower Construction French Valley Airport (F70)

May 2025

PREPARED BY:

Mead & Hunt, Inc.
3110 E Guasti Rd, Suite 330
Ontario, CA 91761



ON BEHALF OF:

Riverside County
TLMA-Aviation
4080 Lemon Street, 14th Floor
Riverside, CA 92501

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**APPENDIX G:
ENVIRONMENTAL CHECKLIST FORM**

NOTE: The following is a sample form that may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

- | | |
|---|---|
| 1. Project title: | Air Traffic Control Tower Construction at the French Valley Airport (F70) |
| 2. Lead agency name and address: | Riverside County TMLA-Aviation 4080 Lemon Street, 14 th Floor Riverside, CA 92501 |
| 3. Contact person and phone number: | Angela Jamison, Director of Airports (951) 955-9418 |
| 4. Project location: | French Valley Airport 37600 Sky Canyon Dr. Murrieta, CA 92563 |
| 5. Project sponsor's name and address | Riverside County TMLA-Aviation 4080 Lemon Street, 14 th Floor Riverside, CA 92563 |
| 6. General plan designation: | Public Facilities (PF) |
| 7. Zoning: | Manufacturing-Service (M-SC) |
| 8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.) | |

The French Valley Airport (F70 or "Airport") is a public-use Airport that is owned and operated by the County of Riverside, Transportation and Land Management Agency, Division of Airports (County). F70 is located adjacent to Highway 79 and the City of Murrieta (**Figure 1**). The Airport is 41 nautical miles (nm) southwest of Palm Springs International Airport (PSP). The Temecula Valley is a popular year-round tourist destination.

The Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS) categorizes F70 as a General Aviation (GA) Airport that serves a Regional Role (FAA, 2024). Aircraft that operate at F70 include single and multi-engine propeller aircraft (fixed-wing and rotor) and jets. Approach and Departure Control services are provided by the Los Angeles Air Route Traffic Control Center (ARTCC). In 2024, F70 supported approximately 120,000 annual operations, or an average of 329 daily operations. Approximately 2 percent of the operations were air taxi operations, and 98 percent

were GA operations (1200 Aero, 2024). The number of operations provided serves as an estimate, as approximately 10 to 15 percent of the aircraft using F70 are not equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) equipment and are not reflected in the operations count. The County offers hangar rentals, tie-downs, fueling, and aircraft maintenance. The Fixed-Base Operator (FBO) and tenants provide air-charter services (Riverside County, 2024).

The 311-acre Airport includes Runway 18/36, a paved asphalt runway that is 6,000 feet long and 75 feet wide. To facilitate landing operations, Runway 36 is equipped with a Precision Approach Path Indicator (PAPI), Medium Intensity Runway Edge Lights (MIRLs), and Runway End Identifier Lights (REILs). Approximately 88 percent of all aircraft takeoffs are toward the south using Runway 18. Approximately 93 percent of aircraft landings occur on Runway 18. Approximately 90 percent of aircraft operations occur using Visual Flight Rules (VFR). Training activity accounts for 20 percent of total operations (Riverside County, 2024).

Project Purpose

F70 was accepted into the FAA's Federal Contract Tower (FCT) Program as documented in FAA's acceptance letter of July 25, 2022. Pilots in the vicinity of F70 use the Common Traffic Advisory Frequency (CTAF) to communicate. Riverside County, as the Airport Operator / Project Sponsor, proposes to construct an Air Traffic Control Tower (ATCT) to enhance aviation safety by improving air traffic communication, providing improved aircraft separation, and reducing the risk of mid-air collisions and other accidents, runway incursions, and other hazards. Moreover, the addition of an ATCT will support the Airport's role in the regional aviation system and community. The proposed project will not affect air traffic patterns, increase Airport capacity, or affect the fleet mix. The proposed ATCT will be constructed entirely within Airport boundaries, and no property acquisition will be required.

Project Site and Components

To identify a proposed tower site, the County undertook comprehensive airfield analysis and identified three proposed ATCT site locations (Site Nos. 1 through 3) west of Runway 18/36 in accordance with FAA's visibility siting requirements (see **Figure 2**). The 4-acre area that included the three proposed sites is a vacant, previously graded area that includes some low-growing vegetation. The area is surrounded by hangars to the north, a parking lot and the Riverside County Fire Station to the south, aircraft parking aprons and Runway 18/36 to the east, and Sky Canyon Drive to the west.

The FAA evaluated the three sites proposed by the County using the Airport Facilities Terminal Integration Laboratory (ATFIL)-on-the-Road site selection process in May 2024. Following virtual reality modeling and simulations of the views offered by each site, the FAA selected Site No. 1 as the most suitable site (see **Appendix A**). Site No. 1 is located near the midpoint between Runway 18 and Runway 36, approximately 600 feet west of the runway centerline, and provides unobscured views of both runway ends and all movement areas. No potential hazards were identified.

Site No. 1 will be constructed to include an approximately 448-square-foot octagonal cab. The cab will face eastward and include a column-design with two glass panels per side. The ATCT will include a cab floor elevation of 58 feet above ground level (AGL) or 1390 feet above mean sea level (MSL), an observer eye height elevation of 63 feet AGL (1,395 MSL), and a top-of-tower height of 93 feet AGL (1425 MSL) (see **Figures 3 and 4**).

The proposed ATCT tower would include the following components:

- **Cab:** A 448-square-foot cab will be constructed that extends 93 feet AGL.
- **Security Fence:** A chain-link security fence surrounding the tower site.
- **Emergency generator:** An emergency diesel generator with a sub-base tank will be provided to provide power in an emergency only. A designated parking area will be provided for a fuel truck.
- **Clear area:** A 40-foot clear area will be provided between the tower and the fence.
- **Lighting:** Overhead parking lighting at each tower corner.
- **Parking:** Ten parking spaces, including two spaces that comply with the Americans with Disabilities Act.
- **Dedicated Access Road:** A dedicated paved access road will be provided inside Airport boundaries. The access road will be equipped with a motorized security gate to enable secure access to the tower facility. The access road will be designed as a one-way path.

F70 is currently equipped with all utilities needed to construct and operate the ATCT. The proposed project will include utility connections to the ATCT, including:

- **Sanitation pipe:** Approximately 580 linear feet of sanitation pipe will be installed in a trench that will be 5 feet wide by 6 feet deep to provide connection to the ATCT.
- **Electrical connection:** Approximately 520 linear feet of electrical duct bank will be installed to provide electricity to the site. A 4-foot-wide, 3-foot-deep trench will be excavated to install the duct bank. Three-phased electrical power is located near the Airport terminal parking lot.
- **Communication:** Approximately 90 linear feet of FAA communication line will be installed. A 4-foot-wide by 3-foot-deep trench will be excavated to install the communication line.
- **Water line:** A 150-foot water line will be installed to connect to the ATCT. A 5-foot-wide by 6-foot-deep trench will be excavated to install the water line.
- **Site paving and earthwork:** Approximately 450 tons of hot mix asphalt will be required to pave the tower site and associated components. The base course will consist of 400 cubic yards of crushed aggregate. Approximately 1.26 acres of earthwork (55,000 square feet) will be required to a depth of 6 inches.

As shown on **Figure 5**, a 200-foot by 200-foot on-site construction staging area will be established to support project construction. Site workers will travel to the Airport using State Highway 79.

Limits of Disturbance

The overall project area, which includes the tower site and all limits of disturbance, encompasses 3.9 acres. The project site encompasses only 0.5 acre, which includes the tower, associated parking, generator, and fence (0.24 acre or 10,404 square feet), as well as the interior roadway area leading from the public road to the tower encompasses (0.26 acre or 11,135 square feet). The project limits of disturbance are shown on **Figure 6**.

Construction Sequence

Construction of the F70 ATCT is planned to commence in 2026 and requires approximately six months. Maximum staffing needs are anticipated to be 35 construction workers at peak utilization, with an average utilization of 15 construction workers. Anticipated construction equipment includes: a front loader, scraper (613), grader (14M), asphalt paver, haul trucks, striping cart, crane (approximately 120 feet high), compaction roller, pile driver (if required), concrete trucks, water trucks, pickup trucks, compaction jacks, forklifts, and human lifts.

Additional environmental clearances, consultations or permits

- NEPA compliance for FAA approval and inclusion on the Airport Layout Plan
- Underground utilities verification (811)
- Permit to construct the Emergency Backup Generator from the Air Quality Management District (AQMD)

Agencies to use environmental document for CEQA compliance:

Riverside County Board of Supervisors

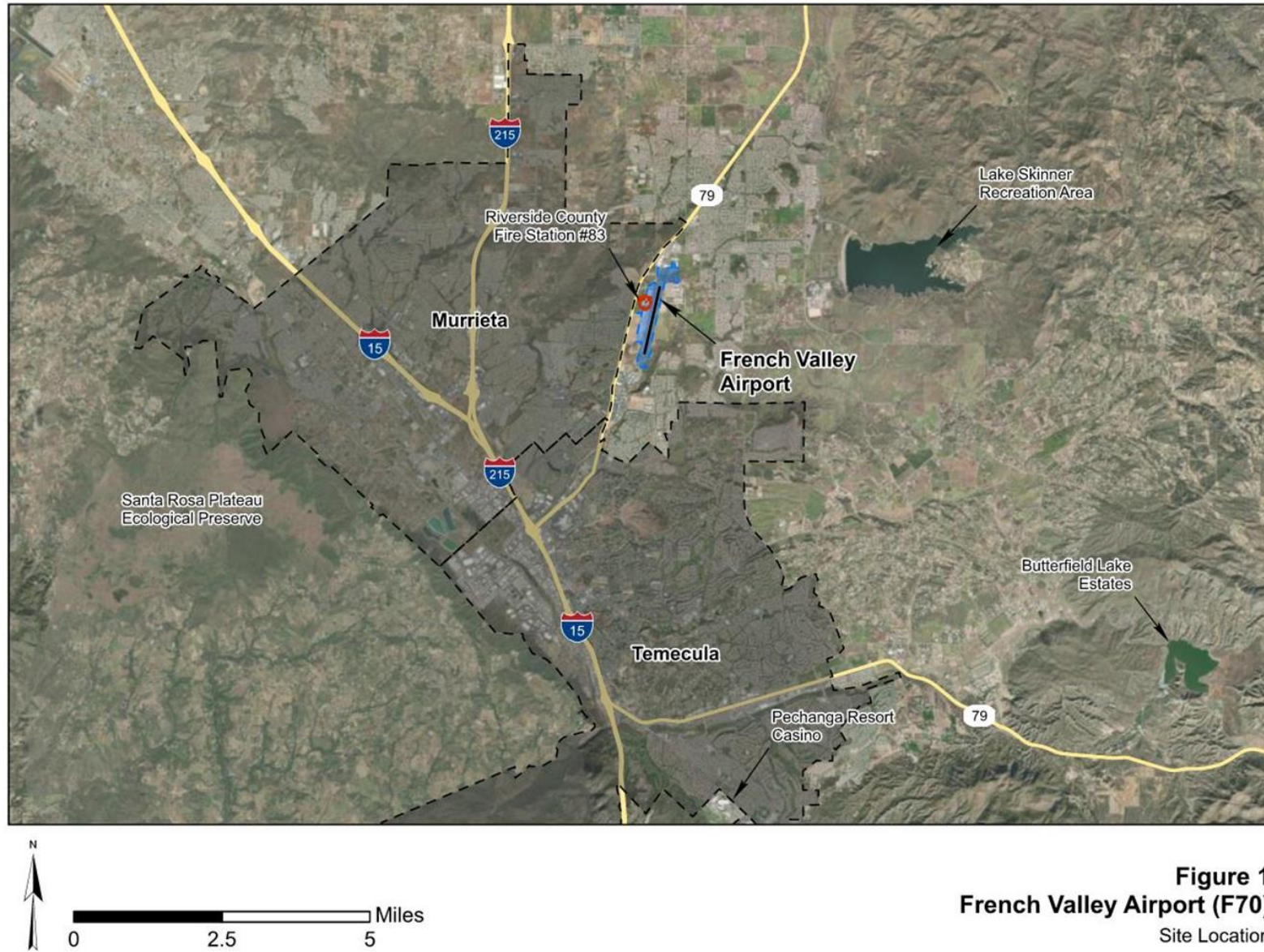




Figure 2
Proposed ATCT Locations

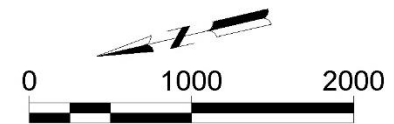


FIGURE 2

NOTES

1. The point identified is the center of an 8-sided cab (approximately 30-feet wide wide at its top) that is supported by a 4-sided 26-foot wide wide concrete shaft.
2. The front side is parallel to the closest runway (Runway 17/35).
3. The Top of Tower elevation is Cab Observer Eye Height plus 30 feet.
4. The Cab Floor elevation is the Cab Observer Eye Height minus 5 feet.
5. The Top of Tower height is the top of antennas a, while the top of physical structure is 18 feet above the cab floor.

SITE 1 Tower Location
 (250' x 150', 37,500 Sq FT)
 Lat: N33° 34' 36.46"
 Long: W117° 07' 47.38"
 Ground Elv: 1,332' MSL
 Offset to R/W 18/36 C.L.: 600'
 Observer Eye Height Elv: 63' AGL / 1,395' MSL Top
 of Tower Elv: 93' AGL / 1,425' MSL
 Cab Floor Elv: 58' AGL / 1,390' MSL
 Transitional Surface Elevation At Point: 1,397.3' MSL
 Transitional Surface Penetration Amount: 27.7' Clear
 of Primary/Horizontal/Approach Surfaces

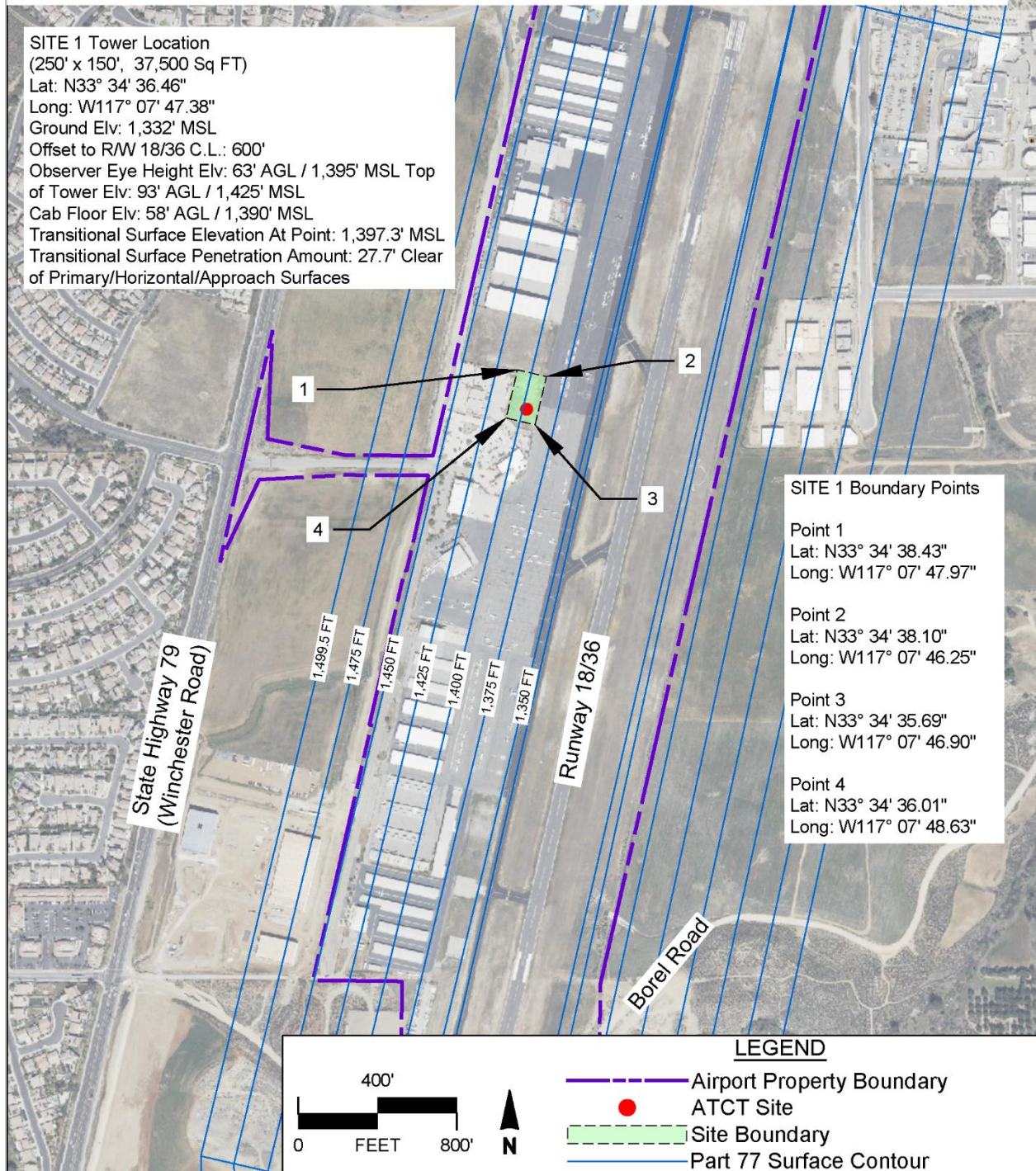


Figure 3
Tower Elevation and Navigable Air Space

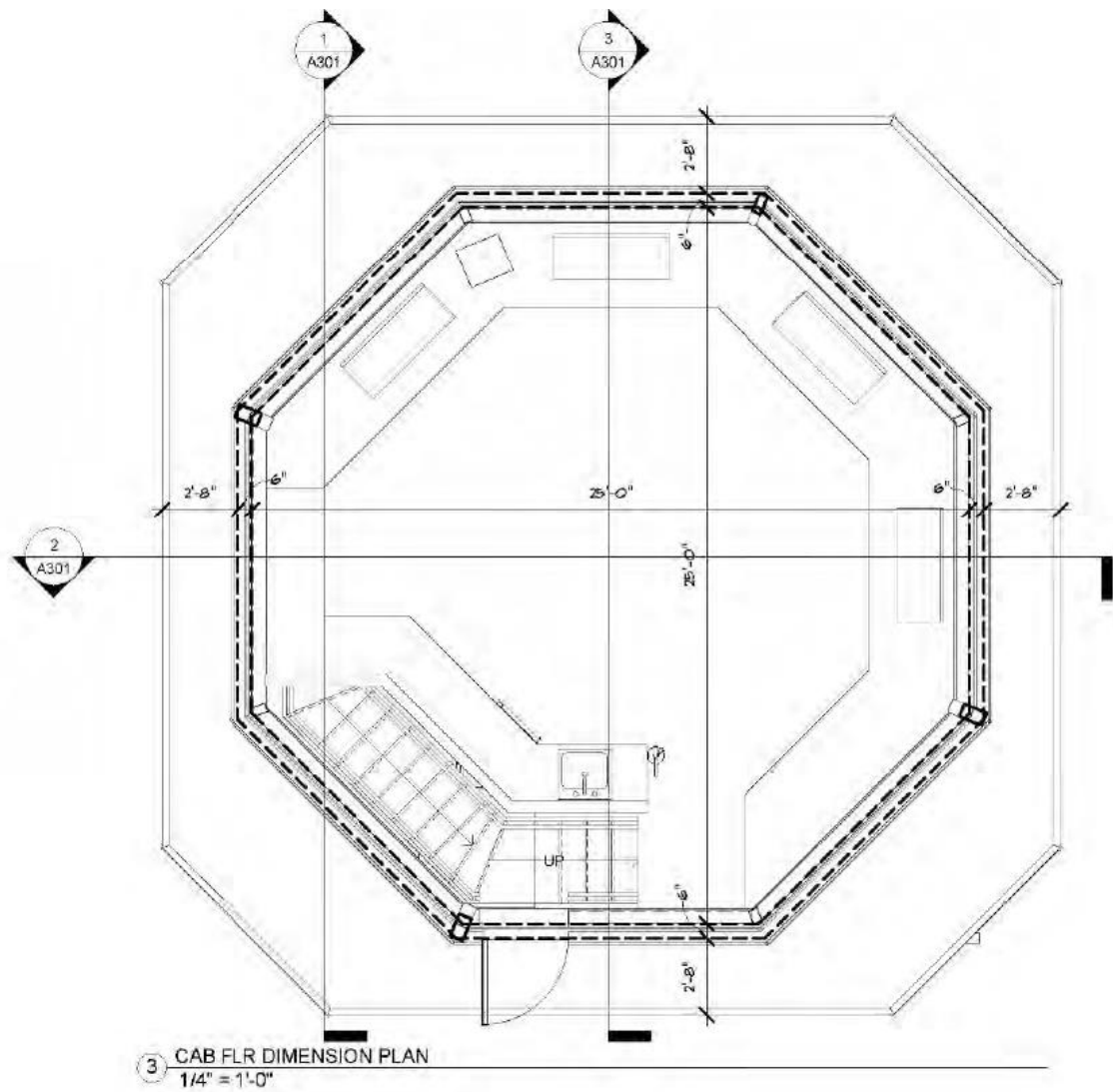


Figure 4
Overhead View of Proposed ATCT
French Valley Airport, Riverside County, CA

Source: CTBX Aviation, 2024

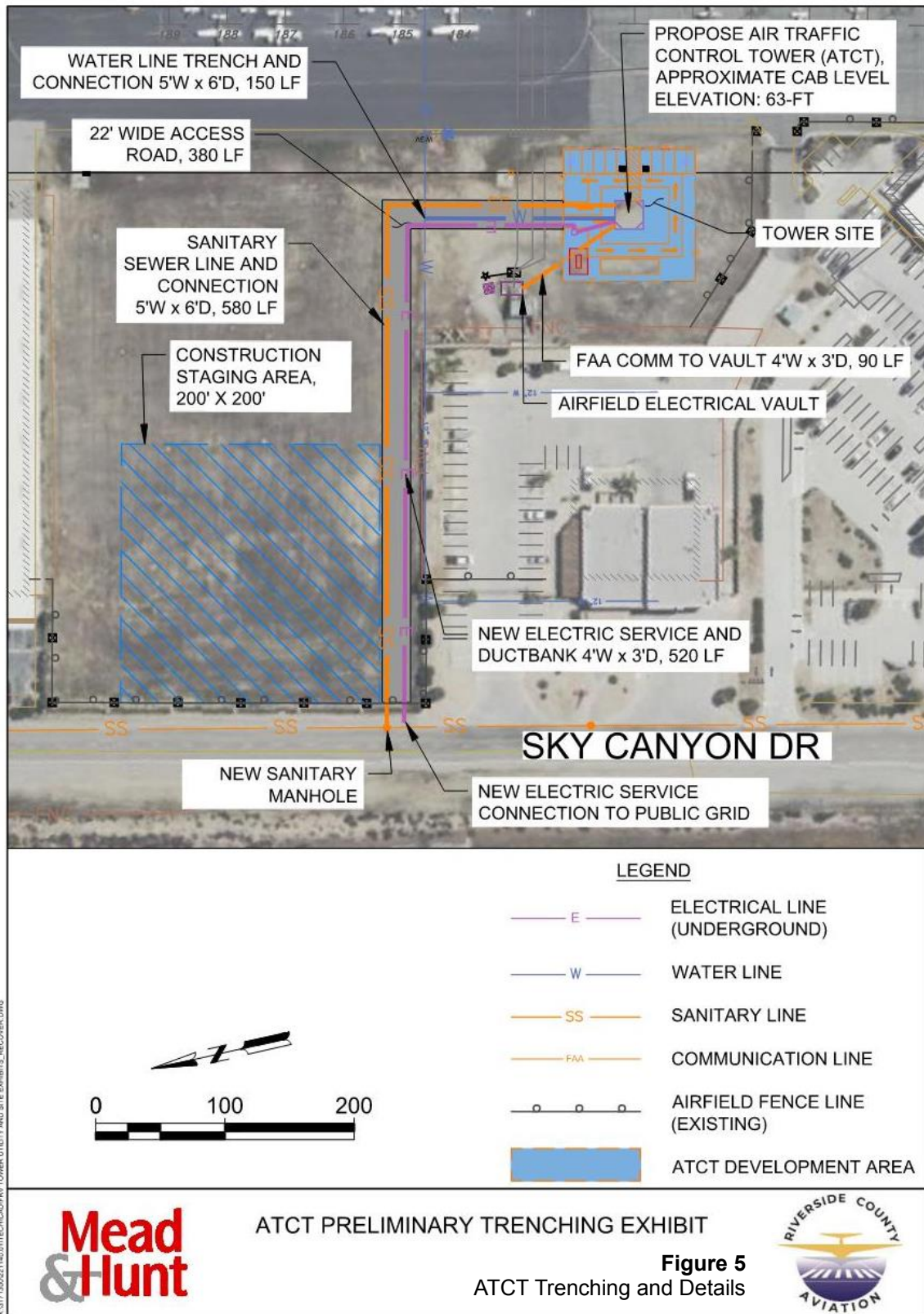
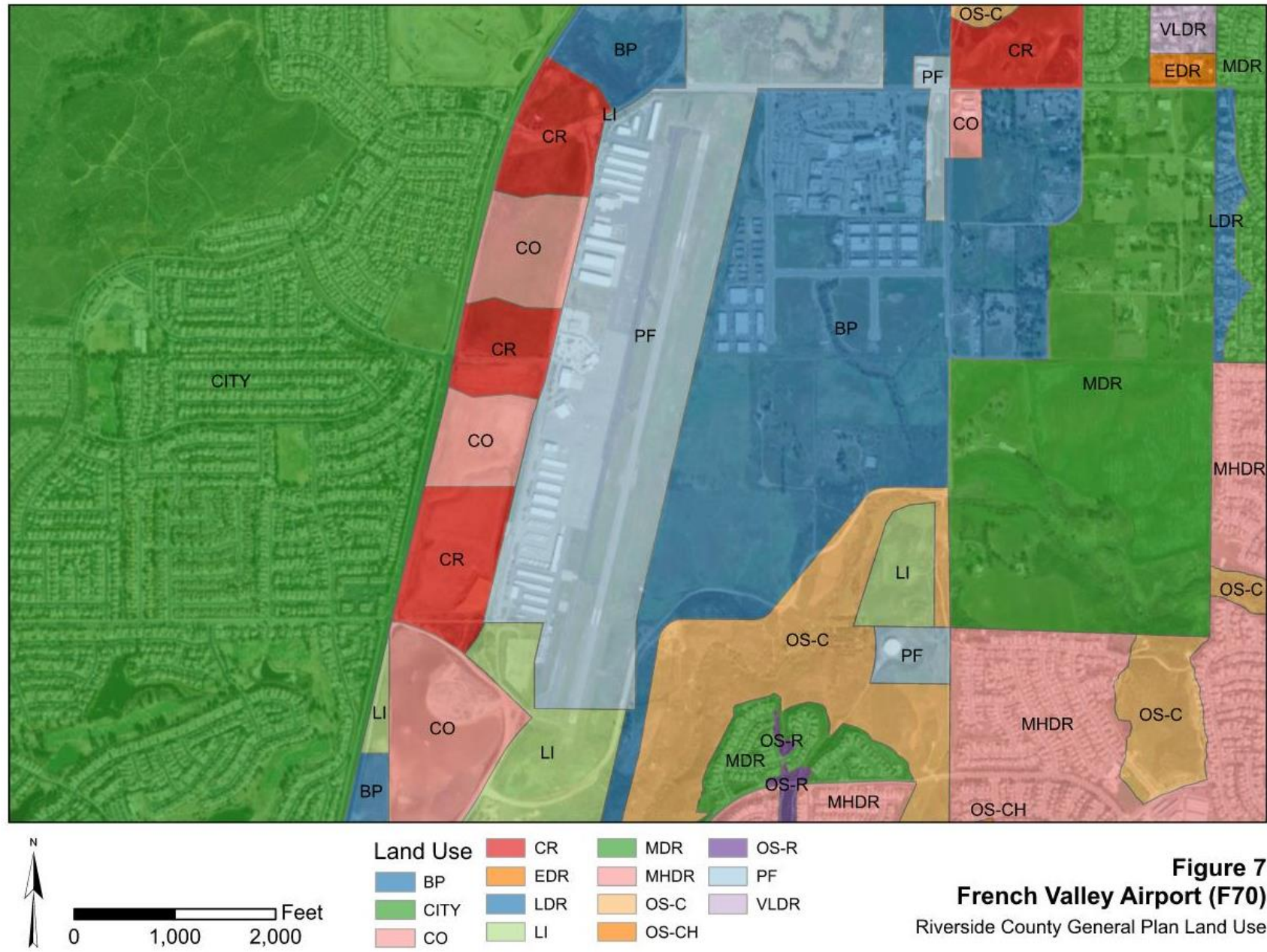




Figure 6
ATCT Area of Disturbance



9. Surrounding land uses and setting: Briefly describe the project's surroundings:

French Valley Airport is located in southwestern Riverside County, near the cities of Murrieta and Temecula. The site area is generally flat, with sparse vegetation due to the semi-arid climate. The regional climate is typically warm and dry throughout the year, with average winter temperatures ranging from 50 to 70 degrees Fahrenheit and average summer temperatures of 70 to 100 degrees Fahrenheit. The average annual precipitation is about 12 inches.

Adjacent land usage includes a mix of business park, commercial, undeveloped scrub lands, and residential development. The proposed project area will occur entirely within paved or previously disturbed areas. Surrounding land uses include (see **Figure 7**):

- North: Business Park (BP), Public Facilities (PF), Commercial Retail (CR), Open Space-Conservation (OS-C), Estate Density Residential (EDR), Very Low Density Residential (VLDR), Commercial Office (CO)
- East: BP, Medium Density Residential (MDR), Medium High Density Residential (MHDR), Light Industrial (LI), OS-C, Open Space-Cultural / Historical (OS-CH), Open Space-Recreation (OS-R)
- South: LI, CO
- West: BP, CO, CR, LI

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

- South Coast Air Quality Management District Permit to Construct a Generator
- Federal Aviation Administration

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?

If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

☐ NO ☒ YES

Consultation Plan (if YES).

The County reached out to the Native American Heritage Commission (NAHC) to conduct a Sacred Lands Search and to obtain a list of Native American Tribes who might have interest in the project. The County reached out to the tribes on the list provided by NAHC. Three tribes requested consultation during the 30-day response period (the Pala Band of Mission Indians, the Pechanga Band of Indians, and the Rincon Band of Luiseno Indians), one tribe requested additional information to determine whether consultation would be required, and four tribes responded that no consultation was needed. The County responded to all tribes who requested formal consultation (see **Appendix D**).

The County worked with a tribal representative from the Pala Band of Mission Indians to develop project-specific mitigation measures (see **Measure CUL-1 Conduct Cultural Resource Monitoring During Initial Ground Disturbing Activities**). Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site such as: project grading and development scheduling.

The CRMP will include the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County. The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is could be a "Potentially Significant Impact," without the implementation of project-specific mitigation measures as indicated by the checklist on the following pages. Each of the potential impacts checked below is less-than-significant with mitigation incorporated.

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

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.

Angela Jamison
Signature

5/08/2025
Date

Riverside County Director of Airports

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

| I. AESTHETICS | | | | | |
|---|--|---------------------------------------|---|-------------------------------------|------------------|
| Issues Except as provided in Public Resources Code Section 21099, would the project: | | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Have a substantial adverse effect on a scenic vista? | | | | | X |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | | X |
| c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | | | X |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | X | |

- a) The Caltrans Vistas GIS Database was reviewed to determine whether the proposed project would have a substantial adverse effect on a scenic vista. The nearest scenic vista is the Indian Hill Road Vista Point, which is located more than 25 miles northeast of the Airport (Caltrans 2025a). The data indicate that the proposed project would not affect a scenic vista, and no impact would occur. (Caltrans, 2025a).
- b) The California State Scenic Highways System Map was reviewed to determine if the proposed project would have an effect on scenic resources. The nearest state scenic highway is a portion of Route 15 located more than 3 miles southwest of the Airport (Caltrans, 2025b). In addition, the Riverside County Circulation Element identifies State- and County-designated and eligible scenic highways. The portion of Highway 79 adjacent to F70 is not designated as a scenic highway (Riverside County, 2015). The proposed project is located within the boundaries of a previously developed Airport, which is surrounded by commercial, industrial, and residential development. No scenic resources were identified in the project area. The proposed project would not have an adverse effect on scenic resources. No impact would occur.
- c) The proposed project site is located at an airport located adjacent to Highway 79 and the communities of Murrieta and Temecula. The ATCT is designed to have a cab-level at 93 feet above ground level (AGL) which may be visible from Highway 79 and other public roads, none of which are considered a scenic highway or within a scenic vista (Caltrans 2025a, 2025b). The proposed ATCT would not conflict with applicable General Plan policies regarding scenic resources or other regulations governing scenic quality set forth by Riverside County (Riverside County, 2012). No impact would occur.
- d) The ATCT and parking area will include outdoor, downward facing lights for safety and security and to reduce visibility by off-site receptors. The ATCT will include lights to identify the tower

location in accordance with FAA regulations at 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. The nearest sensitive receptors are residents located approximately 0.25 mile west of the ATCT site. The proposed project will be visible to passersby on adjacent roads. A less-than-significant effect would occur. (Google Earth, 2025).

| II. AGRICULTURE AND FORESTRY RESOURCES | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|
| Issues 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | | | | X |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | X |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | | | | X |

- a) The California Important Farmland Finder was reviewed to identify important farmland. The data indicates that Airport property is designated as Urban and Built-up Land, and it does not include any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CA Department of Conservation, 2024a). No cultivation occurs at the Airport, and the proposed project would not convert any farmland to non-agricultural use. No impact would occur.
- b) The Riverside County Map My County (MMC) tool was used to determine whether the proposed project would conflict with existing zoning for agricultural use. The MMC tool designates the Airport as Commercial Office (C-O) and Manufacturing-Service Commercial Zone (M-SC) (Riverside County, 2024d). The proposed project does not include or conflict with existing agricultural use or zoning. The California Williamson Act Enrollment Finder was reviewed to confirm that the Airport does not include property enrolled in a Williamson Act contract (CA Department of Conservation, 2024b). No impact would occur.
- c) The MMC tool was reviewed to determine whether the proposed project would conflict with existing zoning or cause the rezoning of forest land or timberland zoned for timberland production. The MMC tool did not identify the Airport property as forest land, timberland, or timberland production, and none was identified during field studies (Riverside County 2024d). The proposed project will not conflict with existing zoning or cause the rezoning of forest land or timberland zoned for timberland production (Riverside County, 2024d). No impact would occur.

- d) The MMC tool was used to identify the presence of forest land that could be converted as a result of the project. No forest land was identified on Airport property by the MMC tool or during field investigations (Riverside County, 2024d). No impact would occur.
- e) The MMC tool was used to determine whether the proposed project would involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. No on-site cultivation exists at the Airport, and the MMC confirms that the Airport does not include forest or agricultural land (Riverside County 2024d). No conversion of farmland would occur.

| III. AIR QUALITY | | | | | |
|--|--|--------------------------------|--|------------------------------|-----------|
| Issues | | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| Where available, the significance criteria established by the applicable air quality management district 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? | | | X | |
| b) | 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? | | | X | |
| c) | Expose sensitive receptors to substantial pollutant concentrations? | | | X | |
| d) | Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | X | |

- a-c) The proposed project must comply with the Federal Clean Air Act (CAA). To comply with the CAA, the proposed impacts to air quality must conform to the conditions of the applicable State implementation Plan (SIP), also known as General Conformity. The CEQA thresholds and requirements act as an equivalent to the EPA's *de minimis* thresholds for California projects. If a project's net emissions are less than the thresholds, then the project is considered to be too small to adversely affect the air quality status of the area and is automatically considered to conform with the applicable SIP.

The Airport is located within the South Coast Air Quality Management District (District). The area is in non-attainment for 8-hour ozone and PM_{2.5} (annual and 24-hour). The County is in maintenance for Particulate Matter (PM) 10, Carbon Monoxide, and Nitrogen Dioxide. The District has adopted Air Quality Plans for 8-hour ozone, PM_{2.5}, PM₁₀, Carbon and Monoxide (South Coast Air Quality Management District, 2025).

An Air Quality Analysis was performed in November 2024 to identify the potential air quality effects associated with ATCT construction and operation (see **Appendix B**). The analysis was conducted using the California Emissions Estimator Model (CalEEMod), which calculates construction and operations emissions from land use development projects and construction emissions from linear projects. The model was used to calculate the short-term construction emissions from the vertical (aerial) and linear project components associated with site preparation, grading, building construction, paving, and architectural coating as well as emissions associated with ATCT operations.

Project-related Construction

Short-term construction emissions were calculated based on emissions from the following sources:

- Exhaust emissions from off-road construction equipment.
- Exhaust emissions from on-road mobile vehicles (workers, vendors, hauling, and on-site trucks).
- Fugitive dust emissions from grading, bulldozing, truck loading, demolition, and on-road vehicles traveling along paved and unpaved roads.
- Evaporative volatile organic compound (VOC) emissions from architectural coating and paving activities.
- Indirect greenhouse gas emissions from electricity consumption.

Project Operation

Emissions associated with project operations were calculated based on the following:

- Daily travel to and from the project site by workers and visitors.

The projected emissions associated with project-related construction and operation were evaluated using the CEQA thresholds for criteria pollutants established by SCAQMD, which provide a minimum threshold for air pollutants by type to assess localized air quality impacts. The analysis concluded that project-level emissions associated with ATCT construction and operation are below *de minimis* thresholds established by SCAQMD (**Appendix B, Tables 5 and 6**); The proposed project would not significantly affect air quality, because no criteria pollutant would exceed its respective threshold, and the proposed project would not cause a cumulatively considerable net increase in emissions.

The project will not conflict or obstruct implementation of any of these air quality plans or any others adopted by the District in the future. The proposed project will not cause a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (8-hour ozone or PM_{2.5}). The proposed project will not conflict or obstruct the implementation of the applicable air quality management plan (Mead & Hunt, 2024a).

Project-level emissions for all criteria pollutants are below regulatory thresholds, therefore, sensitive receptors will not be exposed to substantial pollutant concentrations. The impact is less than significant.

To further reduce potential less-than-significant impacts, Mitigation Measure AQ-1 will be implemented during construction.

- **Mitigation Measure AQ-1. Incorporate County Provisions for Fugitive Dust Control in County Ordinance 742.1 in Construction Documents.** The provisions set forth in Ordinance 742.1 of the County of Riverside to control the fugitive dust and PM₁₀ in Coachella Valley will be incorporated into construction documents to minimize the volume of particulates generated during construction activities (Riverside County, 2024f).
- c) Construction activities may result in temporary odors associated with the use of fossil fuels, paints, or finishes; however, the nearest sensitive receptors are associated with residents located approximately 0.25 mile from the Airport. These temporary short-term emissions will not affect sensitive receptors. The impact is less than significant.

| IV. BIOLOGICAL RESOURCES | | | | |
|--|--------------------------------------|--|------------------------------------|--------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| 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 Wildlife or U.S. Fish and Wildlife Service? | | | X | |
| 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 Wildlife or U.S. Fish and Wildlife Service? | | | | X |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | X |
| 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? | | | | X |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | X |
| 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? | | | | X |

- a) The County undertook a Biological Resource Assessment (BRA) and Jurisdictional Delineation (JD) in association with the proposed project to identify and document the existing conditions and to evaluate the potential for project-related impacts on sensitive biological resources (see **Appendix C**).

The biological resource investigation included a database search that included the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation system (IPaC; USFWS 2024), the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CDFW 2024), and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (CNPS, 2024). The records search identified 12 special-status plant species that have the potential to occur within 3 miles of the Study Area:

- Smooth tarplant (*Centromadia pungens* ssp. *laevis*)
- California Orcutt grass (*Orcuttia californica*)
- San Diego Amborisa (*Amborisa pumilia*)
- Slender-horned spineflower (*Dodecahema leptoceras*)
- Thread-leaved brodiaea (*Brodiaea filifolia*)
- Spreading navarretia (*Navarretia fossalis*)

- Parry's spineflower (*Chorizanthe parryi* var. *parryi*)
- Long-spined spineflower (*Chorizanthe polygonoides* var. *longispina*)
- Wiggins' cryptantha (*Cryptantha wigginsii*)
- Intermediate mariposa-lily (*Calochortus weedii* var. *intermedius*)
- Munz's onion (*Allium munzii*)
- San Diego button celery (*Eryngium aristulatum* var. *parishii*)

A site visit was conducted to confirm the presence or absence of the plant species identified. Based on the results of the site visit, the study area does not provide suitable habitat for any of the special-status plant species, and no special-status plant species was observed during the site visit (**Appendix C**; Caskey 2024).

U.S. Fish and Wildlife Services (USFWS) and California Natural Diversity Database (CDFW, 2024) records were reviewed to identify the potential presence of special status wildlife species. Eighteen special-status wildlife species were identified as having the potential to occur within 3 miles of the Study Area:

- Quino checkerspot butterfly (*Euphydryas editha quino*)
- Monarch butterfly (*Danaus plexippus*)
- Coastal California gnatcatcher (*Polioptila californica californica*)
- Least Bell's vireo (*Vireo belli pusillus*)
- White-tailed kite (*Elanus leucurus*)
- Loggerhead shrike (*Lanius ludovicianus*)
- Burrowing owl (*Athene cunicularia*)
- Tricolored blackbird (*Agelaius tricolor*)
- Northern harrier (*Circus cyaneus*)
- Western spadefoot (*Spea hammondi*)
- Stephen's kangaroo rat (*Dipodomys stephensi*)
- Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)
- Vernal pool fairy shrimp (*Branchinecta lynchi*)
- Riverside fairy shrimp (*Streptocephalus woottoni*)
- Southwestern pond turtle (*Actinemys pallida*)
- Southern California legless lizard (*Anniella stebbinsi*)
- Red-diamond rattlesnake (*Crotalus ruber*)
- Coast horned lizard (*Phrynosoma blainvillii*)

Of the species reviewed, five special-status wildlife species – the monarch butterfly, white-tailed kite, loggerhead shrike, northern harrier, and the coast horned lizard – have the potential to occur within the Study Area. However, no special-status wildlife species or their habitats were observed during the BRA field investigation. The results of the field investigation indicate that no special-status wildlife species are likely to occur in the project area based upon known ranges, habitat preferences, and species occurrence records.

Based on the results of the BRA and JD, the proposed project would not have a substantial adverse effect on any candidate, sensitive, or special-status species. The impact would be less than significant.

- b) As documented in the BRA, no riparian habitat occurs within the project area. No impact would occur.
- c) Neither the National Wetland Inventory nor the National Hydrography Database identified the presence of potential wetlands or waterways within the project area, and none were identified during the field investigation (Caskey, 2024; **Appendix C**). The proposed project will not affect wetlands through direct removal, filling, hydrological interruption, or other means. No impact will occur.
- d) Neither wetlands or waters are present in the project area, and the Airport is currently enclosed by a chain-link security fence. The proposed project would be constructed within Airport property, and it would not introduce new barriers to interfere with the movement of any native resident or migratory fish or wildlife species or interfere with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. No impact would occur.
- e) No biological resources were identified in the project area (see **Appendix C**). The project site consists of low-lying vegetation and there will be no tree removal as a part of the project. The project will not conflict with any local policies or ordinances that protect biological resources. No impact would occur.
- f) The Airport is located within the established boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP), which focuses on the conservation of species and their associated habitats

The WR-MSHCP designates the Airport property in Cell Groups V and W. Cells V and W are covered by the Southwest Area Plan (SAP) under Subunit 5: French Valley / Lower Sedco Hills. The SAP identifies species and biological issues within the planning area. The following biological issues and considerations have been established in the SAP for the area that includes F70:

- Conserve a large block of habitat generally east of I-215 and south of Scott Road for narrow endemic species (i.e., Munz's onion).
- Conserve clay soils supporting long-spined spine flower, Munz's onion and Palmer's grappling hook.
- Maintain Core and Linkage Habitat for Quino checkerspot butterfly.

Although portions of the Airport are located in subunits within the MSHCP, the proposed project site is within an area that the MSHCP designates as zone "0", indicating that it is not identified for conservation. The proposed project will not affect an area designated for conservation. The proposed project will not conflict with the WR-MSHCP (Riverside County, 2024b). No impact would occur.

| V. CULTURAL RESOURCES | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | | | | X |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | | X | | |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | | X | | |

- a) The County undertook a cultural resources assessment and evaluation of historical resources in 2024, (Applied Earthworks, 2024; Mead & Hunt, 2024b; **Appendices D and E**). To identify potential historical resources, a Built-Environment Area of Potential Effects (Built Environment APE) was identified and previously recorded historical resources identified on either the National Register of Historic Places (NRHP) or the California Register of Historic Resources were identified within 0.25 mile of the Built Environment APE. This area was reviewed to account for any visual effects that the proposed ATCT would have on historic properties.

A review of previously identified resources, available reports, historic aerial photographs indicates that no extant built-environment resources are present within the APE that exceed 45 years of age; therefore, no built-environment resources are within the Built-Environment APE that would qualify as Historic Properties. No impacts to historic properties would occur as result of the proposed project (Mead & Hunt 2024b; **Appendix E**). No impact would occur.

- b) The County established an APE for cultural and archaeological resources and undertook a cultural resources assessment that included the area within 1 mile of the cultural resources APE. The Cultural Resources Assessment included:
- A literature review and records search. A total of 42 cultural resource investigations had been conducted within 1 mile of the APE previously.
 - A review of historical maps, and aerial photographs.
 - Outreach to the Native American Heritage Commission (NAHC) to conduct a Sacred Lands File Search and obtain a list of tribal contacts. The County subsequently reached out to tribal contacts to alert them to the proposed project and solicit input regarding known resources.
 - A pedestrian field survey of the APE, which included the 4-acre project area.

No designated tribal lands are located within Airport boundaries (Applied Earthworks, 2024).

The results of the NAHC Sacred Lands provided with negative results; no Native American cultural properties were identified. The results of the records search and field survey indicated that there is a low likelihood that archaeological deposits or features would be identified during construction, and no future cultural resource management was recommended (Applied Earthworks, 2024; see **Appendix D**).

The NAHC provided a list of Tribal Historic Preservation Officers (THPOs) that might have interest in the proposed project. The County reached out to the Tribal Historic Preservation Officers (THPOs) identified by the NAHC. The County sent letters to representatives on December 19 and 20, 2024, and representatives were asked to respond within 30 days to identify whether formal consultation was requested. (Responses are provided in **Appendix D**.) As shown, representatives from three tribes requested consultation: Another tribe requested additional information but did not

request consultation. Two tribes did not respond to invitations for engagement after additional information was provided.

One tribe engaged in consultation. In response to tribal concerns, the County proposed the following mitigation measures for implementation prior to and during project initial construction.

Impact CUL-1: Disturbance and Destruction of Previously Unknown Cultural Resources

The disturbance and destruction of previously unknown cultural resources would result in significant impact. The implementation of **Mitigation Measures CUL-1 and CUL-2** were developed to reduce the potential impact.

- **Mitigation Measure CUL-1: Conduct Cultural Resources Monitoring During Initial Ground Disturbing Activities.** The Project Archaeologist and Tribal Representatives shall monitor initial ground disturbing activities. (Ongoing disturbance of the same area will not require ongoing monitoring.) Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site such as: project grading and development scheduling.

The CRMP will include measures for the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County. The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find (see **Mitigation Measure CUL-2**). A decision regarding the find and its effect on construction activities must be determined within 48 hours.

- **Mitigation Measure CUL-2: Inadvertent Discovery of Native American Cultural Resources.** If during ground disturbance activities unanticipated Native American cultural resources are discovered during the course of grading or ground disturbance for this project, the County's Archeological Monitor and Tribal Monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. All ground disturbance activities within 60 feet of the resource shall be halted, and a meeting shall be convened among the Project Archaeologist and Native American Tribal Monitor to discuss the significance of the find and appropriate treatment for the cultural resource(s). At that meeting, a decision will need to be made, with the concurrence of the Airports Division, as to the appropriate treatment of the resource (documentation, recovery, avoidance). Pursuant to California Public Resources Code § 21083.2(b), avoidance is the preferred method of preservation. Resource evaluations shall be limited to non-destructive analysis. No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s).

Further ground disturbance shall not resume within the area of discovery until the Lead Agency approves the measures to protect the significant cultural resource(s) and appropriate treatment has been accomplished.

If the County, the Project Archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the County's Director of Airports for a decision. The Director of Airports shall make the determination based on the provisions of CEQA with respect to

cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the County of Riverside Board of Supervisors.

The following procedures shall be carried out for the treatment and disposition, which shall be further described in the project-related CRMP that shall be developed by the County's cultural resource consultant in consultation with tribal representatives from the Pala Band of Mission Indians or other affected Tribe:

- **Mitigation Measure CUL-2: Inadvertent Discovery of Native American Cultural Resources.** If during ground disturbance activities unanticipated Native American cultural resources are discovered during the course of grading or ground disturbance for this project, the County's Archeological Monitor and Tribal Monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. All ground disturbance activities within 60 feet of the resource shall be halted, and a meeting shall be convened among the Project Archaeologist and Native American Tribal Monitor to discuss the significance of the find and appropriate treatment for the cultural resource(s). At that meeting, a decision will need to be made, with the concurrence of the Airports Division, as to the appropriate treatment of the resource (documentation, recovery, avoidance). Pursuant to California Public Resources Code § 21083.2(b), avoidance is the preferred method of preservation. Resource evaluations shall be limited to non-destructive analysis. No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s).

Further ground disturbance shall not resume within the area of discovery until the Lead Agency approves the measures to protect the significant cultural resource(s) and appropriate treatment has been accomplished.

If the County, the Project Archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the County's Director of Airports for a decision. The Director of Airports shall make the determination based on the provisions of CEQA with respect to cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the County of Riverside Board of Supervisors.

The following procedures shall be carried out for the treatment and disposition, which shall be further described in the project-related CRMP that shall be developed by the County's cultural resource consultant in consultation with tribal representatives from the Pala Band of Mission Indians or other affected Tribe:

- **Sacred Sites:** All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred method of mitigation, if feasible.
- **Temporary On-Site Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location on site with Native American Tribal Monitor oversight of the process.
- **Artifacts and Curation:** The County shall relinquish ownership of all cultural resources to the affected Tribe. The County's Project Archaeologist, following consultation with the Monitoring Tribe(s) as outlined in a Tribal Monitoring & Cultural Resources Treatment Agreement developed during preparation of the CRMP, shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per Code of Federal Regulations (CFR) Title 36, Part 79, and that shall be made available to all qualified researchers and tribal representatives.

If the Pala Band of Mission Indians/affected Tribe does not agree with curation and its practices and prefers to keep all cultural resources on site following coordination with the Airports Division and archaeologist, the cultural materials shall be kept in a secured, locked, and safe space that will remain protected until repatriation. If this is not feasible, further consultation between the Airports Division and the Tribe will occur until a solution is identified.

- **Treatment and Repatriation Final Disposition:** The County shall relinquish ownership of all cultural resources that are collected during project construction to the Pala Band of Mission Indians or affected Tribe for permanent on-site reburial including sacred items, human remains, and grave goods burial goods, and all cultural materials and nonhuman remains (see Mitigation Measure CUL-3 regarding human remains and grave goods), as part of the required mitigation for impacts to cultural resources. Within 60 days after all monitoring is completed, the Airports Division will work with the affected Tribe to select a location for reburial that will be free from any disturbance including, but not limited to, development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the Division of Aviation will allow the Pala Band/affected Tribe a reasonable timeframe in which to access the agreed upon area. The Pala Band will document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.
- **Reporting:** The Project Archaeologist shall prepare a final Phase IV archaeological report within 90 days of project monitoring 60 days of project completion. The report shall follow the specifications set forth in the Cultural Resources Management Plan (CRMP) and shall include the results of monitoring, project personnel, a catalog of cultural resources identified, any associated DPR 523 Forms and/or confidential maps, the final disposition of cultural resources, any issues or problems that occurred during monitoring, and other pertinent information. Following approval by the Lead Agency, the final report shall be submitted to the appropriate Information Center and the Pala Band of Mission Indians/affected tribe.

~~The disturbance and destruction of previously unknown cultural resources would result in significant impact.~~ The implementation of **Mitigation Measures CUL-1 and CUL-2** will reduce the potential Impact CUL-1 to less than significant with mitigation incorporated.

- c) No cultural remains were observed within the project area during field activities associated with the Cultural Resources Assessment, as the area was disturbed by grading and clearing, during Airport development. The Cultural Resources Assessment concluded that it is unlikely that any human remains would be disturbed as part of the project (Applied Earthworks, 2024).

Although the potential to encounter human remains is low, it would be a significant impact. the County Airports Division developed **Mitigation Measure CUL-3** during tribal consultation.

Impact CUL-2: Discovery of Human Remains and Grave Goods

The discovery of human remains and grave goods would be a significant impact. The implementation of **Mitigation Measure CUL-3** would reduce the potential impact to less than significant.

- **Mitigation Measure CUL-3: Discovery of Human Remains and Grave Goods.** California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public

Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 60 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Project Archaeologist and Native American monitor(s) to the County Coroner. If the County Coroner determines that the human remains are ~~determined to be~~ Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall appoint a Most Likely Descendant (MLD). The MLD shall make a recommendation within 48 hours of notification and engage in consultation with the County Airports Division and the Project Archaeologist concerning the treatment of the remains as provided in California Public Resources Code 5097.98 and as described in the CRMP and associated Cultural Resources Treatment Agreement.

- The discovery of any Native American human remains and / or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains and associated funerary objects, sacred objects and / or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the MLD. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours.
- The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the County, the MLD shall make recommendations that allow the burial to remain in situ and protected.
- Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the NAHC.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

~~The disturbance of unknown human remains would be a significant impact.~~ The implementation of **Mitigation Measure CUL-3** would reduce this potential Impact CUL-2 to less than significant with mitigation incorporated.

| VI. ENERGY | | | | |
|---|--------------------------------------|--|------------------------------------|--------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | X | | |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | | X |

- a) Construction vehicles and equipment will consume petroleum-based products such as gasoline and diesel; however, the use of these energy resources will not result in significant environmental impact. Operations of the proposed project area will include the use of electricity, which is available at the Airport.

The proposed ATCT will be equipped with an emergency generator to enable ATCT operations to continue during power interruptions, and it is anticipated that the generator would require the use of diesel fuel. The South Coast AQMD defines an emergency backup generator as a standby internal combustion engine that does not operate more than 200 hours per year and only operated in the event of an emergency or for routine testing. A permit to construct is required from the South Coast AQMD prior to the installation of internal combustion engines, including emergency generators (South Coast AQMD, 2025).

Impact ENERGY-1: Permitted Use of a Diesel-Fueled Generator

The installation and use of a diesel-fueled generator must be permitted approved by the South Coast AQMD. The installation and operation of a backup generator in the absence of a permit from the South Coast AQMD would be considered a significant impact. The implementation of Mitigation Measure ENERGY – 1 would reduce this potential impact to less than significant:

- **Mitigation Measure ENERGY-1. Obtain Permit to Construct from the South Coast AQMD.** Prior to selection and installation of an emergency backup generator, the County shall consult with the South Coast AQMD regarding the proposed emergency generator and obtain a permit to Construct the emergency generator.
- b) As described previously, an Air Quality Analysis was conducted for the proposed project. The proposed project will not obstruct any state or local plans for renewable energy. The project will follow energy measures established by the County's Climate Action Plan, the General Plan, and California Building Code Title 24 (County of Riverside, 2019). No impact would occur.

| VII. GEOLOGY AND SOILS | | | | |
|---|--------------------------------------|--|------------------------------------|--------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Directly or indirectly cause 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. | | | X | |
| ii) Strong seismic ground shaking? | | | X | |
| iii) Seismic-related ground failure, including liquefaction? | | | | X |
| iv) Landslides? | | | | X |
| b) Result in substantial soil erosion or the loss of topsoil? | | | X | |
| 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? | | | | X |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | | | | X |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | X |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | X | | |

a) The project will cause either no impact or a less-than significant impact associated with potential substantial adverse effects, including the risk of loss, injury, or death involving.

- i) **Earthquake Fault Zones.** F70 is located within the Temecula Quadrangle and the Elsinore Earthquake Fault Zone (CA Department of Conservation, 2024c). There are no active fault traces that pass through the Airport that have the potential for rupture.

The nearest portion of the Elsinore Earthquake Fault Zone is the Wildomar Fault, located approximately 4 miles southwest of the Airport (CA Department of Conservation, 2024c). ATCT construction will comply with state and local laws including, but not limited to, the Alquist-Priolo Earthquake Fault Zoning Act, the Seismic Hazards Mapping Act, California Building Standards Code, and the County of Riverside Building Code.

- ii) **Strong seismic ground shaking.** The seismic ground shaking in the area is identified as Moderate based on a Magnitude 7.0 Scenario Earthquake projected by the USGS Earthquake Hazards Program (USGS, 2024). ATCT design and construction will conform to appropriate state laws and codes including: the Alquist-Priolo Earthquake Fault Zoning Act, the Seismic

Hazards Mapping Act, California Building Standards Code, and the County of Riverside Building Code. The potential effect of the proposed project would be less than significant.

- iii) **Seismic-related ground failure, including liquefaction.** The Airport is not located within a liquefaction zone (CA Department of Conservation, 2024c). No impact would occur.
- iv) **Landslides.** The Airport is not located in a landslide or liquefaction / landslide overlap zone (CA Department of Conservation, 2024c). No impact would occur.
- b) The proposed project will not result in substantial soil erosion or the loss of topsoil. The proposed project was previously graded. To prevent substantial erosion or the loss of topsoil, the construction contractor will be required to develop and implement a Sediment and Erosion Control Plan during construction activities. The impact is less than significant.
- c) The proposed project is not located on an unstable geologic unit or soil. The proposed project will not cause the area to become unstable or result in landslide, lateral spreading, subsidence, liquefaction, or collapse (CA Department of Conservation, 2024c). No impact would occur.
- d) The Airport is not located on or near expansive soil and will not create substantial direct or indirect risks to life or property:
 - The Airport is located on very old alluvial channel deposits (Qvoa), which consist of moderately to well-indurated, reddish-brown, mostly very dissected gravel, sand, silt, and clay-bearing alluvium (USGS, 2024a).
 - Underlying soils include Bosanko clay, 2 to 9 percents, Buchenau silt loam, 2 to 8 percent slopes, eroded, and Ramona sandy loam, 5 to 8 percent slopes, eroded.
 - The frost-free period for the soils ranges from 230 to 362 days, with a mean annual air temperature between 61 to 65 degrees Fahrenheit, which limits the amount of expansion and shrinking of the soil.

The proposed project would not be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994). The proposed project would not create a substantial direct or indirect risk to life or property or cause an area to become unstable. No impact would occur.

- e) The proposed ATCT will include a connection to the existing sewer facilities at the Airport. No septic tanks or alternative wastewater disposal systems will be required. No impact would occur.
- f) The County considered the presence of paleontological resources in the study area. A consulting Paleontologist reviewed available geologic maps, paleontological literature and museum records search to identify the potential for encountering paleontological resource during project construction (see **Appendix F**).

Riverside County has assigned various paleontological sensitivity rankings to the various geologic units exposed within its boundaries—Low, Undetermined, High A (Ha), and High B (Hb) Potential (County of Riverside, 2015). According to the Riverside County Planning Department (2015) paleontological sensitivity map, the entire project area is mapped as Low; however, the surficial geology of the project area is mapped as early to middle Pleistocene2 old axial-channel deposits (Qvoaa). Unit Qvoaa includes well consolidated and moderately indurated deposits dominated by sand with some gravel and pebble layers as well as silt and clay-rich alluvium (Applied Earthworks, 2024). The presence of Qvoa sediments at the surface within the project area are conducive to the preservation of fossils, and multiple paleontological resources have been recovered from similar geologic units in the Airport vicinity; therefore, the paleontological evaluation indicated that the sensitivity ranking should be considered High A or B ranking based on the records of fossil occurrence at the surface or at depths below 4 BGS.

Paleontological resources are protected under CEQA, and the Riverside County's General Plan, Multipurpose Open Space (OS) element, includes several policies governing the potential presence of paleontological resources. Policy OS 16.6 states, "Whenever existing information indicates that a site for development has a high paleontological sensitivity...a Paleontological Resource Impact Mitigation Program (PRIMP) with the Riverside County Geologist prior to site grading." As a result of the demonstrated high sensitivity of sedimentary beds within the Project area, the County's archaeological consultant recommended that a qualified paleontologist prepare a PRIMP prior to the start of project-related, ground-disturbing activities.

Impact PALEO-1: Disturbance of Previously Unknown Paleontological Resources

The proposed project has the potential to directly or indirectly destroy a unique paleontological resource, which would be considered a significant impact. However, this impact can be reduced to less than significant with the application of Mitigation Measure PALEO-1:

- **Mitigation Measure PALEO-1. Discovery of Previously Unknown Paleontological Resources.** The County shall establish monitoring procedures and discovery protocols, based on industry-wide best practices for paleontological resources that may be encountered during earth-disturbing activities in a PRIMP. The Project Paleontologist shall prepare a PRIMP to identify where construction monitoring will be required during project activities and the frequency of monitoring required (i.e., full-time, spot checks, etc.); address the collection and processing of sediment samples to analyze for the presence or absence of micro vertebrates and other small fossils; provide details about fossil collection, analysis, and curation at an approved repository; and describes the different reporting standards for monitoring, and worker environmental awareness training.

The direct or indirect destruction of a unique paleontological resource or site or unique geologic feature would be a significant impact. The implementation of **Mitigation Measure PALEO-1** will reduce the potential effect to less than significant.

| VIII. GREENHOUSE GAS EMISSIONS | | | | |
|--|--------------------------------------|--|------------------------------------|--------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | X | |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | X |

- a) The County undertook an air quality analysis in association with the proposed project (see **Appendix B**). The results of the air quality analysis indicated that emissions for all criteria pollutant are below regulatory thresholds (Mead & Hunt, 2024a). The project will have a less than significant effect associated with the emission of greenhouse gas emissions during construction and operation.
- b) The proposed project will comply with energy measures established by the November 2019 County of Riverside Climate Action Plan Update (CAP). The energy measures outlined in the CAP correspond to the Implementation Measures included in the General Plan and measures identified by the State of California (i.e., California Building Code Title 24) (County of Riverside, 2019).

The proposed project will not conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No impact will occur.

| IX. HAZARDS AND HAZARDOUS MATERIALS | | | | |
|---|---------------------------------------|---|-------------------------------------|------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?? | | | X | |
| 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? | | | | X |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | X |
| 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 or excessive noise for people residing or working in the project area? | | | | X |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | X |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | | X |

- a-b) Construction of the proposed project will include the use of petroleum-based fuels and lubricants. Following construction, the proposed project will include the operation of a diesel-fueled generator to maintain operations during emergencies that result in power outages.

Contractor vehicles and construction equipment contain petroleum-based fuels and lubricants that are classified as hazardous materials. Standard construction management techniques and Best Management Practices (BMP), such as the implementation of the Airport's Spill Prevention Control and Countermeasures (SPCC) Plan during construction activities will prevent an accidental release of these materials. The proposed project will not create a significant hazard to the public or the environment. As identified in the project description, the generator will rest on a concrete pad adjacent to the ATCT and equipped to contain diesel fuels in the event of an accidental release. The proposed project would cause a less-than-significant risk to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

- c) The nearest school is the Monte Vista Elementary School located 0.85 mile west of the project site. The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials within 0.25 mile of a school. No impact would occur.
- d) The County reviewed available databases to identify the presence of hazardous materials sites compiled pursuant to Government Code § 65962.5. The proposed project is not located on a hazardous material site (CA Department of Toxic Substances Control, 2024). No impact would occur.

- e) Riverside County prepared and adopted an Airport Land Use Compatibility Plan (ALUCP) for the French Valley Airport in 2012. The proposed project is located on the Airport and within the Airport Influence Area identified in the ALUCP. The proposed project will not require plan revision.

The proposed ATCT is a safety improvement project that will enhance communication among aviators and improve safety for aviators and people living and working on or near the Airport. The proposed ATCT will not increase Airport capacity, affect the type of aircraft that operate at F70, or affect flight paths; therefore, the proposed ATCT will not affect aircraft noise exposure to create excessive noise for people working in the project area. No impact would occur.

- f) The project will be located within Airport boundaries, and neither temporary nor permanent impacts to nearby road way systems will occur to affect community connectivity. The proposed project will not impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan. No impact would occur.
- g) The proposed project will be located within Airport property boundaries. It will not create or expose people or structures to a risk of loss, injury, or death involving wildland fires. No impact would occur.

| X. HYDROLOGY AND WATER QUALITY | | | | |
|--|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | | | | X |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | | X |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | X |
| i) result in a substantial erosion or siltation on- or off-site; | | | X | |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | | | X | |
| iii) 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; or | | | X | |
| iv) impede or redirect flood flows? | | | | X |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | | X |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | X |

- a) F70 is equipped with a stormwater drainage system, water supply system, and water facilities that serve the Airport as a whole. The proposed ATCT will include connections to the existing stormwater drainage system, and a storm drain is present in the project area. Operation of the proposed project will include connections to the waste and sanitary systems, and the proposed project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Construction of the proposed project will include the development of and implement a project-specific stormwater pollution prevention plan (SWPPP) by the project contractor in accordance with local codes and regulations. The SWPPP will include the implementation of Best Management Practices (BMPs), such as the implementation of a sediment and erosion control plan and other measures to prevent potential construction-related erosion both on site and off site. Construction-related runoff associated with project construction would be directed to the existing Airport drainage system.

A National Pollutant Discharge Elimination System (NPDES) permit will be required for construction, the permit will include implementation of standard water quality control measures. The Riverside Water Quality Control Board (RWQCB) has established water quality standards required by the Clean Water Act and regulates discharges to ensure compliance with water quality standards. The proposed project will comply with local regulations and construction codes, and it will not violate any water quality standards or waste discharge requirements. No impact would occur.

National Pollutant Discharge Elimination System (NPDES) permit will be required for construction, the permit will include implementation of standard water quality control measures. The RWQCB has established water quality standards required by the Clean Water Act and regulates discharges to ensure compliance with water quality standards.

The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. No impact would occur.

- b) The proposed project would not substantially decrease groundwater supplies or substantially interfere with groundwater recharge to impede sustainable groundwater management of the basin.

F70 is located in the Temecula Valley Groundwater Basin. The proposed project does not include a connection to groundwater source. Neither project construction nor operation will require the use of groundwater, and project related runoff associated with the additional 0.5 acre of impervious surface will be directed to existing stormwater management facilities at the Airport, which include water quality management measures. The proposed project will not interfere with groundwater recharge or impede sustainable groundwater management. No impact would occur.

- c) The proposed project would not substantially alter the existing drainage pattern of the site or area, and it would not alter the course of a stream or river or through the addition of impervious surfaces.
 - i) Operation of the proposed project will not result in substantial erosion or siltation on- or off-site. As previously mentioned, the construction contractor will be required to develop and implement a SWPPP and Sediment and Erosion Control Plan in accordance with RWQCB requirements. The project-specific SWPPP will include applicable BMPs to prevent substantial erosion or siltation. All project related runoff would be directed to existing on-site stormwater management facilities. A less-than-significant impact would occur.
 - ii) The proposed project is located in a previously distributed and graded portion of the Airport property. Approximately 0.5 acre of new impervious surface will be created in this previously disturbed area. On-site site runoff will be directed or connected to existing drainage facilities serving the Airport, which include sufficient capacity to address development within Airport boundaries. The proposed project will not result in on-site or off-site flooding. A less-than-significant impact would occur.
 - iii) Drainage from the new pavement and project area will be directed into an existing drainage ditch and directed to the Airport's existing stormwater drainage system, which has the capacity to accept the slight increase in stormwater runoff. The proposed project will not 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. A less than significant impact would occur.
 - iv) The Airport includes sufficient stormwater management and drainage infrastructure to accommodate the proposed project, and the proposed project would include connections to these facilities. The proposed project would not impede or redirect flood flows. No impact will occur.
- d) The Airport is not located within a flood, tsunami, or seiche zone (CalOES, 2024). The French Valley Airport is included within the bounds of Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map No. 06065C2710H and 06065C2730H dated September 12, 2024. The project area is not located within the 500-year or 100-year flood hazard areas (FEMA, 2024). The Airport is approximately 28 miles east of the Pacific Ocean. No impact would occur.

- e) The proposed project will not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The Airport is located in the Santa Margarita Watershed. The Temecula Valley and the watershed are within the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB). The region developed the *Water Quality Control Plan (WQCP)* has been established for the San Diego Region to preserve and enhance the quality of water resources for the San Diego Region (California Water Board, 2024). The project will not conflict with or obstruct the implementation of any other WQCP or the applicable sustainable groundwater management plan. No impact would occur.

| XI. LAND USE AND PLANNING | | | | |
|---|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Physically divide an established community? | | | | X |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | | | X |

- a) The proposed project is located entirely on Airport property. It will not involve the construction of new facilities or interrupt access to divide an established community. No impact will occur.
- b) The proposed project is subject to the Western Riverside County MSHCP and the Riverside County ALUCP.
- As previously described the proposed project is within the area associated with the Western Riverside County MSHCP, but the proposed project is not located in an area designated for habitat conservation.
 - The proposed project is consistent with the Riverside County ALUCP. The proposed Airport project will not affect the runway length, aircraft operations, or fleet mix; therefore, it will not necessitate changes to the ALUCP.

The proposed plan will not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact will occur.

| XII. MINERAL RESOURCES | | | | |
|--|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state? | | | | X |
| 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? | | | | X |

- a) California Department of Conservation records were reviewed to identify the location of known mineral resources, and none were identified in the project vicinity. The nearest known mineral resource is a stone site (Rosemary's Mountain Quarry), which is more than 15 miles south of the project site (California Department of Conservation, 2024d). The project site is not located within an area of known mineral resources; therefore, the proposed project would not result in a loss of known mineral resources that would be valuable to the region or state. No impact would occur.
- b) The Riverside County General Plan designates the project site as a public facility (Riverside County Planning Department, 2015). The proposed project is not located within an area of known mineral resources; therefore, the proposed project will not result in the loss of a locally important mineral resource recovery site. No impact would occur.

| XIII. NOISE | | | | |
|--|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | | X | |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | | | X | |
| c) For a project located within the vicinity of a private airstrip or 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? | | | X | |

- a) The Riverside County's General Plan, Noise Ordinance, and the Riverside County Airport Land Use Compatibility Plan for the French Valley Airport (Riverside County Planning Department, 2015) were reviewed to determine whether the proposed project would result in substantial temporary or permanent increases in noise levels that would exceed limits established in the General Plan.

Construction of the proposed project will result in temporary construction-related noise associated with the use of construction vehicles and equipment. The Riverside County Noise Ordinance exempts capital improvement projects of a governmental agency. The Riverside County General Plan's Noise Element provides policies pertaining to temporary construction noise. The following policies would apply to the proposed project:

- Policy N 13.1. Minimize the impacts of construction noise on adjacent uses within acceptable practices.
- Policy N 13.2. Ensure that construction activities are regulated to establish hours of operation in order to prevent and / or mitigate the generation of excessive or adverse noise impacts on surrounding areas.
- Policy N.13.4. Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- Policy N 7.1 New land use development within Airport Influence Areas shall comply with Airport land use noise compatibility criteria contained in the corresponding Airport land use compatibility plan for the area. Each Area Plan affected by a public-use Airport includes one or more Airport Influence Areas, one for each Airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 and summarized in the Policy Area section of the affected Area Plan.
- Policy N 7.2 Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to Airports. Refer to the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the corresponding Area Plans.
- Policy N 7.4 Check each development proposal to determine if it is located within an Airport noise impact area as depicted in the applicable Area Plan's Policy Area section regarding

Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable Airport land use noise compatibility criteria.

ATCT Construction

The proposed project does not include nighttime construction. Construction activities will be limited to the hours of 7 AM to 7 PM to prevent potential impacts to sensitive receptors, such as the residential areas located approximately 0.25 mile west of the Airport. In addition, project-related construction documents will identify County noise policies related to the hours of construction and the use of noise-reduction features on construction equipment that are at least equal to those features originally installed by the manufacturer.

The Riverside County Noise Ordinance (Ordinance No. 847 as amended) identifies acceptable noise levels at public facilities to be within 65 Decibels between 7 AM and 10 PM and at 45 decibels overnight (10 pm to 7 am). Construction-related noise will be limited to between the hours of 7 AM and 7 PM and will not exceed 65 decibels at the location of the nearest sensitive receptors, which are residents living approximately 0.25 mile from the project site (Riverside County, 2024e).

The proposed ATCT is located on within the Airport Influence Area for the French Valley Airport; the project is compatible with aviation, and its location is fixed by function.

ATCT Operation

Noise associated with proposed ATCT operations will be limited to indoor noise associated with air traffic control and the emergency use of a diesel generator during power outages. This noise will not be perceptible to sensitive receptors located approximately 0.25 mile from the proposed ATCT.

The proposed project will not result in temporary or permanent increases that will exceeds the standards established in the local general plan or conflict with the County's noise ordinance. Although the proposed noise impacts are less than significant, implementation of Mitigation Measures NOISE-1 and NOISE-2 mitigation measures will further reduce the potential for noise impacts:

- **Mitigation Measure NOISE-1:** Construction documents will specify that all project-related construction activities will occur between the hours of 7AM and 7 PM.
- **Mitigation Measure NOISE-2:** Construction documents will require that all construction equipment be equipped with noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

General Plan and Land Use Compatibility

- b) The proposed projects will result in temporary increases in groundborne vibration and noise. Potential impacts will be reduced to less than significant and further reduced with the application of **Mitigation Measures NOISE-1 and NOISE-2**. A less than significant impact would occur.
- c) The proposed project is located at a public use Airport and in a location that is fixed by function. The project site is within the 65 to 70 and 70 to 75 California Noise Exposure Level (CNEL) noise contours identified in the adopted Riverside County ALUCP. The proposed project is located at a public use Airport, and the Airport vicinity is governed by the Riverside County Airport Land Use Compatibility Plan and the specific policies associated with F70 (Riverside County, 2012). The project will not cause a change in aircraft patterns or the fleet mix. There will be no permanent increase in aircraft noise exposure to those residing or working in the area.

Construction workers will be exposed to aircraft noise throughout the construction period at levels exceeding 65 CNEL, which would result in a significant impact. **Mitigation Measure NOISE-3** will be implemented to reduce noise exposure at elevated levels during construction activities:

- **Mitigation Measure NOISE-3: Identify the need for personal protective equipment for hearing protection by construction personnel in contract documents.** Construction documents will identify that the proposed project is located on an Airport and within an area that will include aircraft noise exposure at levels exceeding 65 CNEL and require the use of hearing protection by Construction workers to the extent practicable.

The implementation of **Mitigation Measure NOISE-3** will reduce noise exposure at excessive levels by people working in the project area to less than significant.

| XIV. POPULATION AND HOUSING | | | | |
|--|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Induce substantial unplanned 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)? | | | | X |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | X |

- a) During the estimated 6-month construction period, a maximum of 35 construction workers per day would be required. The proposed project will not create the need for temporary construction workers to relocate to the project area. Operation of the proposed project would require an average of three air traffic controllers per day (one per 8-hour shift) and a maximum of six full-time air traffic controllers (two per 8-hour shift). Department of Housing City / County Population and Housing Estimates identified a total of 1,267 vacant housing units in the City of Murrieta in 2024, and a total of 1,323 vacant housing units in the City of Temecula in 2024 (CDF, 2025). Available housing is sufficient to accommodate temporary construction workers and a maximum of six full-time ATCT workers.

Neither construction nor operation of the proposed project would induce population growth to create direct or indirect housing or infrastructure needs. No impact would occur.

- b) The project is located on Airport property and will not displace people or housing to necessitate the need for replacement housing elsewhere. In addition, the cities of Murrieta and Temecula have a sufficient number of vacant housing units to accommodate temporary construction workers and up to six full-time controllers. Neither construction nor operation of the proposed project would displace people or housing to necessitate the need for replacement housing elsewhere. No impact would occur.

| XV. PUBLIC SERVICES | | | | |
|---|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) 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: | | | | X |
| i) Fire protection? | | | X | |
| ii) Police protection? | | | X | |
| iii) Schools? | | | X | |
| iv) Parks? | | | X | |
| v) Other public facilities? | | | | X |

- a) The proposed ATCT will not induce population growth or require additional government services. The project will be served by the existing emergency response providers and will not create a need for additional fire, sheriff, or other services to maintain response times. No impact would occur.
- i) The project site is located adjacent to Riverside County Fire Station 83; however, and ATCT construction will not affect operations of the station. The project includes the use of a temporary haul route (Sky Canyon Drive) during construction that would direct traffic west of the fire station, which avoids entrances and exits to and from the station. The Fire Station would serve the ATCT following construction. A less-than-significant impact is anticipated.
- ii) The Airport is served by the Riverside County Sheriff's Department. The project will not create a significant increase in population to create an increased need for police protection. A less-than-significant impact would occur.
- iii) The nearest school is the Monte Vista Elementary School located 0.85 mile west of the Project Area. The proposed project would require a maximum of six full-time employees. The proposed project will not induce population growth to create the need for new or modified school use facilities. A less-than-significant impact would occur.
- iv) The nearest park is the Shady Maple Park, located approximately 0.5 mile west of the Airport. The proposed project will not create the need for additional park facilities. A less-than-significant impact would occur.
- v) The project site is entirely within Airport property boundaries and will not affect or create the need for additional public facilities. No impact would occur.

| XVI. RECREATION | | | | | |
|---|--|---------------------------------------|---|-------------------------------------|------------------|
| Issues | | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| 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? | | | | X | |
| 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? | | | | | X |

- a) The project is located entirely on Airport property. While it is possible that up to six full-time controllers would use parks and recreational facilities during time off, this incremental increase in use would not result in the physical deterioration in these facilities. The potential effect is less than significant.
- b) The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur.

| XVII. TRANSPORTATION | | | | |
|---|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | | X | |
| b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? | | | | X |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | X |
| d) Result in inadequate emergency access? | | | | X |

- a) The Circulation Element of the County's General Plan was reviewed to determine if the proposed project would conflict with any program, plan, ordinance, or policy addressing the circulation system. Construction of the proposed project will temporarily create traffic near the Airport, specifically on Sky Canyon Drive and Winchester Road. During the 6-month construction period, a maximum of 35 construction workers are anticipated at peak utilization, with an average of 15 construction workers on-site per day. During operation, an average of three and a maximum six air traffic controllers would be present daily. The proposed project does not conflict with any program, plan, ordinance, or policy addressing the circulation system of the County. The addition of up to 70 trips per day during construction and up to 12 trips per day during operation would not reduce the level of service on adjacent roads. A less-than-significant impact would occur.
- b) To determine if the proposed project would conflict or be inconsistent with Section 15064.3, subdivision (b), the SunLine Transit Agency's System Map was reviewed (SunLine Transit Agency, 2024). The System Map showed that the project is not within ½-mile of an existing major transit stop or a stop along an existing high quality transit corridor; therefore, the project will not significantly affect transportation. The project will not conflict or be inconsistent with Section 15064.3, subdivision (b). No impact would occur.
- c) The proposed project will be constructed within Airport boundaries, and it will not require the alteration public roads to increase hazards due to geometric designs or incompatible uses. No impact would occur.
- d) The proposed project will be located within Airport boundaries and include the construction of an internal access road to the ATCT. The internal access road will be separate and apart from the road associated with Riverside County Fire Station No. 83 to prevent conflicts. Neither tower construction nor operation will interrupt access to the adjacent Fire Station. No impact would occur.

| XVIII. TRIBAL CULTURAL RESOURCES | | | | |
|--|--------------------------------|--|------------------------------|-----------|
| Issues | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | | X |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | | X | | |

- i) According to the Cultural Resources Assessment, no listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources were identified within the APE. The Cultural Resource Assessment included a Sacred Lands File search with the Native American Heritage Commission (NAHC). The NAHC stated in a letter dated July 9, 2024, that the Sacred Lands File search was completed with negative results (Applied EarthWorks, 2024). No impact would occur.
- ii) The cultural resources investigation conducted in support of the proposed project included a literature review and outreach to the NAHC, and consultation with identified tribal representatives, and an intensive pedestrian survey. The site was identified to have a low potential for containing resources of significance to a California Native American tribe.

The County reached out to Tribes identified by the NAHC as having a potential interest in the site. The County reached out to tribal representatives, who expressed interest in the site and the inadvertent discovery of previously unknown resources. Working with a tribal representative, the County developed **Mitigation Measures CUL-1 and CUL-2**, which would reduce the potential impact associated with the inadvertent discovery of previously unknown resources to less than significant.

One tribe engaged in consultation. In response to tribal concerns, the County proposed the following mitigation measures for implementation prior to and during initial project construction.

- **Mitigation Measure CUL-1: Conduct Cultural Resources Monitoring During Initial Ground Disturbing Activities.** The Project Archaeologist and Tribal Representatives shall monitor initial ground disturbing activities. (Ongoing disturbance of the same area will not require ongoing monitoring.) Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities

that will occur on the project site such as: project grading and development scheduling.

The CRMP will include measures for the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County. The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find (see Mitigation Measure CUL-2). A decision regarding the find and its effect on construction activities must be determined within 48 hours.

- **Mitigation Measure CUL-2: Inadvertent Discovery of Native American Cultural Resources.** If during ground disturbance activities unanticipated previously unknown Native American cultural resources are discovered during the course of grading or ground disturbance for this project, all ground disturbance activities within 60 feet of the resource shall be halted, and a meeting shall be convened among the Project Archaeologist and Native American Tribal Monitor to discuss the significance of the find. At that meeting, a decision is to be made, with the concurrence of the Aviation Division, as to the appropriate treatment of the resource (documentation, recovery, avoidance). Resource evaluations shall be limited to non-destructive analysis. Further ground disturbance shall not resume within the area of discovery until the appropriate treatment has been accomplished. The following procedures shall be carried out for the treatment and disposition, which shall be further described in the project-related CRMP:
 - **Temporary On-Site Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location on site with Native American Tribal Monitor oversight of the process.
 - **Curation:** The County shall relinquish ownership of all cultural resources. The Project Archaeologist, following consultation with the Monitoring Tribe(s), shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per Code of Federal Regulations (CFR) Title 36, Part 79, and that shall be made available to all qualified researchers and tribal representatives.
 - **Treatment and Final Disposition:** The County shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all cultural materials and nonhuman remains, as part of the required mitigation for impacts to cultural resources.
 - **Reporting.** The Project Archaeologist shall prepare a final archaeological report within 60 days of project completion. The report shall follow Cultural Resources Management Plan (CRMP).

The disturbance and destruction of previously unknown cultural resources would result in a significant impact. The implementation of **Mitigation Measures CUL-1 and CUL-2** will reduce the potential impact to less than significant with mitigation incorporated.

| XIX. UTILITIES AND SERVICE SYSTEMS | | | | |
|---|---|---|---|----------------------|
| Issues Would the project: | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | X | |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | X | |
| c) Result in a determination by the waste water 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? | | | X | |
| d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | X | |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | | X |

- a) The proposed project includes the installation of utility connections including a stormwater pipe, an electrical duct bank, sewer line connection, and a waterline. The installation of these utilities includes trenching of up to a 6-feet depth. The Airport includes services for each utility and sufficient compacity to accommodate the proposed ATCT, and all utility trenching will occur within Airport boundaries. Construction BMPs will be implemented during the project. A DigAlert ticket will be submitted before the start of construction to mark or locate facilities at the project site.

The project will not require the construction of new facilities, but new connections to existing utilities and services will be constructed. A less-than-significant impact would occur.

- b) The proposed ATCT will include one new lavatory (one toilet and sink) and one break room sink to support an average of one employee per shift and a maximum of two employees per shift. The ATCT will be connected to the existing water supply infrastructure serving the Airport, which is sufficient to serve the project during normal, dry, and multiple dry years. A less-than-significant impact would occur.
- c) The project will be connected to the existing wastewater treatment line at the Airport, which has sufficient capacity to serve the project's projected demand. No additional capacity would be required. A less-than-significant impact would occur.
- d) Project construction will not generate excessive solid waste. Solid waste that is generated during ATCT operation will include a minimal amount of office / paper trash and trash from the employee break area. Waste from construction and operation will be transported off-site for recycling or disposal. Riverside County Landfills accept construction waste and has adequate capacity for waste generated by the project. (Riverside County Department of Waste Resources, 2024.) A less-than-significant impact would occur.

- e) The project will comply with federal, state, and local management and reduction statutes and regulations. Riverside County has implemented a Construction and Demolition (C&D) Waste Diversion Program which complies with the California Integrated Waste Management Act (AB 939) and the CALGreen Building Code, Materials Conservation and Resource Efficiency section.

Riverside County Landfills accept Construction and Demolition waste provided it does not contain asbestos or other hazardous materials (Riverside County Department of Waste Resources, 2024). Construction and operation of the proposed project will not require the use or generation of asbestos.

AB 939 requires each jurisdiction in California to divert at least 50% of its waste stream away from landfills every year (CalRecycle, 2024). The County implements recycling and waste reduction measures at its facilities. No impact would occur.

| XX. WILDFIRE | | | | | |
|---|--|--------------------------------|--|------------------------------|-----------|
| Issues If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | | X |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | | X |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | | X |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | | X |

- a) The project will not impair emergency response or evacuation procedures related to wildfire or other emergencies. The project is located within Airport boundaries, and neither construction nor operation of the ATCT will interrupt an adopted response plan or emergency response plan. The addition of up to 70 vehicle trips per day during construction and up to 12 employee trips per day during operation will not be creating sufficient traffic to degrade service on roads designated for emergency response or evacuation plans. No impact would occur.
- b) The Airport is not located in a fire hazard zone (CalFire, 2024) and the proposed project will not exacerbate wildfire risks due to slope, winds, or other factors. Project occupants will not be exposed to pollutant concentrations or uncontrolled spread of a wildfire due to the project. No impact would occur.
- c) The proposed ATCT will be constructed on an existing Airport. County Fire Station No. 83 is located on site, and the Airport is equipped with hydrants that would serve as an emergency water source. The proposed project will not require the installation of power lines or other infrastructure that would cause a temporary or permanent increase in fire risk. No impact would occur.
- d) As previously stated, the proposed project would be served by the existing stormwater management system and drainage facilities that have sufficient capacity to include the proposed project. The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The proposed project would not pose a hazard and will not increase runoff to increase flooding. No impact would occur.

| XXI. MANDATORY FINDINGS OF SIGNIFICANCE | | | | |
|--|--------------------------------|--|------------------------------|-----------|
| Issues | Potentially Significant Impact | Less Than Significant W/ Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Does the project have the potential to substantially 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, substantially 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? | | X | | |
| 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.) | | | X | |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | X | |

- a) The proposed project would be constructed in a previously disturbed area on an existing Airport and is intended to enhance safety.

The project site does not include any critical habitat. Based on the results of a Biological Resources Assessment (Caskey, 2024; **Appendix C**), the proposed project will not have an adverse effect on any listed species or its habitat; therefore, the proposed project cannot substantially degrade the quality of the environment, reduce any habitat, cause a fish or wildlife population to drop, threaten to eliminate any species, reduce the number or restrict the range of a special-status species.

The proposed project has the potential to disturb previously unknown cultural and paleontological resources (see **Impact CUL-1 and CUL-2**). The results of the cultural investigation did not identify the presence of known cultural resources. Although the project area has a low potential to include cultural resources, the implementation of **Mitigation Measures CUL-1, CUL-2, and CUL-3** will prevent potential effects to unknown cultural resources. The site has a high sensitivity to contain paleontological resources, the project will include the implementation of project specific PRIMP to prevent potential effects to paleontological resources. The implementation of **Mitigation Measure PALEO-1** will prevent potential impacts to unknown paleontological resources.

Based on the results of project-specific studies and the implementation of proposed Mitigation Measures **CUL-1** through **CUL-3** and **PALEO-1**, the proposed project would not reduce or eliminate examples of major periods of California history or prehistory (EarthWorks, 2024). The proposed project would result in a less-than-significant impact with mitigation incorporated.

- b) Riverside County considered the potential cumulative effect of the proposed project by considering the effects of projects that were completed within 0.25 mile of the project site during a timeframe includes projects completed during the past 3 years or envisioned during the next five years. The 0.25-mile radius cumulative impact area included only projects identified at the French Valley Airport. Proposed projects within a 0.25-mile radius of the project site include:

- Apron Pavement Rehabilitation (Middle Apron) Design and Construction – 2026. The proposed project includes pavement milling and overlay of the existing apron.
- Apron Pavement Rehabilitation (North Apron) Design and Construction – 2027. The proposed project includes pavement milling, fog seal, and overlay of an existing apron.
- Apron Pavement Rehabilitation (South Apron) Design and Construction – 2028. The proposed project includes pavement milling, fog seal, and overlay of an existing apron.
- Taxiway A Rehabilitation Design and Construction – 2030. The proposed project includes the milling and overlay of Taxiway A. (Riverside County, 2024).

All anticipated projects identified for the next five years are airfield maintenance projects. Unlike reconstruction projects, pavement rehabilitation does not create additional pavement or require excavation below the previous levels of disturbance. All projects will comply with existing federal and state environmental laws, regulations, and applicable policies. The proposed project would not contribute impacts that are individually limited but cumulatively considerable. This impact is less than significant.

- c) The proposed project will include only temporary noise and air quality effects. Project construction documents and specifications will identify the need for hearing protection for on-site workers, and construction activities will occur only during designated daytime hours as prescribed by the Riverside County General Plan and Noise Ordinance. The air quality analysis identified that temporary construction-related emissions would not exceed regulatory thresholds. The project will not cause environmental effects that will affect humans either directly or indirectly. The project will provide benefits to humans by enhancing safety for air travelers and those living and working near the Airport. Less than significant impact would occur.

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APPENDICES

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APPENDIX A

FAA TOWER SITING MEETING MINUTES

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French Valley Airport (F70) New Tower Siting

AFTIL 1 & 2 Meeting Minutes

July 10, 2024

Summary

Representatives from the Federal Aviation Administration (FAA) Western Service Area (WSA), French Valley Airport (F70), and the FAA Airport Facilities Terminal Integration Laboratory (AFTIL) participated in AFTIL 1 and 2 meetings on May 21 and 22, 2024, to evaluate and rank three sites for the first airport traffic control tower (ATCT) to be built at F70.

Site 1 was chosen as the recommended, most preferred site with a cab eye-level height of 63 feet¹ above ground level (AGL), followed by Site 3 (66 feet² AGL) and Site 2 (70 feet AGL), in that order of preference. All three sites are in a vacant but previously disturbed four-acre lot west of the runway. No potential safety hazards were identified at any of the sites.

During the AFTIL 1 meeting, optimal tower heights were established for each site. In AFTIL 2, a model tower cab was used to establish cab rotation, control positions, and a column and mullion arrangement for each site. Model ATC equipment was then placed at the control positions.

Panel members attended virtually via Zoom remotely; from the AFTIL lab in the William J. Hughes Technical Center, building 170, in Egg Harbor Township, NJ; and from F70 in Riverside, CA, where a simulated 3D view of the airport from the proposed ATCTs was presented to participants.

The team followed FAA Siting Order 6480.4B (AFTIL 1 & 2) procedures.

Facilitator: Terence Moore

F70 ATC: Joel Ryan, Air Traffic Manager (ATM); Chris Harris, Aviation Safety Inspector (OPS)

Airport Representative: Angela Jamison, Riverside County Airport Manager

AFTIL Engineer: Daniel Delaney

AFTIL ATC Subject Matter Expert (SME): Bryan Grossman

AFTIL Software Engineers: Charlotte Hannon, Ryan Drexel, Nolan Foy

AFTIL Modeler: Alex Wiese

Safety Management System (SMS) Team: Dave Ailes, AFTIL ATC Safety Specialist

Participants: See Attachment 1: [Participant List](#).

¹ The eye-level height assessed during the meetings was 62 feet AGL. Before the AFTIL meetings, the minimum height required to achieve a minimum lookdown angle of 0.80 degrees to the farthest runway approach end was determined using rounded intermediate values. For Sites 1 and 3, this resulted in lookdown angles that were infinitesimally smaller than 0.80 degrees, but which rounded to 0.80 degrees in calculated results. This rounding error was discovered after the AFTIL 1 and 2 meetings. The AFTIL Lab increased the final eye-level heights for Sites 1 and 3 by one foot to ensure that they produce minimum lookdown angles of 0.80 degrees without deviating significantly from the established heights.

² Assessed eye-level height: 65 feet AGL. See footnote 1.

French Valley Airport (F70) New Tower Siting

AFTIL 1 & 2 Meeting Minutes

July 10, 2024

Purpose of Meeting

These AFTIL 1 and 2 meetings were held to evaluate three possible sites for the first ATCT at F70 and to establish optimal tower height, cab orientation, control positions, and cab column and mullion configuration for each site.

Sites were then ranked by ATC representatives in order of preference. Site 1 was identified by ATC as the recommended, most preferred location, followed by Site 3, and finally Site 2.

Agenda

1. [Introductions](#)
2. [Airport model and site overview](#)
3. [Site and eye-level height assessment \(AFTIL 1\)](#)
4. [Cab orientation and control position assessment \(AFTIL 2\)](#)
5. [Safety Risk Management \(SRM\) panel assessment](#)
6. [Establish recommended site](#)

Introductions

National Coordinator Terence Moore provided the meeting agenda, stated its purpose, briefly explained the AFTIL 1 and 2 processes, and asked participants to introduce themselves.

Airport Model and Site Overview

AFTIL ATC subject matter expert Bryan Grossman presented an overhead view of the airport model used in the site assessments.

In the model, the following colors indicate planned renovation:

- Tan: Planned new movement and non-movement areas, including taxiways (TWYs).
- Yellow: Planned hangars.

The possible future renovations are south of the airport hangars and west of runway (RWY) 36. The southernmost future renovations are on land that is not yet owned by the airport. They were included in the model and assessments to account for all potential sightline obstructions.

French Valley Airport (F70) New Tower Siting

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July 10, 2024



Figure 1. Overhead view of the F70 model with proposed future construction. Tan: Planned movement and non-movement areas, including taxiways. Yellow: Planned hangars.

July 10, 2024

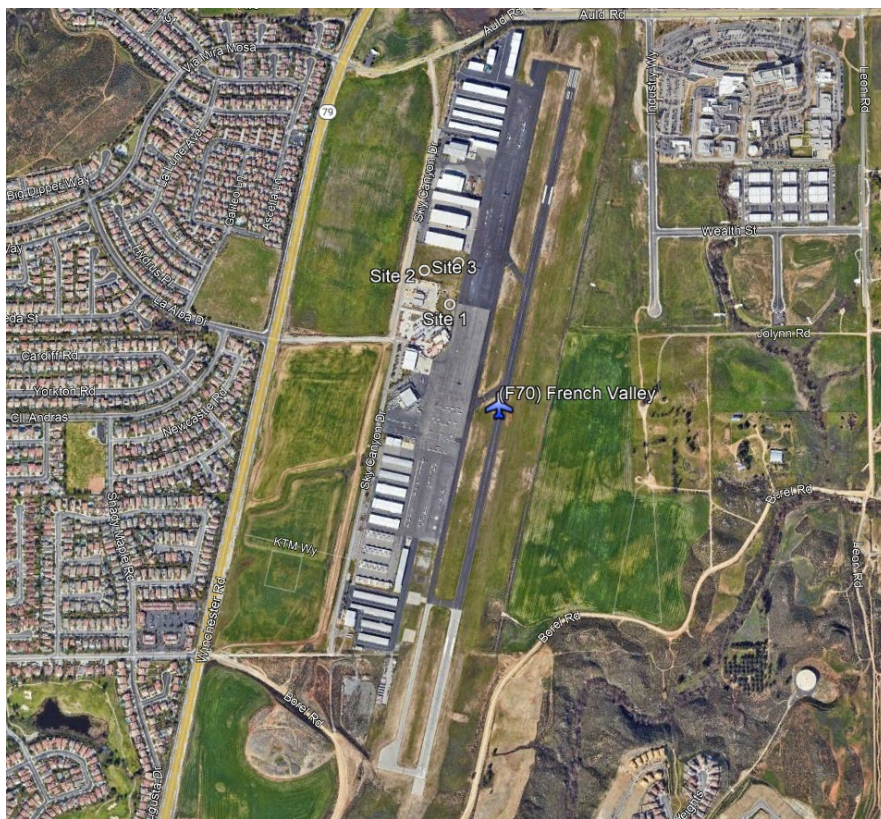


Figure 2. Site location aerial view. Sites 1, 2, and 3 are labeled. Source: Google Earth

The team evaluated each site and established optimal tower heights.

Site 1, at its minimum .80° lookdown eye-level height of 63 feet³, provides good views of the runway and the possible future taxiway.

Site 2, which is farther west of the runway than Sites 1 and 3, is the least-preferred site. It was raised from its minimum .80° lookdown height of 63 feet to 70 feet to improve views of airplanes moving from non-movement areas to movement areas. Site 2 provides the worst view of proposed future non-movement areas.

Site 3, at its minimum .80° lookdown height of 66 feet⁴, provides good views of the entire airport. Compared to Site 1, however, it provides worse views of the approach end of runway 36, as it is farther away.

³ Assessed eye-level height: 62 feet AGL. See footnote 1.

⁴ Assessed eye-level height: 65 feet AGL. See footnote 1.

French Valley Airport (F70) New Tower Siting

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Cab Orientation and Control Position Assessment (AFTIL 2)

The team used a 3D model of the planned ATCT cab to determine the optimal cab orientation, control position configuration, and cab structural arrangement for each site.

Two structural arrangements were tested: The first includes eight six-inch by nine-inch mullions. The second includes four 12-inch by 14-inch columns. For all three sites, ATC preferred the arrangement of four 12-inch by 14-inch columns.

For all sites, potential line-of-sight issues were identified regarding runway ends at the default rotation. For all sites, the cab was rotated 10 degrees counterclockwise, which resolved these line-of-sight issues regarding runway ends.

Safety Risk Management (SRM) Panel Assessment⁵

No potential hazards were found at any of the three sites.

Recommended Site

Site 1, with an eye-level height of 63 feet⁶, is recommended by ATC, followed by Site 3 (66 feet⁷) and Site 2 (70 feet), in that order of preference.

⁵ Detailed safety risk information will be included in a separate SRM document.

⁶ Assessed eye-level height: 62 feet AGL. See footnote 1.

⁷ Assessed eye-level height: 65 feet AGL. See footnote 1.

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French Valley Airport (F70) New Tower Siting

AFTIL 1 & 2 Meeting Minutes

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Attachments

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French Valley Airport (F70) New Tower Siting

AFTIL 1 & 2 Meeting Minutes

July 10, 2024

1. Participant List

| Last Name | First Name | Organization | Email | Phone |
|---------------|------------|-------------------|-----------------------------------|----------------|
| Aguilar | Jovan | AJW-2444 | jovan.r-ctr.aguilar@faa.gov | (818) 940-6775 |
| Ailes | Dave | ANG-E18 | david.l-ctr.ailes@faa.gov | (609) 839-1232 |
| Arkadie | Devre | AXF-620 | devre.arkadie@faa.gov | (424) 405-7135 |
| Baey | Joshua | AWP-AO03 | joshua.baey@faa.gov | (424) 405-7267 |
| Bayalis | Tom | ANG-E18 | thomas.j-ctr.bayalis@faa.gov | (609) 485-5993 |
| Bourgoin | Bryan | AJW-2444 | bryan.ctr.bourgoin@faa.gov | (571) 447-0039 |
| Brown | Harrison | ANG-E18 | harrison.c-ctr.brown@faa.gov | (609) 485-5738 |
| Brown | Garry | AJV-W290 | garry.f.brown@faa.gov | (206) 231-2317 |
| Chesnutt | William | AJW-2444 | william.s-ctr.chesnutt@faa.gov | (760) 583-2289 |
| Delaney | Daniel | ANG-E18 | daniel.ctr.delaney@faa.gov | (609) 485-5082 |
| DiGiovacchino | Doug | ANG-E18 | douglas.ctr.digiovacchino@faa.gov | (609) 485-4209 |
| English | Colin | AJW-2444 | Colin.G-CTR.English@faa.gov | (206) 327-5980 |
| Ferrara | Andrew | ANG-E18 | andrew.ctr.ferrara@faa.gov | (609) 485-6655 |
| Foy | Nolan | ANG-E18 | nolan.d.foy@faa.gov | (609) 485-5758 |
| Grossman | Bryan | ANG-E18 | bryan.d-ctr.grossman@faa.gov | (609) 485-6192 |
| Hannon | Charlotte | ANG-E18 | charlotte.hannon@faa.gov | (609) 485-5339 |
| Harmon | Lisa | Mead & Hunt, Inc. | lisa.harmon@meadhunt.com | (916) 993-4650 |
| Harris | Chris | AFS-420 | christopher.p.harris@faa.gov | (424) 405-7969 |
| Jagiello | Evan | AJW-W24A | evan.jagiello@faa.gov | (206) 231-2540 |
| Jamison | Angela | Riverside County | ajamison@rivco.org | |
| Kim | Joseph | AAQ 930 | Joseph.b.kim@faa.gov | (206) 231-3406 |
| Lally | Brian | CTBXaviation | blally@ctbxaviation.com | (321) 591-0204 |
| Mares | Steve | AJV-W370 | steve.mares@faa.gov | (206) 231-2892 |
| Moore | Terence | ANG-E18 | terence.d.moore@faa.gov | (609) 485-6379 |
| Nguyen | Vincent | FAA-ARP | vincent.k.nguyen@faa.gov | (424) 405-7286 |
| Niszcak | Robert | ANG-E18 | robert.s-ctr.niszcak@faa.gov | (609) 485-5710 |
| Prout | Russell | AJV-W330 | russell.prout@faa.gov | (406) 437-8181 |
| Reid | Tim | Riverside County | treid@rivco.org | |
| Rodriguez | Anthony | ANG-E18 | anthony.rodriguez@faa.gov | (609) 485-5396 |
| Ruiz | Jose | Riverside County | jruiz@rivco.org | (951) 955-5746 |
| Ryan | Joel | TWLA1-MYF | joel.j.ryan@faa.gov | (858) 277-5601 |
| Wiese | Alex | ANG-E18 | alexander.w-ctr.wiese@faa.gov | (609) 485-6084 |
| Williams | Darlene | AWP-AO03 | darlene.williams@faa.gov | (424) 405-7279 |
| Wood | Steven | AJV-W290 | steven.a.wood@faa.gov | (206) 231-2316 |

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2. Sites Assessed

NOTE: During the siting assessment, the cab can be rotated and the controller can take a step back or move their head to look around columns and mullions to achieve the best operational line of sight. Refer to the Safety Risk Management (SRM) document for details.

Site 1

- A. Reference location:
Lat: N33°34'36.46" Long: W117°07'47.38"
- B. Airport quadrant: North
- C. Acreage: TBD
- D. ATCT orientation: East
- E. Position locations: (See [Attachment 8: Controller Position and Cab Orientation Drawings](#))
- F. Stair location: F70 ATC positioned the stairs and comfort area in an area of least distraction.
- G. No-effect height: 243 feet AGL
- H. Cab eye-level height: 63 feet AGL
- I. Column/mullion structure: Four 12-inch × 14-inch columns
- J. Two-point lateral discrimination: No potential hazards were found. (Detailed information to be included in the SRM document.)
- K. Console discussion: Slat wall construction was selected for equipment placement by F70 ATC.
- L. Utilities: TBD
- M. Secure access: Yes. (Detailed information to be included in the SRM document.)
- N. Construction issues: No potential hazards were found. (Detailed information to be included in the SRM document.)
- O. Weather: No potential hazards were found. (Detailed information to be included in the SRM document.)
- P. Cab size evaluation: A 448-square-foot cab was used for the evaluation. (Detailed information to be included in the SRM document.)
- Q. Rotating beacon: The rotating beacon is in the field east of the fire station, near Site 1. (Detailed information to be included in the SRM document.)
- R. Advantages:
 - Central location.
 - Good visibility of all areas.
 - Close to taxiways.
 - Good access for security parking
- S. Disadvantages:
 - None noted
- T. Safety risk management panel: A safety analysis was conducted on Site 1. No potential hazards were found. (Detailed information to be included in the SRM document.)

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Site 2

- A. Reference location:
Lat: N33°34'39.26" Long: W117°07'49.88"
- B. Airport quadrant: North
- C. Acreage: TBD
- D. ATCT orientation: East-northeast
- E. Position locations: (See [Attachment 8: Controller Position and Cab Orientation Drawings](#))
- F. Stair location: F70 ATC positioned the stairs and comfort area in an area of least distraction.
- G. No-effect height: 234 feet AGL
- H. Cab eye-level height: 70 feet AGL
- I. Column/mullion structure: Four 12-inch × 14-inch columns
- J. Two-point lateral discrimination: No potential hazards were found. (Detailed information to be included in the SRM document.)
- K. Console discussion: Slat wall construction was selected for equipment placement by F70 ATC.
- L. Utilities: TBD
- M. Secure access: Yes. (Detailed information to be included in the SRM document.)
- N. Construction issues: No potential hazards were found. (Detailed information to be included in the SRM document.)
- O. Weather: No potential hazards were found. (Detailed information to be included in the SRM document.)
- P. Cab size evaluation: A 448-square-foot cab was used for the evaluation. (Detailed information to be included in the SRM document.)
- Q. Rotating beacon: The rotating beacon is in the field east of the fire station, near Site 1 (Detailed information to be included in the SRM document.)
- R. Advantages:
 - Closer to RWY 18 than Site 1
- S. Disadvantages:
 - Farther from runway centerline.
 - ATC must strain to see RWY 36.
 - Less visibility of taxiing aircraft in non-movement areas approaching movement areas.
- T. Safety risk management panel: A safety analysis was conducted on Site 2. No potential hazards were found. (Detailed information to be included in the SRM document.)

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Site 3

- A. Reference location:
Lat: N33°34'39.90" Long: W117°07'46.52"
- B. Airport quadrant: North
- C. Acreage: TBD
- D. ATCT orientation: East-northeast
- E. Position locations: (See [Attachment 8: Controller Position and Cab Orientation Drawings](#))
- F. Stair location: F70 ATC positioned the stairs and comfort area in an area of least distraction.
- G. No-effect height: 230 feet AGL
- H. Cab eye-level height: 66 feet AGL
- I. Column/mullion structure: Four 12-inch × 14-inch columns
- J. Two-point lateral discrimination: No potential hazards were found. (Detailed information to be included in the SRM document.)
- K. Console discussion: Slat wall construction was selected for equipment placement by F70 ATC.
- L. Utilities: TBD
- M. Secure access: Yes. (Detailed information to be included in the SRM document.)
- N. Construction issues: No potential hazards were found. (Detailed information to be included in the SRM document.)
- O. Weather: No potential hazards were found. (Detailed information to be included in the SRM document.)
- P. Cab size evaluation: A 448-square-foot cab was used for the evaluation. (Detailed information to be included in the SRM document.)
- Q. Rotating beacon: The rotating beacon is in the field east of the fire station, near Site 1 (Detailed information to be included in the SRM document.)
- R. Advantages:
 - Closer to RWY 18, which is where most traffic occurs.
- S. Disadvantages:
 - Farther from RWY 36, which provides the only instrument approach.
 - It will be more difficult for the airport to provide secure access.
- T. Safety risk management panel: A safety analysis was conducted on Site 3. No potential hazards were found. (Detailed information to be included in the SRM document.)

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3. Site Comparison Chart

| French Valley Airport (F70) Site Comparison Chart | | | |
|--|---------------------------------|----------------|----------------|
| Item Description | Site 1 | Site 2 | Site 3 |
| ATC Site Preference | First choice - Recommended site | Third choice | Second choice |
| Latitude | N33°34'36.46" | N33°34'39.26" | N33°34'39.90" |
| Longitude | W117°07'47.38" | W117°07'49.88" | W117°07'46.52" |
| Estimated Ground Level at tower (ft AMSL) | 1,332 | 1,335 | 1,334 |
| Cab Floor Level (ft AGL) | 58 | 65 | 61 |
| Cab Floor Level (ft AMSL) | 1,390 | 1,400 | 1,395 |
| Eye-Level (ft AGL) | 63 | 70 | 66 |
| Eye-Level (ft AMSL) | 1,395 | 1,405 | 1,400 |
| Top of Tower (TOT) (ft AGL; 30 ft above eye-level height) | 93 | 100 | 96 |
| Top of Tower (TOT) AMSL (30 ft above eye-level) | 1,425 | 1,435 | 1,430 |
| Key point (KP) (The runway approach end that is farthest from the ATCT.) | RWY 36 | RWY 36 | RWY 36 |
| Horizontal distance to key point (ft) | 3,888 | 4,164 | 4,240 |
| Estimated Ground Level (AMSL) at key point (ft) | 1,340 | 1,340 | 1,340 |
| 2-Point Lateral Discrimination (Deg) | Pass | Pass | Pass |

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| | | | |
|--|--|--|--|
| Object Discrimination (Pass/Fail) Front View (Dodge Caravan) | Probability (detection) Pass: 99.8% Probability (recognition) Pass: 76.3% | Probability (detection) Pass: 99.8% Probability (recognition) Pass: 71.2% | Probability (detection) Pass: 99.8% Probability (recognition) Pass: 69.8% |
| Line of Sight Angle of Incidence Pass/Degrees | Pass/0.81 | Pass/0.89 | Pass/0.81 |
| ATCT Orientation Direction (with respect to LC position) | East | East-northeast | East-northeast |
| Secure access to ATCT Site (Yes or No) | Yes | Yes | Yes |
| Cab Size (sq ft) | 448 | 448 | 448 |
| Columns/Mullions | 4 columns, 12" x 14" | 4 columns, 12" x 14" | 4 columns, 12" x 14" |
| Console Type (traditional, slat wall) | Slat wall | Slat wall | Slat wall |
| Land Area | Information Unavailable | Information Unavailable | Information Unavailable |
| Tech Ops Preliminary Review Issues (TOPR) | See Attachment if available | See Attachment if available | See Attachment if available |
| TERPS Impacts | See Attachment if available | See Attachment if available | See Attachment if available |
| 14 CFR Part 77 Impacts | See Attachment if available | See Attachment if available | See Attachment if available |
| ATCT Potential Impacts to Future & Existing Nav aids | None noted | None noted | None noted |
| Environmental Issues | See Attachment if available | See Attachment if available | See Attachment if available |
| Comparative Cost Estimate (\$100K per vertical foot to cab floor height) | \$5,800,000.00 | \$6,500,000.00 | \$6,100,000.00 |

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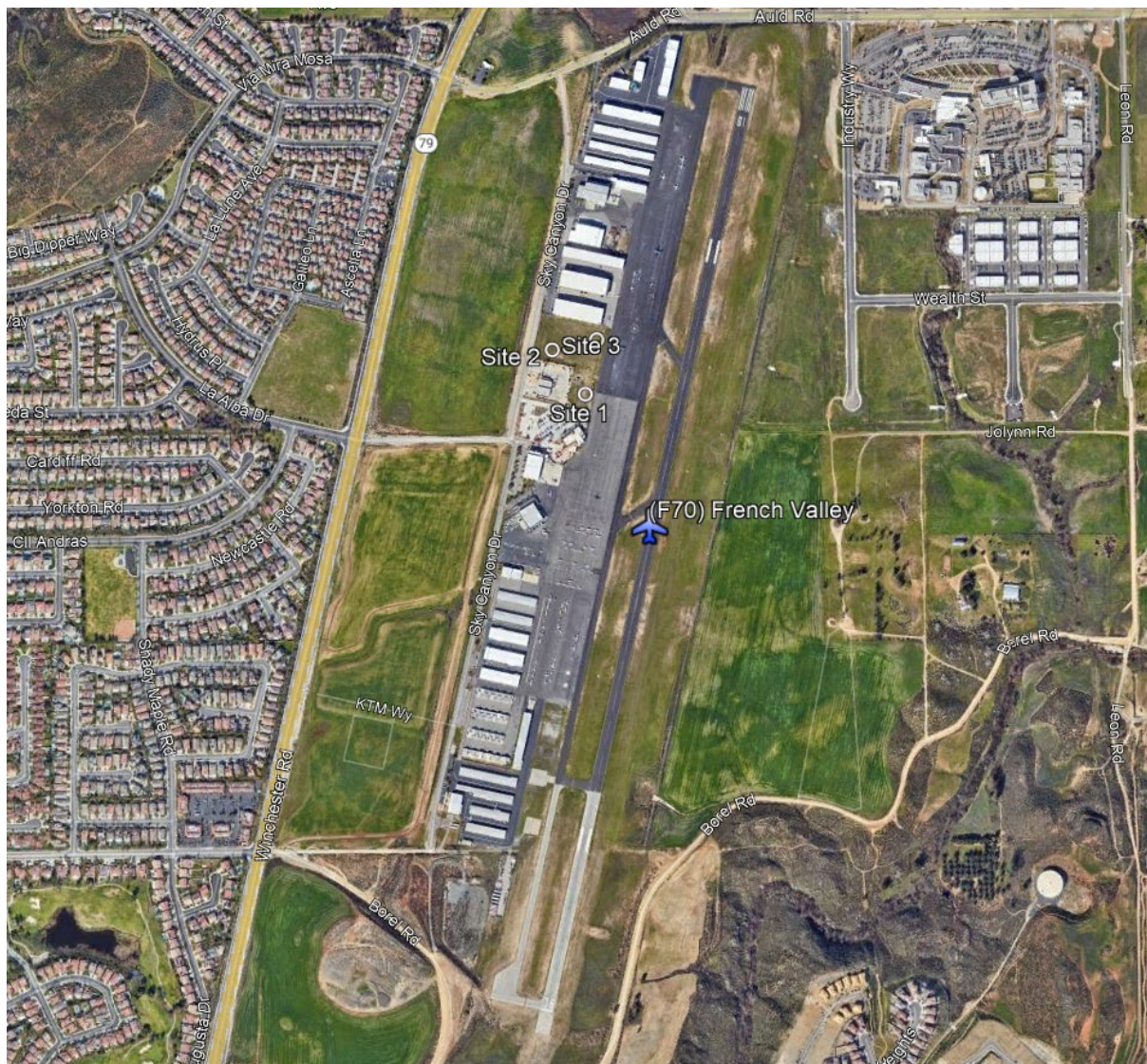
| | | | | | | | | | |
|---------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Safety Assessment | L | M | H | L | M | H | L | M | H |
| Initial Risk Ranking | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Safety Assessment | L | M | H | L | M | H | L | M | H |
| Predicted Residual Risk Ranking | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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4. Site Location Aerial View



Site location aerial view. Sites 1, 2, and 3 are labeled. Source: Google Earth

French Valley Airport (F70) New Tower Siting

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5. Air Traffic Control Visibility Analysis Tool (ATCVAT)

Site 1

Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (<http://www.hf.faa.gov/visibility>) was used to assess the human performance metrics¹.

Air Traffic Control Tower: **F70 HF SITE 1-KP36 FINAL**

Light Level: **Sunlight Clouds**

Ground Turbulence: **Medium**

Target Object: **Dodge Caravan**, target orientation: **Front View**

Observer Eye Height: **63**

Vertical Elevation Change Between Observer and Key Point (feet): **55**

Ground Elevation at Tower (MSL): **1332**

Ground Elevation at Key Point (MSL): **1340**

Tower to Key Point Distance: **3888** (feet) **1.19** (km)

Visibility Range: **10**(Miles) **16.09** (km)

1. Object Discrimination Analysis Results

| Criteria | Threshold | Tower Results | Pass/Fail |
|--------------------------|-----------|---------------|-----------|
| probability(detection) | 95.5% | 99.8% | Pass |
| probability(recognition) | 11.5% | 76.3% | Pass |

2. Line of Sight (LOS) Angle of Incidence

| Threshold | Tower Results | Pass/Fail |
|---------------------------|---------------|--|
| 0.8 degrees or 48 minutes | 0.81degrees | PASS: Change in elevation between observer and key point should be no less than 54 feet. |

¹Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

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Site 2

Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (<http://www.hf.faa.gov/visibility>) was used to assess the human performance metrics¹.

Air Traffic Control Tower: **F70 HF Site 2-KP36 Final**

Light Level: **Sunlight Clouds**

Ground Turbulence: **Medium**

Target Object: **Dodge Caravan**, target orientation: **Front View**

Observer Eye Height: **70**

Vertical Elevation Change Between Observer and Key Point (feet): **65**

Ground Elevation at Tower (MSL): **1335**

Ground Elevation at Key Point (MSL): **1340**

Tower to Key Point Distance: **4164** (feet) **1.27** (km)

Visibility Range: **10**(Miles) **16.09** (km)

1. Object Discrimination Analysis Results

| Criteria | Threshold | Tower Results | Pass/Fail |
|--------------------------|-----------|---------------|-----------|
| probability(detection) | 95.5% | 99.8% | Pass |
| probability(recognition) | 11.5% | 71.2% | Pass |

2. Line of Sight (LOS) Angle of Incidence

| Threshold | Tower Results | Pass/Fail |
|---------------------------|---------------|--|
| 0.8 degrees or 48 minutes | 0.89degrees | PASS: Change in elevation between observer and key point should be no less than 58 feet. |

¹Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

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Site 3

Visibility Siting Requirements Human Factors Analyses

Objective: Two human performance metrics, Object Discrimination Analysis and Object Discrimination and Line of Sight (LOS) Angle of Incidence, were used to assess the impact of tower height on air traffic control tower specialist distance perception.

Technical Approach: the tower visibility analysis tool (<http://www.hf.faa.gov/visibility>) was used to assess the human performance metrics¹.

Air Traffic Control Tower: **F70 HF SITE 3-KP36 FINAL**

Light Level: **Sunlight Clouds**

Ground Turbulence: **Medium**

Target Object: **Dodge Caravan**, target orientation: **Front View**

Observer Eye Height: **66**

Vertical Elevation Change Between Observer and Key Point (feet): **60**

Ground Elevation at Tower (MSL): **1334**

Ground Elevation at Key Point (MSL): **1340**

Tower to Key Point Distance: **4240** (feet) **1.29** (km)

Visibility Range: **10**(Miles) **16.09** (km)

1. Object Discrimination Analysis Results

| Criteria | Threshold | Tower Results | Pass/Fail |
|--------------------------|-----------|---------------|-----------|
| probability(detection) | 95.5% | 99.8% | Pass |
| probability(recognition) | 11.5% | 69.8% | Pass |

2. Line of Sight (LOS) Angle of Incidence

| Threshold | Tower Results | Pass/Fail |
|---------------------------|---------------|--|
| 0.8 degrees or 48 minutes | 0.81degrees | PASS: Change in elevation between observer and key point should be no less than 59 feet. |

¹Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology, 1-5.

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6. Terminal Instrument Procedures (TERPS) Analysis

F70 Tower Siting TERPS Eval

Tower Site #1 located at N33°34'36.46" W117°07'47.38"

1335' MSL TERRAIN ELEV

1490' AMSL/ 155' AGL TWR ELEV = No Effect

NEH with 2C accuracy = 1578' A MSL/ 243' AGL

Tower Site #2 located at N33°34'39.26" W117°07'49.88"

1336' MSL TERRAIN ELEV

1491' AMSL/ 155' AGL TWR ELEV = No Effect

NEH with 2C accuracy = 1570' AMSL/234' AGL

Tower Site #3 located at N33°34'39.90" W117°07'46.52"

1335' MSL TERRAIN ELEV

1490' AMSL/ 155' AGL TWR ELEV = No Effect

NEH with 2C accuracy = 1565' AMSL/ 230' AGL

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7. Technical Operations Preliminary Review (TOPR)

Site 1



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Administration

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| Facility Circle Search | | | | | | | | | | |
|---|------------|---|-----|---|-----|-----------------|-------|---|----------------|----------|
| You may search about (center point): | | | | | | | | | Search radius: | |
| <input type="radio"/> A specific OE Case: | ▼ | - | ▼ | - | OE | OE Case Number | | | 5.0 | |
| <input type="radio"/> A specific NRA Case: | ▼ | - | ▼ | - | NRA | NRA Case Number | | | Nautical miles | |
| <input type="radio"/> A specific NR Case: | ▼ | - | ▼ | - | NR | NR Case Number | | | | |
| <input checked="" type="radio"/> A specific location: | Latitude: | | 33 | - | 34 | - | 36.46 | N | ▼ | SE: 1335 |
| | Longitude: | | 117 | - | 7 | - | 47.38 | W | ▼ | AGL: 155 |
| | | | | | | | | | AMSL: 1490 | |
| <input type="button" value="Search"/> | | | | | | | | | | |

Facility Search results:

14 Facilities were found for LOCATION: 33-34-36.46N / 117-07-47.38W (NAD83) SE: 1335.0 AGL: 155.0 AMSL: 1490.0

| Facility Id | Facility ID | Apt ID | Latitude | Longitude | Ground Elev (FT) | Facility AGL(FT) | Vertical Angle (Degs) | Azimuth | Dist (FT) | Dist (NM) | Source |
|---|-------------|--------|--------------|---------------|------------------|------------------|-----------------------|---------|------------|-----------|--------|
| AWOS | F70 | F70 | 33-34-53.41N | 117-07-40.50W | 1349.00 | 30.00 | 3.51 | 18.76 | 1,809.52 | 0.3 | OEAAA |
| REIL/18 | F70 | F70 | 33-34-56.02N | 117-07-34.88W | 1349.50 | | 3.58 | 28.14 | 2,243.14 | 0.37 | NASR |
| PAPI/18 | F70 | F70 | 33-34-56.02N | 117-07-34.88W | 1349.50 | | 3.58 | 28.14 | 2,243.14 | 0.37 | NASR |
| PAPI/36 | F70 | F70 | 33-33-58.06N | 117-07-50.13W | 1339.50 | | 2.22 | 183.43 | 3,888.42 | 0.64 | NASR |
| REIL/36 | F70 | F70 | 33-33-58.06N | 117-07-50.13W | 1339.50 | | 2.22 | 183.43 | 3,888.42 | 0.64 | NASR |
| ASR | NFG | NFG | 33-17-14.41N | 117-19-50.55W | 628.00 | 36.50 | 0.39 | 210.25 | 121,863.22 | 20.06 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | PSP | PSP | 33-50-05.26N | 116-30-22.68W | 435.70 | 47.00 | 0.27 | 63.49 | 211,607.67 | 34.83 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | ONT | ONT | 34-03-09.01N | 117-35-39.56W | 908.00 | 37.00 | 0.14 | 320.95 | 223,328.01 | 36.76 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | NKX | NKX | 32-52-59.77N | 117-08-37.82W | 444.00 | 77.00 | 0.22 | 180.98 | 252,391.56 | 41.54 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | LGB | LGB | 33-47-30.41N | 118-00-08.06W | 56.00 | 67.00 | 0.28 | 286.67 | 276,691.09 | 45.54 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QRW | | 32-52-33.61N | 116-24-54.07W | 6205.00 | 25.20 | -0.81 | 139.2 | 335,872.05 | 55.28 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QLA | | 33-44-45.33N | 118-20-10.53W | 1477.00 | 48.50 | -0.01 | 279.85 | 372,234.38 | 61.26 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | NSD | | 32-53-04.00N | 118-27-03.50W | 1959.00 | 75.00 | -0.07 | 238.42 | 476,116.45 | 78.36 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QSR | | 35-04-56.12N | 117-34-56.21W | 3015.00 | 85.30 | -0.16 | 346.13 | 564,665.84 | 92.93 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |

Long Range Radar Search results:

0 Long Range Radar(s) were found for LOCATION: 33-34-36.46N / 117-07-47.38W (NAD83) SE: 1335.0 AGL: 155.0 AMSL: 1490.0

USAF Radar Search results:

1 Radar(s) were found for LOCATION: 33-34-36.46N / 117-07-47.38W (NAD83) SE: 1335.0 AGL: 155.0 AMSL: 1490.0

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Site 2



Federal Aviation
Administration

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| Facility Circle Search | | | | | | | | | | |
|---|------------|---|--------|---|-----|-----------------|----------------|----------------|---|------------|
| You may search about (center point): | | | | | | | | Search radius: | | |
| <input type="radio"/> A specific OE Case: | ▼ | - | ▼ | - | OE | OE Case Number | 5.0 | | | |
| <input type="radio"/> A specific NRA Case: | ▼ | - | ▼ | - | NRA | NRA Case Number | Nautical miles | | | |
| <input type="radio"/> A specific NR Case: | ▼ | - | ▼ | - | NR | NR Case Number | | | | |
| <input checked="" type="radio"/> A specific location: | Latitude: | | 33 | - | 34 | - | 39.26 | N | ▼ | SE: 1336 |
| | | | NAD 83 | | ▼ | | | | | |
| | Longitude: | | 117 | - | 7 | - | 49.88 | W | ▼ | AGL: 155 |
| | | | | | | | | | ▼ | AMSL: 1491 |
| <input type="button" value="Search"/> | | | | | | | | | | |

Facility Search results:

14 Facilities were found for LOCATION: 33-34-39.26N / 117-07-49.88W (NAD83) SE: 1336.0 AGL: 155.0 AMSL: 1491.0

| Facility ID | Facility | Apt ID | Latitude | Longitude | Ground Elev (FT) | Facility AGL(FT) | Vertical Angle (Degs) | Azimuth | Dist (FT) | Dist (NM) | Source |
|---|----------|--------|--------------|---------------|------------------|------------------|-----------------------|---------|------------|-----------|--------|
| AWOS | F70 | F70 | 33-34-53.41N | 117-07-40.50W | 1349.00 | 30.00 | 3.92 | 29.02 | 1,635.72 | 0.27 | OEAAA |
| REIL/18 | F70 | F70 | 33-34-56.02N | 117-07-34.88W | 1349.50 | | 3.82 | 36.83 | 2,117.63 | 0.35 | NASR |
| PAPV/18 | F70 | F70 | 33-34-56.02N | 117-07-34.88W | 1349.50 | | 3.82 | 36.83 | 2,117.63 | 0.35 | NASR |
| PAPV/36 | F70 | F70 | 33-33-58.06N | 117-07-50.13W | 1339.50 | | 2.08 | 180.29 | 4,164.53 | 0.69 | NASR |
| REIL/36 | F70 | F70 | 33-33-58.06N | 117-07-50.13W | 1339.50 | | 2.08 | 180.29 | 4,164.53 | 0.69 | NASR |
| ASR | NFG | NFG | 33-17-14.41N | 117-19-50.55W | 628.00 | 36.50 | 0.39 | 210.1 | 122,001.59 | 20.08 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | PSP | PSP | 33-50-05.26N | 116-30-22.68W | 435.70 | 47.00 | 0.27 | 63.58 | 211,670.89 | 34.84 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | ONT | ONT | 34-03-09.01N | 117-35-39.56W | 908.00 | 37.00 | 0.14 | 320.94 | 222,974.95 | 36.7 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | NKX | NKX | 32-52-59.77N | 117-08-37.82W | 444.00 | 77.00 | 0.22 | 180.93 | 252,671.03 | 41.58 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | LGB | LGB | 33-47-30.41N | 118-00-08.06W | 56.00 | 67.00 | 0.28 | 286.62 | 276,407.37 | 45.49 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QRW | | 32-52-33.61N | 116-24-54.07W | 6205.00 | 25.20 | -0.81 | 139.2 | 336,224.52 | 55.34 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QLA | | 33-44-45.33N | 118-20-10.53W | 1477.00 | 48.50 | -0.01 | 279.81 | 371,977.63 | 61.22 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | NSD | | 32-53-04.00N | 118-27-03.50W | 1959.00 | 75.00 | -0.07 | 238.37 | 476,084.62 | 78.35 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QSR | | 35-04-56.12N | 117-34-56.21W | 3015.00 | 85.30 | -0.16 | 346.14 | 564,340.36 | 92.88 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |

Long Range Radar Search results:

0 Long Range Radar(s) were found for LOCATION: 33-34-39.26N / 117-07-49.88W (NAD83) SE: 1336.0 AGL: 155.0 AMSL: 1491.0

USAF Radar Search results:

1 Radar(s) were found for LOCATION: 33-34-39.26N / 117-07-49.88W (NAD83) SE: 1336.0 AGL: 155.0 AMSL: 1491.0

French Valley Airport (F70) New Tower Siting

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Site 3



Federal Aviation
Administration

« OE/AAA

| Facility Circle Search | | | | | | | | | | |
|---|------------|---|--------|---|-----|-----------------|-------|---|----------------|------------|
| You may search about (center point): | | | | | | | | | Search radius: | |
| <input type="radio"/> A specific OE Case: | ▼ | - | ▼ | - | OE | OE Case Number | | | 5.0 | |
| <input type="radio"/> A specific NRA Case: | ▼ | - | ▼ | - | NRA | NRA Case Number | | | Nautical miles | |
| <input type="radio"/> A specific NR Case: | ▼ | - | ▼ | - | NR | NR Case Number | | | | |
| <input checked="" type="radio"/> A specific location: | Latitude: | | 33 | - | 34 | - | 39.9 | N | ▼ | SE: 1335 |
| | | | NAD 83 | | ▼ | | | | | |
| | Longitude: | | 117 | - | 7 | - | 46.52 | W | ▼ | AGL: 155 |
| | | | | | | | | | | AMSL: 1490 |
| <input type="button" value="Search"/> | | | | | | | | | | |

Facility Search results:

14 Facilities were found for LOCATION: 33-34-39.90N / 117-07-46.52W (NAD83) SE: 1335.0 AGL: 155.0 AMSL: 1490.0

| Facility Id | Facility | Apt ID | Latitude | Longitude | Ground Elev (FT) | Facility AGL(FT) | Vertical Angle (Degs) | Azimuth | Dist (FT) | Dist (NM) | Source |
|---|----------|--------|--------------|---------------|------------------|------------------|-----------------------|---------|------------|-----------|--------|
| AWOS | F70 | F70 | 33-34-53.41N | 117-07-40.50W | 1349.00 | 30.00 | 4.36 | 20.45 | 1,457.5 | 0.24 | OEAAA |
| REIL/18 | F70 | F70 | 33-34-56.02N | 117-07-34.88W | 1349.50 | | 4.22 | 31.14 | 1,904.81 | 0.31 | NASR |
| PAPV/18 | F70 | F70 | 33-34-56.02N | 117-07-34.88W | 1349.50 | | 4.22 | 31.14 | 1,904.81 | 0.31 | NASR |
| PAPV/36 | F70 | F70 | 33-33-58.06N | 117-07-50.13W | 1339.50 | | 2.03 | 184.13 | 4,240.19 | 0.7 | NASR |
| REIL/36 | F70 | F70 | 33-33-58.06N | 117-07-50.13W | 1339.50 | | 2.03 | 184.13 | 4,240.19 | 0.7 | NASR |
| ASR | NFG | NFG | 33-17-14.41N | 117-19-50.55W | 628.00 | 36.50 | 0.39 | 210.2 | 122,200.3 | 20.11 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | PSP | PSP | 33-50-05.26N | 116-30-22.68W | 435.70 | 47.00 | 0.27 | 63.56 | 211,387.52 | 34.79 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | ONT | ONT | 34-03-09.01N | 117-35-39.56W | 908.00 | 37.00 | 0.14 | 320.88 | 223,103.99 | 36.72 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | NKX | NKX | 32-52-59.77N | 117-08-37.82W | 444.00 | 77.00 | 0.22 | 180.99 | 252,740.48 | 41.6 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ASR | LGB | LGB | 33-47-30.41N | 118-00-08.06W | 56.00 | 67.00 | 0.28 | 286.59 | 276,661.31 | 45.53 | OEAAA |
| Within 60NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QRW | | 32-52-33.61N | 116-24-54.07W | 6205.00 | 25.20 | -0.81 | 139.25 | 336,087.84 | 55.31 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QLA | | 33-44-45.33N | 118-20-10.53W | 1477.00 | 48.50 | -0.01 | 279.8 | 372,246.75 | 61.26 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | NSD | | 32-53-04.00N | 118-27-03.50W | 1959.00 | 75.00 | -0.07 | 238.39 | 476,360.62 | 78.4 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |
| ARSR | QSR | | 35-04-56.12N | 117-34-56.21W | 3015.00 | 85.30 | -0.16 | 346.11 | 564,345.73 | 92.88 | OEAAA |
| Within 200NM if a wind turbine and smooth earth LOS exists. | | | | | | | | | | | |

Long Range Radar Search results:

0 Long Range Radar(s) were found for LOCATION: 33-34-39.90N / 117-07-46.52W (NAD83) SE: 1335.0 AGL: 155.0 AMSL: 1490.0

USAF Radar Search results:

1 Radar(s) were found for LOCATION: 33-34-39.90N / 117-07-46.52W (NAD83) SE: 1335.0 AGL: 155.0 AMSL: 1490.0

July 10, 2024

Site 1

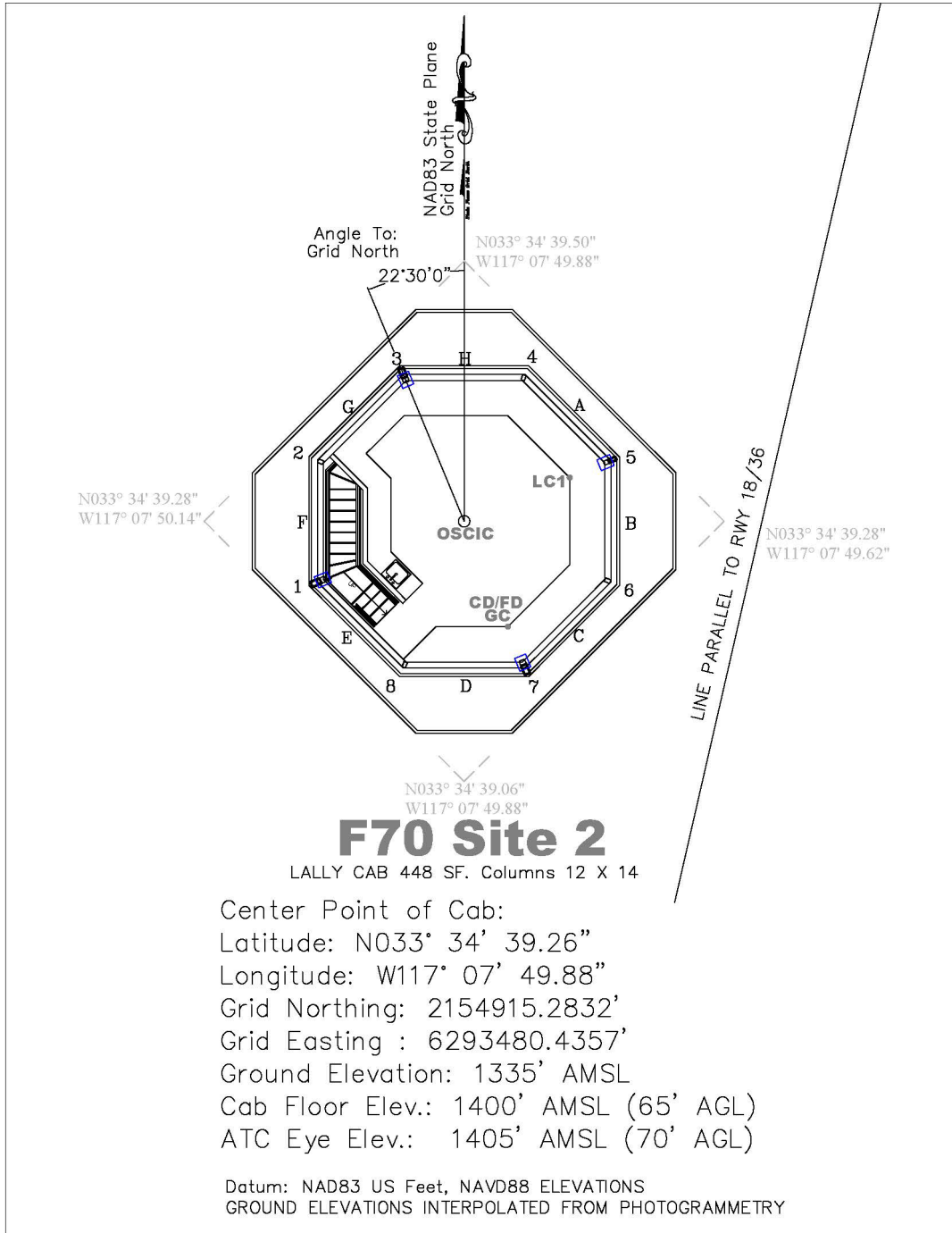


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Site 2

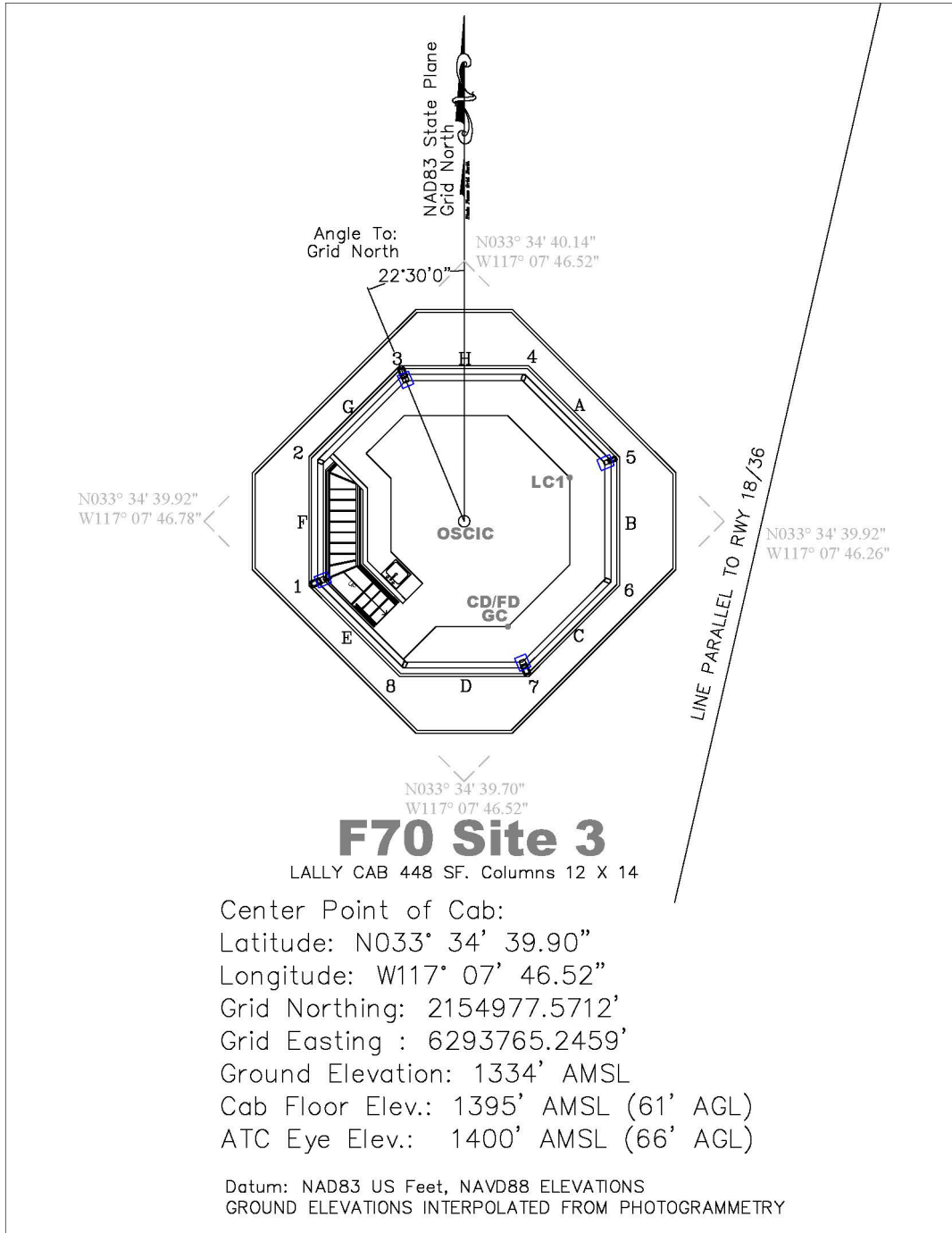


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Site 3



French Valley Airport (F70) New Tower Siting

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9. Post-siting Actions

| Item | Action | POC | Due Date | Comments |
|------|---|---|---|---|
| 1 | Meeting Minutes | National Coordinator/ Technical Writer | 2 weeks after the Siting Assessment | Develop meeting minutes and distribute to all participants. |
| 2 | Memo of Record for Recommended Site | National Coordinator/ Technical Writer | Last day of the Siting Assessment | Initiate the Memo of Record on the Recommended Site on the last day of the siting and obtain signatures. |
| 3 | Initiate Safety Assessment | Safety Facilitator | To meet Siting Report date. | Send initial draft of Safety Assessment to Team. |
| 4 | Initiate Phase I ESA | Airport Sponsor for FCTs/NFCTs conducted via reimbursable agreement. | Initiate within 2 weeks of completion of the Siting Assessment | Phase I ESA (per the latest version of ASTM International Standard E1527, <i>Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process</i>) is required on each of the preferred sites. |
| 5 | 7460s | Airport Sponsor for sitings conducted via reimbursable agreement. | Submit within 2 weeks of completion of the Siting Assessment | Submit FAA Form 7460's for a feasibility study on all preferred sites via the OE/AAA website. |
| 6 | Initiate Siting Report | Sponsor – Airport Sponsor | Submit the final draft of the report to the Terminal Facilities Siting Team no later than 5 months after the siting assessment. | Sponsor: The Airport Sponsor is responsible for development of the Siting Report, which includes the SRM Document authored by the ATCT Siting SMS Facilitator. The Airport Sponsor will deliver the draft of the siting report to all participants. After the Airport Sponsor has resolved all comments, the Airport Sponsor should submit the final draft of the report to the Terminal Facilities Siting Team no later than 5 months after the siting assessment. |
| 7 | Service Area Coordination & Issue Resolution | Terminal Facilities Siting Team | Ongoing | All team members are tasked to resolve issues within their area of expertise identified during the siting. The Terminal Engineering – Lead Project Engineer (if applicable) will provide the follow-up coordination, as needed. |
| 8 | Siting Report Approval | The Terminal Facilities Siting Team will coordinate Siting Report approval, with the assistance of the PIM, as follows: | 6 months after the Siting Assessment | (1) The PIM will brief the siting report to the Service Area Director of Air Traffic Operations and Service Area Director of Technical Operations for their concurrence. (2) The Terminal Facilities Siting Team will brief the siting report to the Director of Facilities & Engineering Services for their concurrence. |

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| Item | Action | POC | Due Date | Comments |
|------|---|---|--|--|
| 9 | Issue Final Siting Report | Terminal Facilities Technical Writer | After siting report approval | After approval, the Siting Report will be posted on an electronic document management system. |
| 10 | Update Airport Layout Plan | Airport Manager | Within 60 days after the Siting Assessment | The Airport Sponsor must identify the recommended site on the current ALP to ensure protection of the LOS, and subsequently notify the National Coordinator via e-mail once this action is complete. |
| 11 | Update Aeronautical Study | Technical Operations – Facilities & Engineering Services Sponsor | As soon as possible. | Technical Operations – Facilities & Engineering Services will resubmit FAA Form 7460-1 to update the aeronautical study to protect the LOS of the recommended site. Sponsor – Sponsor will resubmit FAA Form 7460-1 to update the aeronautical study to protect the LOS of the recommended site. |
| 12 | Siting Hazard Analysis | Lead Engineer/ National Coordinator Sponsor | TBD by the Lead Engineer | FAA. The Lead Engineer will notify the National Coordinator to coordinate siting hazard analysis before the design phase, construction phase, and facility commissioning. This is necessary due to the potential delays between ATCT siting and facility commissioning. Siting hazard analyses are conducted to verify that the site has not been compromised and hazard mitigation strategies are in place. Sponsor. The Airport Sponsor will coordinate a siting hazard analysis before the design phase, construction phase, and facility commissioning. This is necessary due to the potential delays between ATCT siting and facility commissioning. Siting hazard analyses are conducted to verify that the site has not been compromised and hazard mitigation strategies are in place. |
| 13 | Provide RDWB-Validated Equipment and Positions (if applicable) | Terminal Facilities Planning | TBD by Terminal Facilities Planning | Terminal Planning shall provide to Terminal Facilities DEI Requirements Document Workbook (RDWB) Lead National Coordinator a list of equipment and cab controller positions that have been validated per the RDWB for the project. This list shall be used for the tower cab model. Send data to the Electronics Engineer |

French Valley Airport (F70) New Tower Siting

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| Item | Action | POC | Due Date | Comments |
|------|---|--|--|--|
| 14 | Review/Modify Controller Positions and Equipment Placement During Design Phase | Lead Engineer/ Electronics Engineer | Design Phase | Provide air traffic controllers the opportunity to review/modify controller positions and equipment placement during the design phase. This can be accomplished using 3-D/VR, as available. |
| 15 | Siting Report Renewal Process | National Coordinator | 18 months after the Siting and Safety Assessment | <p>The National Coordinator will coordinate with the core stakeholders to renew the siting report results. This includes the following:</p> <ul style="list-style-type: none"> a. Determining if there are any changes to the ALP that will impact the tower sites. b. Resubmit the FAA Form 7460-1 as appropriate. c. Prepare a memo of record to confirm the validation of the siting report. The memo will be uploaded to an electronic document management system. |

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APPENDIX B

AIR QUALITY ANALYSIS

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MEMORANDUM: F70 Tower Construction Emissions

| | |
|----------|--|
| To: | Angela Jamison, Riverside County, Transportation and Land Management Agency (TLMA) |
| From: | Patricia Song, Air Quality Analyst |
| Subject: | Air Quality Analysis in support of a proposed Air Traffic Control Tower at the French Valley Airport (F70) |
| Date: | October 29, 2024 |

1 Introduction

French Valley Airport (F70) is a public use airport located near the town of Murrieta in Riverside County, California, approximately 90 miles southeast of Los Angeles. The airport serves general aviation, pilot training, and charter operations. Riverside County proposes to construct a new air traffic control tower (ATCT) to enhance safety at F70. The proposed project will not increase airport capacity or operations but provide a means of airfield safety through effective air traffic communication and ground movement.

Construction of the proposed ATCT is anticipated to commence in Spring 2026 with a construction duration period of 6 to 7 months. The maximum number of construction workers is anticipated to be 35 employees/day at peak utilization (1 month during main tower construction), with average of 15 workers per day. The project site is estimated to be 3.9 acres with the tower footprint, including parking space, being 10,404 square feet, an interior roadway area leading from the public street to the tower that is an estimated 11,135 square feet in area. An estimated construction schedule is as follows:

1. Mobilization after Notice-to-Proceed (NTP) – 1 month
2. Rough site grading and main utility installation to stubs – 14 days
3. Final site grading, site paving, foundation placement – 7 days
4. Foundation curing, parking lot electrical and striping – 14 days
5. Main tower structure construction – 1 month
6. Connection of utilities to tower, tower equipment, interior completion – 3 months
7. Fencing and security gate, final closeout items, substantial completion – 14 days

This memorandum documents the air quality analysis and results associated with the construction of the proposed project in support of a forthcoming Initial Study/Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA).

The analysis results show that the estimated construction emissions for each criteria pollutant do not exceed the CEQA thresholds for significant air quality effects used by Riverside County. Riverside County's thresholds are based on the air quality significance thresholds developed by the South Coast Air Quality Management District (SCAQMD).

2 CEQA and the South Coast Air Quality Management District

This memorandum documents the project's adherence to CEQA requirements. Appendix G of the CEQA Guidelines contains the Environmental Checklist Form, which addresses Air Quality and Greenhouse Gas Emissions. The proposed project's air quality emissions were assessed using the California Emissions estimator Model (CalEEMod), a statewide land use emissions model (vertical and linear-roadway land uses to provide a uniform platform for quantifying ozone precursors, criteria pollutants, and greenhouse gas emissions from construction and operations. CalEEMod calculates construction and operations emissions from land use development projects and construction emissions from linear projects. The model results can be used to support preparation of air quality and GHG analyses in CEQA documents or show compliance with local agency rules by local air districts.

The proposed project must comply with the Federal Clean Air Act (CAA). To comply with the CAA, the proposed impacts to air quality must conform to the conditions of the applicable State implementation Plan (SIP), also known as General Conformity. The CEQA thresholds and requirements act as an equivalent to the EPA's *de minimis* thresholds for California projects. If a project's net emissions are less than the thresholds, then the project is considered to be too small to adversely affect the air quality status of the area and is automatically considered to conform with the applicable SIP, thereby complying with general conformity requirements.

When evaluating the emissions associated with a proposed project, Riverside County uses the CEQA thresholds for criteria pollutants established by SCAQMD, which provide a minimum threshold for air pollutants by type to assess localized air quality impacts. **Table 1** presences the threshold for each pollutant by daily and annual thresholds. Thresholds are provided for both project construction and project operations once the project is complete and operational.

Table 1 Tons/Year of Pollutant by Source for CEQA Thresholds

| Pollutant | Oxides of Nitrogen (NO _x) | Volatile Organic Compounds (VOCs) | Particulate Matter ,10 microns in diameter (PM ₁₀) | Particulate Matter ,2.5 microns in diameter (PM _{2.5}) | Oxides of Sulfur (SO _x) | Carbon monoxide (CO) | Lead (Pb) | Greenhouse Gases (CO ₂ e)* |
|-------------------------------|---------------------------------------|-----------------------------------|--|--|-------------------------------------|----------------------|-----------|---------------------------------------|
| Construction Emissions | | | | | | | | |
| Daily Threshold (lb/day) | 100 | 75 | 150 | 55 | 150 | 550 | 3 | 60,400.55 |
| Annual Threshold (ton/yr) | 18.25 | 13.69 | 27.38 | 10.04 | 27.38 | 100.38 | 0.55 | 11,023.10 |
| Operation Emissions | | | | | | | | |
| Daily Threshold (lb/day) | 55 | 55 | 150 | 55 | 150 | 550 | 3 | 60,400.55 |
| Annual Threshold (ton/yr) | 10.04 | 10.04 | 27.38 | 10.04 | 27.38 | 100.38 | 0.55 | 11,023.10 |

Source: South Coast Air Quality Management District

*For industrial facilities, converted from 10,000 metric tons/year

3 Methodology











The California Emissions Estimator Model (CalEEMod), version 2022.1.1.28 was used to estimate the construction emissions associated with the proposed project and its elements. CalEEMod was originally developed for the California Air Pollutions Officers Association in collaboration with the SCAQMD as a modeling tool to assist local public agencies with estimating air quality impacts from local projects. CalEEMod calculates construction and operations emissions from land use development projects and construction emissions from linear projects. The model quantifies maximum daily, average daily, average quarterly, and annual emissions. For this project the model was used to calculate the short-term construction emissions from the vertical (areal) and linear project components associated with: demolition, site preparation, grading, building construction, paving, and architectural coating from the following sources:

- Construction
 - Exhaust emissions from off-road construction equipment.
 - Exhaust emissions from on-road mobile vehicles (workers, vendors, hauling, and onsite trucks).
 - Fugitive dust emissions from grading, bulldozing, truck loading, demolition, and on-road vehicles traveling along paved and unpaved roads.
 - Evaporative volatile organic compound (VOC) emissions from architectural coating and paving activities.
 - Indirect GHG emissions from electricity consumption.
- Operations
 - Daily travel to and from the Tower by workers and visitors

CalEEMod incorporates the latest California Emissions Factors from where the project is located (EMFAC 2017). For the linear (Roadway) components (Bridge/Overpass Construction, Road Construction, Road Widening, and User Defined Linear), CalEEMod incorporates the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model (RCM), Version 9.0.0 (last updated in 2018).

CalEEMod Land Use types do not include specific subtypes that fully encompass the construction of an airport ATCT so a 'User Defined Industrial' subtype was selected to best represent the land use type of an airport ATCT. The CalEEMod a model run was carried out for the project and was determined to consist exclusively of vertical components for emissions analysis. The Vertical Components, phases, schedule, and duration are shown in **Table 2**. Table 2 Vertical Components and Assumptions

Vertical Construction (Land Use Development)

| Phase Name | Phase Type | Start Date | End Date | Days/Week | Work Days per Phase |
|-------------------|-------------------------|---|---|---------------|---------------------|
| Site Preparation | Site Preparation ▼ | 5/1/2026  | 5/5/2026  | 5 Days/Week ▼ | 3 |
| Grading | Grading ▼ | 5/6/2026  | 6/3/2026  | 5 Days/Week ▼ | 21 |
| Construction | Building Construction ▼ | 6/3/2026  | 12/7/2026  | 5 Days/Week ▼ | 134 |
| Paving | Paving ▼ | 7/14/2026  | 7/22/2026  | 5 Days/Week ▼ | 7 |
| Architectural Co: | Architectural Coating ▼ | 5/7/2026  | 5/27/2026  | 5 Days/Week ▼ | 15 |

The CalEEMod model default assumptions for each activity construction equipment, and characteristics including engine tier, numbers horsepower, and load factors were then reviewed and used for the analysis. For this project, additional equipment was added to the default list to provide a more comprehensive equipment list specific to the construction of an ATCT. The equipment is modeled for each construction phase. The model defaults for fuel type, engine tier, and horsepower were used in conjunction with manually adjusted number/day and hours/day working times for each equipment type. **Table 3** presents a selection of equipment used for the building construction phase of the proposed project.

Table 3 ATCT Building Construction Phase CalEEMod Off-Road Construction Equipment List

| Equipment Type | Fuel Type | Engine Tier | Number/Day | Hours/Day | Horsepower | Load Factor |
|------------------------------------|-----------|-------------|------------|-----------|------------|-------------|
| Cranes | Diesel | Average | 1 | 7 | 367 | 0.29 |
| Forklifts | Diesel | Average | 3 | 8 | 82 | 0.2 |
| Generator Sets | Diesel | Average | 1 | 8 | 14 | 0.74 |
| Tractors/Loaders/Backhoes | Diesel | Average | 3 | 7 | 84 | 0.37 |
| Welders | Diesel | Average | 1 | 8 | 46 | 0.45 |
| Aerial Lifts | Diesel | Average | 1 | 8 | 46 | 0.31 |
| Air Compressors | Diesel | Average | 1 | 8 | 37 | 0.48 |
| Bore/Drill Rigs | Diesel | Average | 1 | 8 | 83 | 0.5 |
| Cement and Mortar Mixers | Diesel | Average | 1 | 8 | 10 | 0.56 |
| Concrete/Industrial Saws | Diesel | Average | 1 | 8 | 33 | 0.73 |
| Crawler Tractors | Diesel | Average | 1 | 8 | 87 | 0.43 |
| Crushing/Proc. Equipment | Gasoline | Average | 1 | 8 | 12 | 0.85 |
| Dumpers/Tenders | Diesel | Average | 1 | 8 | 16 | 0.38 |
| Excavators | Diesel | Average | 1 | 8 | 36 | 0.38 |
| Graders | Diesel | Average | 1 | 8 | 148 | 0.41 |
| Other Construction Equipment | Diesel | Average | 1 | 8 | 82 | 0.42 |
| Other General Industrial Equipment | Diesel | Average | 1 | 8 | 35 | 0.34 |
| Other Material Handling Equipment | Diesel | Average | 1 | 8 | 93 | 0.4 |
| Pavers | Diesel | Average | 1 | 8 | 81 | 0.42 |

| | | | | | | |
|---------------------------|--------|---------|---|---|-----|------|
| Paving Equipment | Diesel | Average | 1 | 8 | 89 | 0.36 |
| Plate Compactors | Diesel | Average | 1 | 8 | 8 | 0.43 |
| Pressure Washers | Diesel | Average | 1 | 8 | 14 | 0.3 |
| Pumps | Diesel | Average | 1 | 8 | 11 | 0.74 |
| Rollers | Diesel | Average | 1 | 8 | 36 | 0.38 |
| Rough Terrain Forklifts | Diesel | Average | 1 | 8 | 96 | 0.4 |
| Rubber Tired Dozers | Diesel | Average | 1 | 8 | 367 | 0.4 |
| Rubber Tired Loaders | Diesel | Average | 1 | 8 | 150 | 0.36 |
| Scrapers | Diesel | Average | 1 | 8 | 423 | 0.48 |
| Signal Boards | Diesel | Average | 1 | 8 | 6 | 0.82 |
| Skid Steer Loaders | Diesel | Average | 1 | 8 | 71 | 0.37 |
| Scrapers | Diesel | Average | 1 | 8 | 399 | 0.3 |
| Signal Boards | Diesel | Average | 1 | 8 | 6 | 0.82 |
| Skid Steer Loaders | Diesel | Average | 1 | 8 | 71 | 0.37 |
| Surfacing Equipment | Diesel | Average | 1 | 8 | 399 | 0.3 |
| Sweepers/Scrubbers | Diesel | Average | 1 | 8 | 36 | 0.46 |
| Tractors/Loaders/Backhoes | Diesel | Average | 1 | 8 | 84 | 0.37 |

Sources: CalEEMod and Mead & Hunt

For On Road emissions, the number of trips for workers, vendors (water trucks, cement trucks), hauling to/from the site, and on-site vehicle use were then reviewed and updated by engineers familiar with the construction of ATCTs. The assumptions for fugitive dust created by equipment movement for each phase are presented in **Table 4**.

Table 4 Construction On-Road Fugitive Dust Assumptions

| Phase Name | Percent (%) of Travel on Paved Roads ¹ | | | | Roadway Characteristics | | | Vehicle Characteristics | |
|-----------------------|---|---------------|----------------|---------------------|---------------------------------------|---------------------------|-------------------------------|-------------------------------|--------------------------|
| | % Pave Worker | % Pave Vendor | % Pave Hauling | % Pave Onsite Truck | Road Silt Loading (g/m ²) | Material Silt Content (%) | Material Moisture Content (%) | Average Vehicle Weight (tons) | Mean Vehicle Speed (mph) |
| Site Preparation | 100 | 100 | 100 | 0 | 0.1 | 8.5 | 0.5 | 2.4 | 40 |
| Grading | 100 | 100 | 100 | 0 | 0.1 | 8.5 | 0.5 | 2.4 | 40 |
| Architectural Coating | 100 | 100 | 100 | 0 | 0.1 | 8.5 | 0.5 | 2.4 | 40 |
| Construction | 100 | 100 | 100 | 0 | 0.1 | 8.5 | 0.5 | 2.4 | 40 |
| Paving | 100 | 100 | 100 | 0 | 0.1 | 8.5 | 0.5 | 2.4 | 40 |

Once the project is operational the following conservative assumptions were used for the operational emissions analysis.

- Two air traffic controllers on duty at all times/six per day (in most cases, only one controller will be present)
- Three shifts per day
- Twelve daily trips per day (six work-to-home trips and six home to work trips per day (2 trips per worker) with average trip distance of 27.98 miles per trip (from CalEE inputs for Riverside County)
- Six work-to-other trips per day for lunch etc. and 13.77 miles per trip
- Two other-to-other trips per day for visitors and other miscellaneous trips.

- 80 percent of trips made by private vehicles and 20 percent made by light duty trucks

4 Modeling Results and Conclusion

Table 5 provides a comparison of the construction project level emissions for each criteria pollutant alongside the thresholds established by SCAQMD (provided in Table 1). **Table 6** provides the operational emissions for ATCT operations.

As shown, the project level emissions for all the criteria pollutants fall well below the *de minimis* thresholds; therefore, the proposed project is presumed to conform, and a formal General Conformity Determination is not required. In addition, the proposed project would not significantly affect air quality, because no criteria pollutant would exceed its respective threshold.

Table 5. Summary of Construction Emissions and CEQA Thresholds

| Pollutant | NO _x | VOC/ROG | PM ₁₀ | PM _{2.5} | SO _x | CO | CO _{2e} |
|---|-----------------|---------|------------------|-------------------|-----------------|--------|------------------|
| Construction Emissions Thresholds | | | | | | | |
| Daily Threshold (lb/day) | 100 | 75 | 150 | 55 | 150 | 550 | 60,400.55 |
| Annual Threshold (ton/yr) | 18.25 | 13.69 | 27.38 | 10.04 | 27.38 | 100.38 | 11,023.10 |
| Estimated Unmitigated Construction Emissions | | | | | | | |
| Daily (lb/day) | 15.45 | 15.45 | 3.06 | 1.32 | 0.05 | 46.45 | 5718.23 |
| Annual (ton/yr) | 2.82 | 2.82 | 0.56 | 0.24 | 0.01 | 8.48 | 946.72 |

Table 6 Summary of Operations emissions and CEQA Thresholds

| Pollutant | NO _x | VOC/ROG | PM ₁₀ | PM _{2.5} | SO _x | CO | CO _{2e} |
|---|-----------------|---------|------------------|-------------------|-----------------|--------|------------------|
| Operation Emissions Thresholds | | | | | | | |
| Daily Threshold (lb/day) | 55 | 55 | 150 | 55 | 150 | 550 | 60,400.55 |
| Annual Threshold (ton/yr) | 10.04 | 10.04 | 27.38 | 10.04 | 27.38 | 100.38 | 11,023.10 |
| Estimated Unmitigated Operations Emissions | | | | | | | |
| Daily (lb/day) | 3.70 | 0.88 | 1.35 | 0.64 | 0.01 | 6.55 | 1188.45 |
| Annual (ton/yr) | 0.68 | 0.16 | 0.25 | 0.12 | 0.00 | 1.20 | 196.76 |

APPENDIX C

**BIOLOGICAL RESOURCE ASSESSMENT AND
JURISDICTIONAL DETERMINATION**

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French Valley Airport

Air Traffic Control Tower Siting

Biological Resource Assessment & Jurisdictional Delineation

prepared for

Mead and Hunt

180 Promenade Circle, Suite 240

Sacramento, California 95834

Contact: Lisa Harmon

Via email: lisa.harmon@meadhunt.com

prepared by

Caskey Biological Consulting, LLC

2604 B El Camino Real #341

Carlsbad, California 92008

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1 Introduction

Caskey Biological Consulting, LLC (Caskey) prepared this biological resource assessment and jurisdictional delineation report to document the existing conditions for the French Valley Airport (F70) Air Traffic Control Tower (ATCT) Siting Project (Project) and to evaluate the potential for Project-related impacts to sensitive biological resources and waterways.

The purpose of this document is to provide technical information on the Project site and survey buffers (Study Area), and to determine to what extent the Project may impact special-status species and sensitive natural communities.

1.1 Project Location

The Study Area is located in the City of Murrieta within the French Valley Airport. Regionally, the Study Area is in the southwestern portion of Riverside County (Figure 1). The approximate center of the Project site is at latitude 33.577707°N and longitude -117.130130°W (WGS84) (Figure 2) and is located within the *Murrieta, California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 3). The Project site elevation ranges between approximately 1,335 and 1,340 feet (ft.) above mean sea level (msl).

1.2 Project Description

The Project will involve the construction of a new ATCT within the F70 airfield. Currently, Riverside County, the owner and operator of F70, is conducting an assessment on three potential locations for the new ATCT.

Proposed ATCT Site No. 1 is located west of Runway 18/36 within the Study Area. The site is approximately 600 feet west of the runway centerline and is accessible from Sky Canyon Road which runs parallel to the Study Area and airport boundary. ATCT construction would require a paved parking area, additional paved interior road to connect the site to Sky Canyon Road, security fencing, and lighting (Figure 2).

Proposed ATCT Site No. 2 is located west of Runway 18/36 within the Study Area. The site is approximately 875 feet from the runway centerline and is accessible from Sky Canyon Road which runs parallel to the Study Area and airport boundary. ATCT construction would require a paved parking area, additional paved interior road to connect the site to Sky Canyon Road, security fencing, and lighting (Figure 2).

Proposed ATCT Site No. 2 is located west of Runway 18/36 within the Study Area. The site is approximately 600 feet west from the runway centerline and is accessible from Sky Canyon Road which runs parallel to the Study Area and airport boundary. ATCT construction would require a paved parking area, additional paved interior road to connect the site to Sky Canyon Road, security fencing, and lighting (Figure 2).

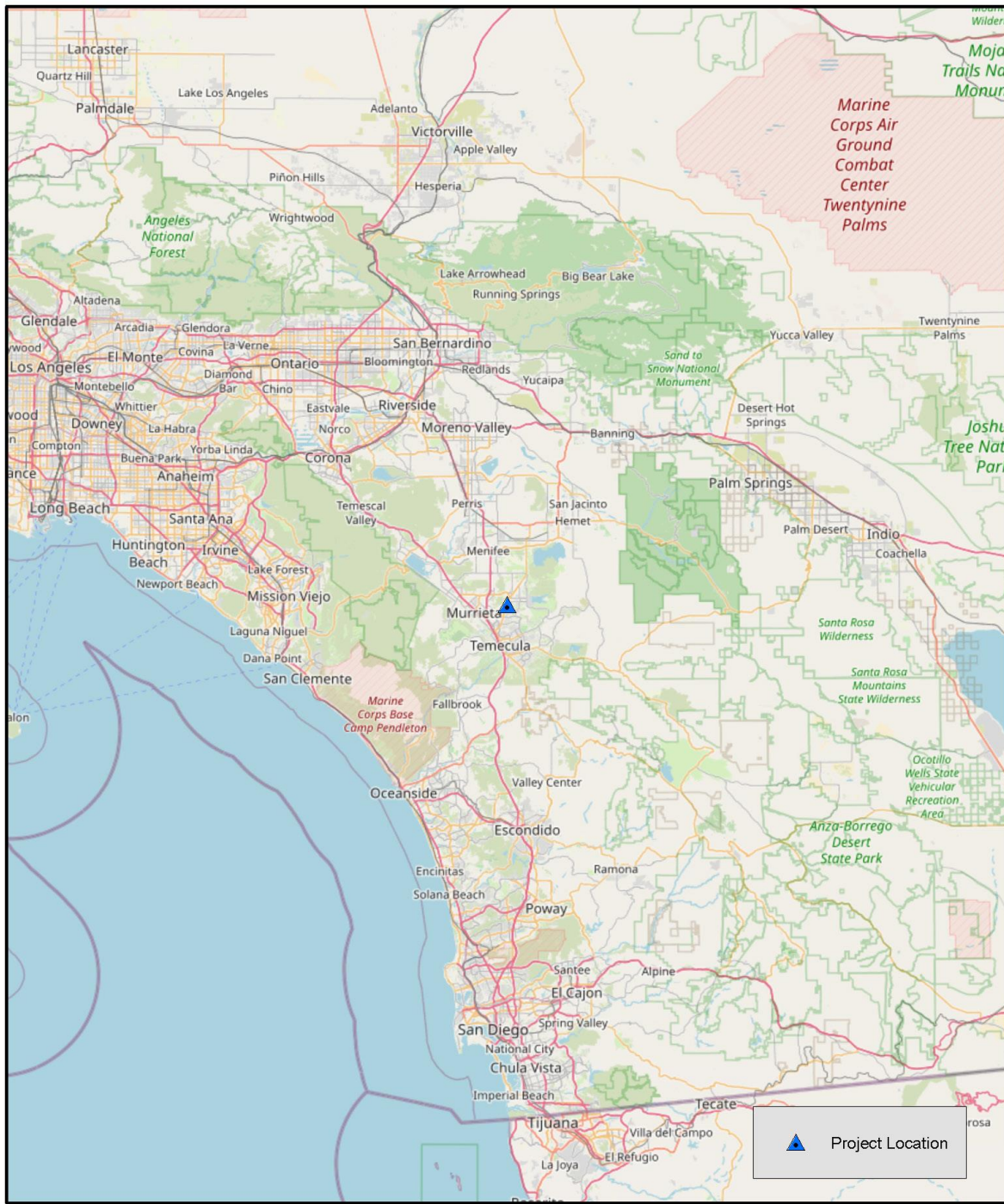


FIGURE 1
Regional Location

Caskey
biological consulting

DATE: February 22, 2024
 COORDINATE SYSTEM: NAD 1983 State Plane California Zone VI (feet)
 SOURCE: ESRI Open Street Map, CBC

PROJECT:
 French Valley Airport
 Tower Siting

Figure 1 - Regional Map



FIGURE 2
Work Area

DATE: February 22, 2024
 COORDINATE SYSTEM: NAD 1983 State Plane California Zone VI (feet)
 SOURCE: ESRI World Imagery, ESRI World Transportation, CBC

PROJECT:
 French Valley Airport
 Tower Siting

Figure 2 - Study Area Map

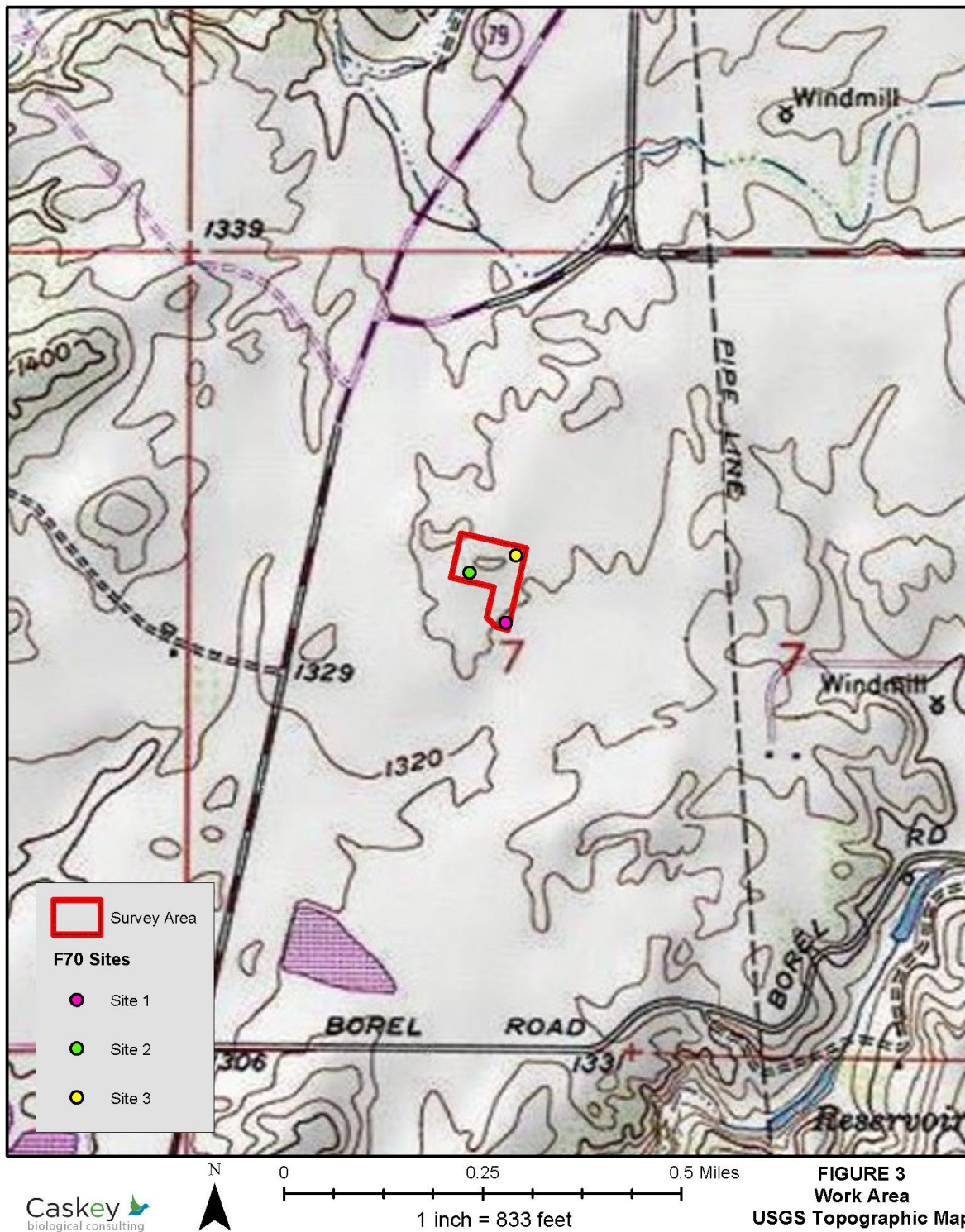


Figure 3 – Work Area Topographic Map

2 Methodology

2.1 Database and Literature Review

Prior to conducting the field surveys, thorough literature review and records searches were conducted to determine which special-status biological resources may potentially occur on or within the vicinity of the survey area. Previous special-status plant and wildlife species occurrence records within the USGS *Murrieta* quadrangle were determined through queries of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation system (IPaC; USFWS 2024), CDFW California Natural Diversity Database (CNDDDB, CDFW 2024a), and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (CNPS 2024a). All federally- and state-listed, fully protected species (FP), Species of Special Concern (SSC), Watch List (WL), and plants with a California Rare Plant Ranking (CRPR) of 1-4 that could be present based on the record search were evaluated. Species were not discussed if there is no record of occurrence, or the species has been extirpated within one mile of the proposed action area. The results from these scientific database queries were compiled into a table provided in Appendix A. In addition to the above sources, Caskey reviewed aerial imagery depicting the Project site (Google Earth 2024), the Web Soil Survey (United States Department of Agriculture, Natural Resources Conservation Service [USDA NRCS] 2024), U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Wetland Geodatabase (USFWS 2024), and other available background information.

2.2 Regulatory Overview

Regulated or sensitive biological resources and potentially jurisdictional waterbodies studied and analyzed herein include special-status plant and animal species, nesting birds and raptors, sensitive plant communities, and non-wetland and wetland waters. Regulatory authority over biological resources and jurisdictional waterbodies is shared by federal, state, and local authorities.

2.2.1 Special-Status Plant Species and Communities

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA);
- Species listed or candidates for listing as rare, threatened, or endangered under the California Endangered Species Act (CESA) or Native Plant Protection Act (NPPA);
- Plant species with a California Rare Plant Rank (CRPR) of 1-4; and
- Sensitive Natural Communities under CDFW (2024b) and California Native Plant Society (CNPS).

2.2.2 Special-Status Wildlife Species

For the purposes of this report, special-status species include:

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA);
- Species listed or candidates for listing as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Species designated as Fully Protected (FP) by Fish and Game Code (CFGF) Sections 3511, 4700, 5050, and 5515;
- Species identified as Species of Special Concern (SSC) by the California Department of Fish and Wildlife (CDFW);
- Species designated as Watch List (WL) by the CDFW;
 - WL defined as taxa that were previously designated as SSC, but no longer merit that status, or which do not yet meet SSC criteria, but for which there is a need for additional information to clarify status (CNDDDB, 2024b); and
- Avian species protected by the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act.

2.2.3 Non-Wetland Waters of the United States

The United States Army Corp of Engineers (USACE) defines non-wetland waters of the U.S. (WOTUS) in the Arid West Region by determining the ordinary high water mark (OHWM) in stream channels. The OHWM is defined in 33 CFR 328.3€ as:

“...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impresses on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.”

Identification of OHWM involves assessments of stream geomorphology and vegetation response to the dominant stream discharge. Determining whether any non-wetland water is a jurisdictional WOTUS involves further assessment in accordance with the regulations, case law, and clarifying guidance as discussed below.

2.2.4 Wetland Waters of the United States

According to routine delineation procedure within the *Wetlands Delineation Manual* (USACE 1987) and *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008b), three indicators are used to classify an area as a wetland under the jurisdiction of the USACE: (1) a predominance of plant life that is adapted to life in wet conditions (hydrophytic vegetation); (2) soils that saturate, flood, or pond long enough during the growing season to develop anaerobic conditions in the upper part (hydric soils); and (3) permanent or periodic inundation or soil saturation, at least seasonally (wetland hydrology). The 2020 USACE National Wetland Plant List was used to determine the indicator status of

the examined vegetation by the following indicator status categories: Upland (UPL), Facultative Upland (FACU), Facultative (FAC), Facultative Wetland (FACW), and Obligate Wetland (OBL).

Additionally, Caskey evaluated sources of water, potential connections and distances to traditional navigable waters (TNWs), and other factors that affect whether waters qualify as WOTUS under current regulations. Due to recent efforts by the USACE to replace the Clean Water Rule with the pre-existing regulations and guidance, specific attention was dedicated during the survey to any features where jurisdictional status would be affected by the regulatory changes.

2.2.5 Waters of the State

The State Water Resources Control Board (SWRCB) has formally implemented the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (SWRCB 2019), which provides a wetland definition, framework for determining if a wetland is a water of the State, and wetland delineation procedures. The SWRCB defines an area as a wetland if, under normal circumstances:

- (i) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;
- (ii) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and
- (iii) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The SWRCB's *Implementation Guidance for the Wetland Definition and Procedures for Discharges of Dredge and Fill Material to Waters of the State* (2020), states that waters of the U.S. and waters of the State should be delineated using the standard USACE delineation procedures, taking into consideration that the methods shall be modified only to allow for the fact that a lack of vegetation does not preclude an area from meeting the definition of a wetland. The SWRCB Procedures only apply to wetlands, and they do not include updated definitions or delineation methods for non-wetland aquatic features.

The limits of waters of the State, as defined under the Porter-Cologne Act (California Water Code section 13000 et seq.), were determined by first examining the topography and morphology to identify those features with an OHWM. The extent of waters of the State was delineated within these features as the boundaries of the streams/channels OHWM, coterminous with USACE's jurisdiction.

2.2.6 CDFW Streams and Riparian Habitat

The extent of potential streambeds, streambanks, and riparian habitat subject to CDFW jurisdiction under Section 1600 et seq. of the California Code, Fish and Game Code was delineated by reviewing the topography and morphology of potentially jurisdictional features to determine the outer limit of riparian vegetation, where present, or the tops of banks for stream features.

2.3 Field Survey

Caskey Principal Biologist, Jason Caskey, conducted a site visit and field survey on February 15, 2024. The Study Area, measuring approximately 4 acres, included the anticipated area of disturbance and a 100-foot buffer. Temperatures ranged from 57-59°F, and wind ranged from 2 to 4 miles per hour. The survey included walking meandering transects throughout the entirety of the Study Area to document the existing site conditions and to identify potentially jurisdictional waterbodies, including any potential wetlands and non-wetlands waters exhibiting an OHWM that could constitute WOTUS or WOS, along with associated riparian resources. During the survey, top of bank, including any associated riparian habitat, OHWM, and other observation points were mapped using FieldMaps for ArcGIS connected to a Geode + GNSS submeter unit and antenna global positioning system.

The potential for presence of sensitive biological resources, including sensitive plant and animal species, sensitive plant communities, and habitat for nesting birds protected by Federal and State laws were also evaluated. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species listed in the USFWs IPaC consultation report, species occurrence records within one-mile radius of the Study Area from the CNDDDB, and the survey results of the Study Area. The potential for each special-status species to occur in the Study Area were evaluated according to the following criteria:

- **Absent.** Few or none of the habitat components meeting the species requirements are present (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime), and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality, no documented CNDDDB species occurrences within five miles of project, or documented occurrence is extirpated or species would have been identified on-site during biological surveys (focused-level, protocol-level, or otherwise), if present. The species is not likely to be found on the site.
- **Unlikely to Occur.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a low probability of being found on the site.
- **Likely to Occur.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a moderate to high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDDB, other reports) on the site recently (within the last five years).

Representative photos from the site visits are provided in Appendix B. During the survey, an inventory of all plant and animal species observed was compiled and is provided in Appendix C.

3 Existing Site Conditions

This section summarizes the results of the literature review, biological resource assessment, and jurisdictional delineation. Discussions regarding the general environmental setting, vegetation communities present, plants and animals observed, potential special-status species issues, soil types, regional and local hydrology, and other possible constraints regarding the biological resources within the Study Area are presented below. Representative photographs of the Study Area are provided in Appendix B and a complete list of all plant and animal species observed on site during the field survey is provided in Appendix C.

The Study Area is located in Murrieta, California, within the French Valley Airport. Land uses in and around the Study Area consist of an airfield, airplane hangars, and commercial office buildings.

3.1 Vegetation Communities and Land Cover Types

Vegetation communities and land cover type in the Study Area include cheatgrass-medusahead grasslands (Table 1) (Figure 4). For a full list of vegetation observed during the field survey, please refer to Appendix C.

- **Cheatgrass-medusahead grassland:** This non-native community was present through the entirety of the Study Area and is the main cover type within the proposed work area. Cheatgrass (*Bromus tectorum*) was the dominant species with associated species primarily consisting of other non-native herbaceous species such as ripgrut grass (*Bromus diandrys*) and maltese star thistle (*Centaurea melitensis*).

Table 1 - Vegetation Communities and Land Cover Types within the Study Area

| Vegetation Community/ Cover Types | Acreage | Global/State Sensitivity ¹ |
|--------------------------------------|-------------|---------------------------------------|
| Cheatgrass-medusahead grassland | 3.92 | GNA/SNA |
| Total | 3.92 | |

GNA = global rank not applicable; SNA = State rank not applicable (CDFW 2024b).

3.2 Soils

The USDA NRCS Web Soil Survey depicts two soil units within the Study Area: Buchenau silt loam, 2 to 8 percent slopes, and the Buren loam, deep, 2 to 8 percent slopes.

Buchenau silt loam, 2 to 8 percent slopes (BkC2) is a moderately well-drained alluvium soil derived from mixed sources. BkC2 has a typical soil profile of silt loam from 0 to 7 inches and loam from 7 to 45 inches. The soil is not rated as hydric (USDA NRCS 2024).

Buren loam, deep, 2 to 8 percent slopes (BxC2) is a moderately well-drained alluvium soil derived from mixed sources. The depth to the restrictive feature and water table was generally more than 80-inches. The typical soil profile is loam from 0 to 40 inches. BxC2 is not rated as a hydric soil (USDA NRCS 2024).

3.3 Hydrology

The Study Area is located within the Murrieta Creek Hydrological Unit Code (HUC) 1807030204. The Murrieta Creek watershed, within the Santa Margarita subbasin, contains Murrieta Creek and Temecula Creek, which drains an area encompassing approximately 588 square miles. Flows from stormwater run-off collect in Murrieta Creek and Temecula Creek where they combine into the Santa Margarita Creek south of Temecula. The Santa Margarita River's terminus is at the Pacific Ocean in Camp Pendleton located in north San Diego County, California (USGS 2024).

Caskey reviewed the USFWS National Wetlands Inventory (NWI) and the USGS National Hydrography Dataset prior to conducting the delineation. There were no mapped areas indicating potential wetlands or waterways within the NWI or National Hydrography Dataset database search.



DATE: February 22, 2024
 COORDINATE SYSTEM: NAD 1983 State Plane California Zone VI (feet)
 SOURCE: ESRI World Imagery, ESRI World Transportation, CBC

PROJECT:
 French Valley Airport
 Tower Siting

Figure 4 - Vegetation/Land Covers Map

3.4 Observed Wildlife

No special-status species were observed within the Study Area during the biological resource assessment. Observed avian species included white-crowned sparrows (*Zonotrichia leucophrys*), mourning dove (*Zenaida macroura*), and a red-tailed hawk (*Buteo jamaicensis*). Abundant signs of active California ground squirrel (*Otospermophilus beecheyi*) burrows were observed within the Study Area. The burrows were identified as California ground squirrel based on direct observation of usage by the species. See Appendix C for a full list of species observed.

4 Results

This section discusses the findings of the biological resource assessment and jurisdictional delineation conducted within the Study Area. The criteria used to evaluate potential Project-related impacts to biological resources are presented in Section 2.3. For a complete evaluation of all species with a potential to occur, please refer to Appendix A.

4.1 Special-Status Species

4.1.1 Special-Status Plant Species

According to the CNDDDB and CNPS three-mile radius search, ten (10) special-status plant species are known to have the potential to occur within the vicinity of the Study Area (Appendix A) while an additional three (3) species were identified by the USFWs IPaC system. The following 1B, 2B, and federally or state listed special-status plant species with records within three miles of the Study Area that were reviewed are shown below:

- smooth tarplant (*Centromadia pungens* ssp. *laevis*), CRPR 1B.1
- California Orcutt grass (*Orcuttia californica*), Federally Endangered, State Threatened, CRPR 1B.1
- San Diego ambrosia (*Ambrosia pumila*), Federally Endangered, CRPR 1B.1
- slender-horned spineflower (*Dodecahema leptoceras*), Federally Endangered, State Threatened, CRPR 1B.1
- Thread-leaved brodiaea (*Brodiaea filifolia*), Federally Threatened, State Endangered, CRPR 1B.1
- Spreading navarretia (*Navarretia fossalis*), Federally Threatened, CRPR 1B.1
- Parry's spineflower (*Chorizanthe parryi* var. *parryi*), CRPR 1B.1
- long-spined spineflower (*Chorizanthe polygonoides* var. *longispina*), CRPR 1B.2
- Wiggins' cryptantha (*Cryptantha wigginsii*), CRPR 1B.2
- intermediate mariposa-lily (*Calochortus weedii* var. *intermedius*), CRPR 1B.2
- Munz's onion (*Allium munzii*), Federally Endangered, State Threatened, CRPR 1B.1
- San Diego button celery (*Eryngium aristulatum* var. *parishii*) Federally Endangered, State Endangered, CRPR 1B.1

Based on recent species records, the lack of suitable habitat, and the results of the field survey, none of the species identified above have the potential to occur

4.1.2 Special-Status Wildlife Species

According to the CNDDDB three-mile radius search, seventeen (17) special-status wildlife species are known to occur or have the potential to occur within the vicinity of the Study Area (Appendix A) and one additional special-status species was identified by the USFWs IPaC system. The following special-status wildlife species with records within three-miles of the Study Area that were reviewed are shown below:

- Quino checkerspot butterfly (*Euphydryas editha quino*) Federally Endangered
- Monarch butterfly (*Danaus plexippus*), Federal candidate
- coastal California gnatcatcher (*Polioptila californica californica*) Federally Threatened, CDFW SSC
- least Bell's vireo (*Vireo belli pusillus*) Federally Endangered, State Endangered
- white-tailed kite (*Elanus leucurus*) CDFW Fully Protected
- loggerhead shrike (*Lanius ludovicianus*) CDFW SSC
- burrowing owl (*Athene cunicularia*) CDFW SSC
- tricolored blackbird (*Agelaius tricolor*) State Threatened, CDFW SSC
- northern harrier (*Circus cyaneus*) CDFW SSC
- Western spadefoot (*Spea hammondi*), Proposed Federally Threatened, CDFW SSC
- Stephen's kangaroo rat (*Dipodomys stephensi*) Federally Threatened, State Endangered
- Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), CDFW SSC
- vernal pool fairy shrimp (*Branchinecta lynchi*) Federally Threatened
- Riverside fairy shrimp (*Streptocephalus woottoni*) Federally Endangered
- Southwestern pond turtle (*Actinemys pallida*) Federally Proposed Threatened, CDFW SSC
- Southern California legless lizard (*Anniella stebbinsi*) CDFW SSC
- red-diamond rattlesnake (*Crotalus ruber*) CDFW SSC
- coast horned lizard (*Phrynosoma blainvillii*) CDFW SSC

Of the eighteen (18) species reviewed, five special-status species, the monarch butterfly, white-tailed kite, loggerhead shrike, northern harrier, and the coast horned lizard have the potential to occur within the Study Area based on the presence of suitable habitat and documented observations.

Monarch Butterfly

The Monarch is a large butterfly that is currently a candidate species for listing under FESA. This species has a wide range of habitat types including prairies, meadows, grasslands, and even populated areas such as parks, neighborhoods, and back yards. Milkweed is the host plant for this species' larvae and is a requirement for suitable habitat. Large, mature trees for roosting are required for overwintering habitat requirements. During the habitat assessment, no milkweed was observed, nor were there any large mature trees in the Study Area that could provide overwintering habitat. However, there are large trees in the vicinity that could

provide roosting habitat. Any future potential for the species to occur is likely limited to flyovers as the site is lacking many of the qualities needed for suitable habitat. The species was not observed during the habitat assessment and is considered unlikely to occur.

White-tailed Kite

White-tailed kite is a CDFW fully protected species that can be observed in a variety of habitats including savannas, open woodlands, grasslands, and agricultural fields. The species prefers to nest in large trees in the open or on the edge of forests. While there are no large trees in the Study Area that would be considered suitable for nesting, they were observed in the vicinity. There is an open area in the Study Area and in the vicinity that could be utilized for foraging. While there are a few habitat components observed in the Study Area and immediate vicinity, there has been no record of this species within three miles of the airfield within the last 30 years. Any observation of the species is likely limited to a flyover. This species is considered unlikely to occur.

Loggerhead Shrike

Loggerhead shrike is a CDFW SSC that inhabits savannah; pinyon-juniper; Joshua tree and riparian woodlands; desert oases, scrub, and washes. It prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting. While the Study Area lacks the dense shrubs for nesting, there are open spaces for foraging and numerous fences and other structures that could be utilized for perching and impaling prey. According to CNDDDB records, the loggerhead shrike was last observed within three miles of the Study Area over 20-years ago. While some of the habitat components were observed within the Study Area, this species has a low probability of being found onsite and is unlikely to occur.

Northern Harrier

Northern harrier is a CDFW SSC that can be observed in a variety of habitats including coastal salt marshes, freshwater marshes, grasslands, and agricultural fields. The species nest on the ground in dense clumps of vegetation. There was no dense vegetation in the Study Area that would be considered suitable for nesting. There is an open area in the Study Area and in the vicinity that could be utilized for foraging. While there are a few habitat components observed in the Study Area and immediate vicinity, there has been no record of this species within three miles of the airfield within the last 30 years. Any observation of the species is likely limited to a flyover. This species is considered unlikely to occur.

Coast Horned Lizard

The coast horned lizard is a CDFW SSC that prefers open areas with sparse vegetation and sandy soils most often within grasslands and chaparral. This flat bodied lizard feeds mainly on ants and is most often found around ant hills, however, they have been known to feed on other invertebrates such as spiders and beetles. This lizard is most active during warm weather and will retreat to underground burrows during periods of cold or excessive heat. Many of the preferred habitat requirements for the coast horned lizard were observed during the habitat assessment including ant hills as potential food sources and inactive small mammal burrows for shelter. This species has been documented in the CNDDDB within three

miles of the Study Area over 15 years ago. Although the species was not observed during the habitat assessment, considering all factors above, there is a low probability of this species being observed in the Study Area and it is unlikely to occur.

4.1.3 Migratory Birds

Nesting birds are protected under CFGC and MBTA. The non-native grasslands and coastal sage scrub habitats observed within the Study Area could be used by numerous species of nesting birds protected under CFGC. Additionally, there are numerous structures near the laydown area and access entry points that could provide nesting opportunities. The survey was conducted inside of the nesting bird season (February 15 – August 31) and suitable nesting habitat was observed to be present within the Study Area.

4.2 Sensitive Plant Communities

According to the CNDDB one-mile radius search, no sensitive natural communities have been documented within the vicinity of the Study Area.

4.3 Critical Habitats

The Study Area is not located within USFWS-designated critical habitat (USFWS 2024).

4.4 Potentially Jurisdictional Areas

There were no potentially jurisdictional waterways or wetlands located within the Study Area.

5 Discussion and Conclusion

This section discusses the results of the literature and database review, the biological resource assessment, and jurisdictional delineation. Based on the literature and data review and the results of the biological resource assessment, and jurisdictional delineation, it is reasonable to conclude that there is minimal potential for special-status plant and/or wildlife species to occur within the Study Area. There were no non-wetland or wetland waters that would be considered jurisdictional observed within the Study Area. The criteria used to evaluate potential Project-related impacts to biological resources are presented in Section 2.3.

5.1 Special-Status Species

5.1.1 Special-Status Plant Species

The Study Area does not contain any of the habitat requirements including wetlands, saltmarshes, or riparian areas, for the 13 special-status plant species identified during the literature and database review. All special-status species are considered absent from the Study Area. No other special-status plant species were observed during the habitat assessment. The analysis of potential for occurrence is based on habitat suitability along with IPaC and CNDDDB occurrences within a three-mile radius.

5.1.2 Special-Status Wildlife Species

As discussed in Section 4.1.2, five (5) special-status animal species, the monarch butterfly white-tailed kite, loggerhead shrike, northern harrier and the coast horned lizard, are unlikely to occur in the Study Area based upon known ranges, habitat preferences for the species, and species occurrence records in the vicinity of the Study Area, as documented in the CNDDDB, IPaC, and other records. Milkweed, the primary food source for the Monarch butterfly larvae, was not observed during the habitat assessment. However, large, mature eucalyptus were observed in the vicinity of the Study Area that could provide overwintering habitat thus observation would likely be limited to a flyover. An open space for foraging was observed for the white-tailed kite, loggerhead shrike, and northern harrier, however, their preferred nesting and habitat type was not observed. Observation of these three avian species is likely limited to a flyover and is thus unlikely to occur. There is sparsely vegetated open space and ant hills, the primary food source, within the Study Area that would be preferred by the coast horned lizard, but lack of species records in the area and no observations during the site survey make this species unlikely to occur. No other special-status wildlife species or their sign was observed during the habitat assessment.

5.2 Potentially Jurisdictional Waterbodies

No wetland and non-wetland waters of the U.S., waters of the State, or CDFW streams and riparian habitat, occur within the Study Area.

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Appendix A: Special-Status Species Evaluation Tables

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Special-Status Plant Species in the Regional Vicinity of the Study Area

| Scientific Name Common Name | Status Fed/State ESA CRPR Rank | Habitat Requirements | Potential to Occur | Rationale |
|--|---|--|-----------------------|---|
| Plants | | | | |
| <i>Centromadia pungens</i> ssp. <i>laevis</i> smooth tarplant | None/None 1B.1 | Annual herb associated with a variety of habitats including meadows, seeps, playas, riparian woodland, and valley and foothill grasslands. This species is most often observed in alkaline soils at an elevation between 0-640m. Blooms Apr-Sep | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Navarretia fossalis</i> Spreading navarretia | Threatened/ None/1B.1 | Wetlands, vernal pools, and freshwater marshes. Elevation ranges from 30-1300m. Blooms from Apr-I - June | Absent | The Study Area lacks suitable habitat for the species. |
| <i>Brodiaea filifolia</i> thread-leaved brodiaea | Threatened/ Endangered 1B.1 | Perennial bulbiferous herb found in a variety of habitats including chaparral, cismontane woodland, coastal scrub, playas, vernal pools, and valley and foothill grasslands. This species is observed within clay soils at an elevation between 25-1,120m. Blooms Mar-Jun. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Ambrosia pumila</i> San Diego ambrosia | Endangered/ None 1B.1 | Occurs in freshwater wetlands, vernal pools, and occasionally in coastal sage scrub and chaparral. Elevation ranges from 50-600m. Blooms from April to July. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Dodecahema leptoceras</i> slender-horned spineflower | Endangered/ Endangered 1B.1 | Annual herb located along alluvial fans within chaparral, cismontane woodland and coastal scrub in sandy soils. Elevation ranges from 200-760m. Blooms Apr-Jun. | Absent | The Study Area lacks suitable habitat for the species. There are no documented observations of the species within three-mile of the Study Area. |
| <i>Orcuttia californica</i> California orcutt grass | Endangered/ Endangered 1B.1 | Occurs in wetlands, vernal pools, and riparian habitats. Elevation ranges from 15-700m. Blooms from April to August. | Absent | The Study Area lacks suitable habitat for the species. |

| Scientific Name Common Name | Status Fed/State ESA CRPR Rank | Habitat Requirements | Potential to Occur | Rationale |
|--|---|---|-----------------------|---|
| <i>Chorizanthe parryi</i> var. <i>parryi</i> Parry's spineflower | None/None 1B.1 | Annual herb found in openings in chaparral, cismontane woodland, coastal scrub and valley and foothill grassland in sandy or rocky soils. Elevation ranges from 275-1220m. Blooms Apr-Jun. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Harpagonella palmeri</i> Palmer's grapplinghook | None/None 4.2 | Annual herb often found in open grassy areas within chaparral, coastal scrub, valley and foothill grasslands in clay soils. Elevation ranges from 20-955m. Blooms Mar-May. | Absent | The Study Area does contain an open grassy area, however, it is not within any of the preferred habitat types.. |
| <i>Chorizanthe polygonoides</i> var. <i>longispina</i> long-spined spineflower | None/None 1B.2 | Typically found on clay lenses which are largely devoid of shrubs. Can be found on the periphery of vernal pool habitat and even on the periphery of montane meadows near vernal seeps. Found at elevations ranging from 30 to 1,530m. Blooming period is from April to July. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Allium munzii</i> Munz's onion | Endangered/ Threatened 1B.1 | Found in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Found at elevations ranging from 300 to 1,070 feet. Blooming period is from March to May | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Eryngium aristulatum</i> var. <i>parishii</i> San Diego button celery | Endangered/ Endangered 1B.1 | Coastal scrub, valley and foothill grassland, vernal pools; grows within San Diego mesa hardpan, claypan vernal pools, southern interior basalt flow vernal pools. Blooming period is from May to June. Found at elevations between 20-620 meters. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Calochortus weedii</i> var. <i>intermedius</i> intermediate mariposa lily | None/None 1B.2 | Coastal scrub, chaparral, valley and foothill grassland on rocky soil and rocky outcrops. Blooming period is from June to July. Found at elevations between 105-855 meters. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |

| Scientific Name Common Name | Status Fed/State ESA CRPR Rank | Habitat Requirements | Potential to Occur | Rationale |
|--|---|--|-----------------------|---|
| <i>Cryptantha wigginsii</i> Wiggins' cryptantha | None/None 1B.2 | Coastal scrub; typically grows in clay soils. Blooming period is from March to May. Found at elevations between 20-275 meters. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |

CRPR (CNPS California Rare Plant Rank)

1A=Presumed Extinct in California

1B=Rare, Threatened, or Endangered in California and elsewhere

2A=Plants presumed extirpated in California, but more common elsewhere

2B=Plants Rare, Threatened, or Endangered in California, but more common elsewhere

3=Review List: Plants about which more information is needed

4=Watch List: Plants of limited distribution

CRPR Threat Code Extension

.1=Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)

.2=Fairly endangered in California (20-80% occurrences threatened)

.3=Not very endangered in California (<20% of occurrences threatened)

Special Status Animal Species in the Regional Vicinity of the Project Site

| Scientific Name Common Name | Status Fed/State ESA/ CDFW | Habitat Requirements | Potential to Occur | Rationale |
|--|------------------------------------|--|-----------------------|---|
| Invertebrates | | | | |
| <i>Euphydryas editha quino</i> quino checkerspot butterfly | Endangered/ None/ None | Ranges from Southern California to Baja throughout a variety of habitats including grasslands, coastal sage scrub, chamise chaparral, red shank chaparral, juniper woodland and semi desert scrub. | Absent | The Study Area does not contain coastal sage scrub nor the preferred larval food vegetative species such as <i>Plantago</i> spp. |
| <i>Danaus plexippus</i> monarch butterfly | Candidate/ None/None | Monarchs are observed across North America where host plants occur. Host plant genera include <i>Asclepias</i> . | Unlikely to occur | There were no milkweed, the host plant for the species, observed within the Study Area. According to the CNDDB records, there were no recorded observations within three-miles of the Study Area. |
| Birds | | | | |
| <i>Polioptila californica californica</i> coastal California gnatcatcher | Threatened/ None SSC | Species occurs along the coast in highly fragmented habitat dominated by coastal sage scrub. Nests in sagebrush, often in gullies or drainages. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |
| <i>Vireo belli pusillus</i> least Bell's vireo | Endangered/ Endangered/ None | Found almost entirely in dense shrubs and trees in riparian woodland habitats in southern California. Nests in dense foliage in drainages | Absent | There are no riparian areas within the Study Area that would be required to support the species. |

| Scientific Name Common Name | Status Fed/State ESA/ CDFW | Habitat Requirements | Potential to Occur | Rationale |
|---|----------------------------------|---|-----------------------|---|
| <i>Elanus leucurus</i> white-tailed kite | None/None FP | Often observed in savannas, open woodlands, marshes, desert grasslands and agricultural fields. Nesting occurs in large trees in the open or edge of forests. | Unlikely to occur | There are open areas within the Study Area that could be used for foraging by the species. There are no large trees suitable for nesting. The CNDDDB does have a single observational recording within three miles of the Study area, however, the record is more than 30-years old. Observation likely limited to a flyover. |
| <i>Lanius ludovicianus</i> loggerhead shrike | None/None SSC | Prefers open habitats including desert scrub, chaparral and savannas. Frequently observed along roadsides and fence lines. Nests in thorny vegetation to deter predation. | Unlikely to occur | The Study Area contains some open grassland. There are numerous fences and posts for perching and impaling prey. There has been an observation recorded in the CNDDDB within three miles of the Study Area, although it is over 20 years old. No observations were made during the site survey. |
| <i>Athene cunicularia</i> burrowing owl | None/None SSC | Located in open areas with sparse vegetation including deserts, grasslands and urban environments. Nesting occurs in areas with high burrow densities associated with high mammal populations. | Absent | There is an open grassland area within the southwestern portion of the Study Area; however, no suitable burrows or observations of the species were made during the site survey. There has been an observation documented in CNDDDB, but it is over 30 years old and considered outdated. |
| <i>Agelaius tricolor</i> tricolored blackbird | None/ Threatened SSC | Found in a variety of habitats including annual grasslands, vernal pools, seasonal wetlands, agricultural fields, and riparian scrub habitats. The nest in colonies within areas that are highly accessible to water. | Absent | There are no riparian areas within the Study Area that would be required to support the species. |

| Scientific Name Common Name | Status Fed/State ESA/ CDFW | Habitat Requirements | Potential to Occur | Rationale |
|---|----------------------------------|---|-----------------------|---|
| <i>Circus cyaneus</i> northern harrier | None/None SSC | Coastal salt marshes, freshwater marshes, grasslands, and agricultural fields; occasionally forages over open desert and brushlands. | Unlikely to occur | There are open areas within the Study Area that could be used for foraging by the species. The CNDDDB does have a single observational recording within three miles of the Study area, however, the record is more than 30-years old. Observation likely limited to a flyover. |
| Amphibians | | | | |
| <i>Spea hammondi</i> western spadefoot | None/None SSC | Inhabits open areas with sandy or gravelly soils in forests, grasslands, coastal sage scrub, chaparral, river floodplains and mountains. Breeding occurs after heavy rains in shallow pools. | Absent | There are no sandy or gravelly open areas within the Study Area. There were no pools of water within the Study Area despite recent rains. |
| Mammals | | | | |
| <i>Dipodomys stephensi</i> Stephens' kangaroo rat | Endangered/ Threatened | Species prefers open habitat with less than 50% protective cover. Require soft, well-drained substrate for constructing burrows and are typically found in areas with sandy soils. | Absent | The site does have less than 50% protective cover, but this is due to regular maintenance from the airport. The soils were not sandy and thus not suitable for the species. In addition, the single observation recorded in the CNDDDB is 25 years old and considered outdated. |
| <i>Chaetodipus fallax fallax</i> northwestern San Diego pocket mouse | None/None SSC | Found in a variety of habitats ranging from chaparral and grasslands to forests and deserts. The species requires low growing vegetation and rocky outcroppings as well as sandy soils for burrowing. | Absent | Low growing vegetation does exist within the Study Area, however, this is due to regular maintenance from the airport. No other habitat requirements were observed in the Study Area. |

| Scientific Name Common Name | Status Fed/State ESA/ CDFW | Habitat Requirements | Potential to Occur | Rationale |
|---|--|---|-----------------------|---|
| Crustaceans | | | | |
| <i>Branchinecta lynchi</i> vernal pool fairy shrimp | Threatened/ None/None | Scattered throughout the Central Valley, this species inhabits vernal pools as small as a large puddle up to small lakes, but most often can be observe in grassland pools. | Absent | There are no vernal pools within the Study Area. According to the CNDDDB records, there are no occurrences within three miles of the Study Area. |
| <i>Streptocephalus woottoni</i> Riverside fairy shrimp | Endangered/ None/None | Vernal pools, non-vegetated ephemeral pools | Absent | There are no vernal pools or ephemeral pools within the Study Area. According to the CNDDDB records, there are no occurrences within three miles of the Study Area. |
| Reptiles | | | | |
| <i>Actinemys pallida</i> southwestern pond turtle | Proposed Threatened/ None SSC | Located in ponds, lakes, rivers, streams, and marshes with dense vegetation. Require exposed banks for basking and nesting. | Absent | There are no aquatic habitats in the Study Area that would be considered suitable habitat for the species. |
| <i>Anniella stebbinsi</i> Southern California legless lizard | None/None SSC | Species found in moist, loose soil under leaf litter, rocks, and downed logs. Present in beach dunes, chaparral, woodlands, desert scrub and sandy stream banks. | Absent | The Study Area does not contain any areas with down logs or leaf piles within an area of high moisture. No observations of the required habitat or species were observed. |
| <i>Crotalus ruber</i> red-diamond rattlesnake | None/None SSC | Commonly associated with chaparral in foothills, coastal sage scrub, oak and pine woodlands, and desert scrub containing large rocks or boulders. | Absent | The Study Area lacks what would be considered suitable habitat for the species. |

| Scientific Name Common Name | Status Fed/State ESA/ CDFW | Habitat Requirements | Potential to Occur | Rationale |
|---|----------------------------------|--|-----------------------|---|
| <i>Phrynosoma blainvillii</i> coast horned lizard | None/None SSC | Prefers open areas with sparse vegetation and sandy soils. Found in grasslands, coniferous forests and chaparral. Frequently observed feeding near ant hills. | Unlikely to occur | Few of the habitat components required by the species were observed during the site assessment including sparse vegetation. The site is lacking the required sandy soils. |

Appendix B: Site Photographs

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Date & Time: Thu, Feb 15, 2024 at 10:30:05 PST
Position: +033.576570° / -117.129973° (±8.2ft)
Altitude: 1336ft (±7.9ft)
Datum: WGS-84
Azimuth/Bearing: 006° N06E 0107mils Magnetic (±11°)
Elevation Angle: -03.5°
Horizon Angle: -02.3°
Zoom: 0.5X
F70



Study Area - View North

Date & Time: Thu, Feb 15, 2024 at 10:30:31 PST
Position: +033.576731° / -117.129793° (±15.6ft)
Altitude: 1335ft (±11.0ft)
Datum: WGS-84
Azimuth/Bearing: 287° N73W 5102mils Magnetic (±11°)
Elevation Angle: -00.5°
Horizon Angle: +00.6°
Zoom: 0.5X
F70



Study Area - View Northwest

Date & Time: Thu, Feb 15, 2024 at 10:32:06 PST
Position: +033.577363° / -117.130325° (±15.5ft)
Altitude: 1341ft (±11.1ft)
Datum: WGS-84
Azimuth/Bearing: 005° N05E 0089mils Magnetic (±11°)
Elevation Angle: +00.2°
Horizon Angle: -00.3°
Zoom: 0.5X
F70



Study Area - View North

Date & Time: Thu, Feb 15, 2024 at 10:33:09 PST
Position: +033.577767° / -117.130773° (±15.5ft)
Altitude: 1335ft (±11.1ft)
Datum: WGS-84
Azimuth/Bearing: 091° S89E 1618mils Magnetic (±11°)
Elevation Angle: -00.7°
Horizon Angle: -01.1°
Zoom: 0.5X
F70



Study Area - View East

Date & Time: Thu, Feb 15, 2024 at 10:34:15 PST
Position: +033.576109° / -117.130118° (±15.5ft)
Altitude: 1336ft (±11.1ft)
Datum: WGS-84
Azimuth/Bearing: 187° S07W 3824mils Magnetic (±11°)
Elevation Angle: +00.0°
Horizon Angle: -00.1°
Zoom: 0.5X
F70



Study Area - View West

Date & Time: Thu, Feb 15, 2024 at 10:35:54 PST
Position: +033.577476° / -117.129515° (±15.5ft)
Altitude: 1333ft (±11.1ft)
Datum: WGS-84
Azimuth/Bearing: 276° N84W 4907mils Magnetic (±11°)
Elevation Angle: -01.5°
Horizon Angle: +00.9°
Zoom: 0.5X
F70



Study Area - View Northwest

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Appendix C: Plant and Wildlife Observations

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Plant Species Observed Within the Study Area

| Scientific Name | Common Name |
|-----------------------------------|-------------------------|
| ANGIOSPERMS (EUDICOTS) | |
| <i>Oncosiphon pilulifer</i> * | stinknet |
| <i>Ambrosia psilostachya</i> | ragweed |
| <i>Corethrogyne filaginifolia</i> | common sandaster |
| <i>Gazania linearis</i> * | Treasure flower |
| <i>Centaurea melitensis</i> * | Maltese star thistle |
| <i>Heterotheca grandiflora</i> | telegraph weed |
| BRASSICACEAE | MUSTARD FAMILY |
| <i>Brassica nigra</i> * | black mustard |
| CHENOPODIACEAE | GOOSEFOOT FAMILY |
| <i>Salsola tragus</i> * | Russian thistle |
| GERANIACEAE | GERANIUM FAMILY |
| <i>Erodium cicutarium</i> * | redstem filaree |
| ANGIOSPERMS (MONOCOTS) | |
| POACEAE | GRASS FAMILY |
| <i>Bromus tectorum</i> * | cheatgrass |
| <i>Bromus diandrus</i> * | ripgut grass |
| <i>Bromus rubens</i> * | red brome |
| ARECACEAE | PALM FAMILY |
| <i>Washingtonia robusta</i> * | Mexican fan palm |

*Non-Native Species, +Ornamental, Unlikely to be Invasive

Wildlife Species Observed Within the Study Area

| Scientific Name | Common Name | Status | Native or Introduced |
|---------------------------------|----------------------------|--------|----------------------|
| Birds | | | |
| <i>Haemorhous mexicanus</i> | house finch | None | Native |
| <i>Zenaida macroura</i> | mourning dove | None | Native |
| <i>Calypte anna</i> | Anna's hummingbird | None | Native |
| <i>Sturnus vulgaris</i> | European starling | None | Introduced |
| <i>Falco sparverius</i> | American kestrel | None | Native |
| <i>Corvus brachyrhynchos</i> | American crow | None | Native |
| <i>Mimus polyglottos</i> | northern mockingbird | None | Native |
| <i>Passer domesticus</i> | house sparrow | None | Introduced |
| <i>Sayornis nigricans</i> | black phoebe | None | Native |
| Mammals | | | |
| <i>Otospermophilus beecheyi</i> | California ground squirrel | None | Native |

APPENDIX D

CULTURAL RESOURCES ASSESSMENT

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Cultural Resource Assessment for the Air Traffic Control Tower at the French Valley Airport Riverside County, California

Jessica Cochrane

Prepared By



Applied EarthWorks, Inc.
3550 East Florida Avenue, Suite H
Hemet, CA 92544-4937

Prepared For

Mead & Hunt, Inc.
180 Promenade Circle, Suite 240
Sacramento, CA 95834

October 2024

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MANAGEMENT SUMMARY

The Riverside County Economic Development Agency's Aviation Division (EDA) proposes development of an air traffic control tower and associated parking and utilities at the French Valley Airport (Project) near Murrieta, Riverside County, California. The proposed Project will require approval from the Federal Aviation Administration (FAA) and is a federal undertaking pursuant to Section 106 of the National Historic Preservation Act. Under contract to Mead & Hunt, Inc., Applied EarthWorks, Inc. (Æ) conducted a cultural resource assessment of the Project's Area of Potential Effects (APE) in accordance with Title 36 Code of Federal Regulations, Part 800. The FAA is the lead agency for Section 106 compliance, and Riverside County Economic Development Agency's Aviation Division is the lead agency for the purposes of the California Environmental Quality Act.

The purpose of the investigation was to determine whether the Project would affect historic properties or historical resources in the APE eligible for nomination to or listed on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), as appropriate. This report summarizes the methods and results of the cultural resource assessment of the APE. Æ's assessment includes a records search and literature review, a Sacred Lands File search with the Native American Heritage Commission (NAHC), and an archaeological survey of the 3.9-acre APE.

The Eastern Information Center of the California Historical Resources Information System ceased operations indefinitely as of June 2024. Consequently, Æ completed an in-house literature and records search on August 22, 2024. The results of the review indicated 34 cultural resources have been documented within a 1-mile radius of the APE. None of these resources are within the APE.

Æ Senior Archaeologist Andrew DeLeon completed an intensive pedestrian archaeological survey of the APE on August 23, 2024. No cultural resources were observed within the APE. The APE is entirely disturbed with evidence of recent plowing with heavy equipment, the original construction of the French Valley Airport, and a modern brick structure in the southern portion of the APE. Ground visibility was poor, due to extensive weed growth and various grasses. Given these conditions, there is a low likelihood that archaeological deposits or features will be found during construction; therefore, Æ recommends no further cultural resource management within the APE.

Results of the NAHC file search and Native American contact list are included to assist the FAA and Riverside County EDA with their consultation efforts.

Field notes documenting the current investigation are on file at Æ's Hemet office. A copy of this report will also be submitted to the appropriate forthcoming information center, once established for Riverside County.

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APPENDIX

A Sacred Lands File Search

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1

INTRODUCTION

The Riverside County Economic Development Agency's Aviation Division (EDA) proposes the development of an air traffic control tower and associated parking and utilities within the French Valley Airport (Project) near Murrieta, Riverside County, California. The Project will require approval from the Federal Aviation Administration (FAA) and is a federal action pursuant to the National Historic Preservation Act (NHPA). The FAA is the lead agency for compliance with Section 106 of the NHPA. The Project also requires discretionary approval from the EDA and is therefore subject to the requirements of CEQA. EDA is the lead agency for compliance with CEQA. Under contract to Mead & Hunt, Inc., Applied EarthWorks, Inc. (Æ) conducted a cultural resource assessment of the Project's Area of Potential Effects (APE) in accordance with Title 36 Code of Federal Regulations (CFR), Part 800.

Æ Principal Investigator Joan George (B.S., Registered Archaeologist 28093) was responsible for overall quality control for the Project and Æ Senior Archaeologist Andrew DeLeon (M.A., Registered Professional Archaeologist 17087) served as project manager. The report was compiled and written by Æ Staff Archaeologist Jessica Cochrane (B.A.). DeLeon completed the field survey.

For the purposes of this study, the Area of Potential Effects (NHPA term) encompasses the Project Area Limits (CEQA term). Consequently, "APE" is used throughout the remainder of this report.

1.1 PROJECT LOCATION AND DESCRIPTION

The Project is within the southwestern portion of the community of French Valley in Riverside County (Figure 1-1). Specifically, the Project is mapped within Section 7, Township 7 South, Range 2 West, as shown on the U.S. Geological Survey (USGS) Murrieta, California, 7.5-minute topographic quadrangle map (Figure 1-2). The elevation is approximately 1,420 feet above mean sea level.

The proposed tower site is east of Sky Canyon Drive and south of Sparkman Way, near Murrieta, California. The primary objective of the construction of the Project is to enhance aviation safety through improved communication and operational efficiency. The Project site covers an approximate area of 3.9 acres, with the air traffic control tower occupying 0.5 acres. The FAA has designated Site No. 1 as the optimal location for the construction of a 448-square-foot hexagonal tower, which will stand at a height of 93 feet, offering unobstructed views of both ends of the runway. The maximum depth of ground disturbance during the construction phase is not expected to exceed 6 feet.

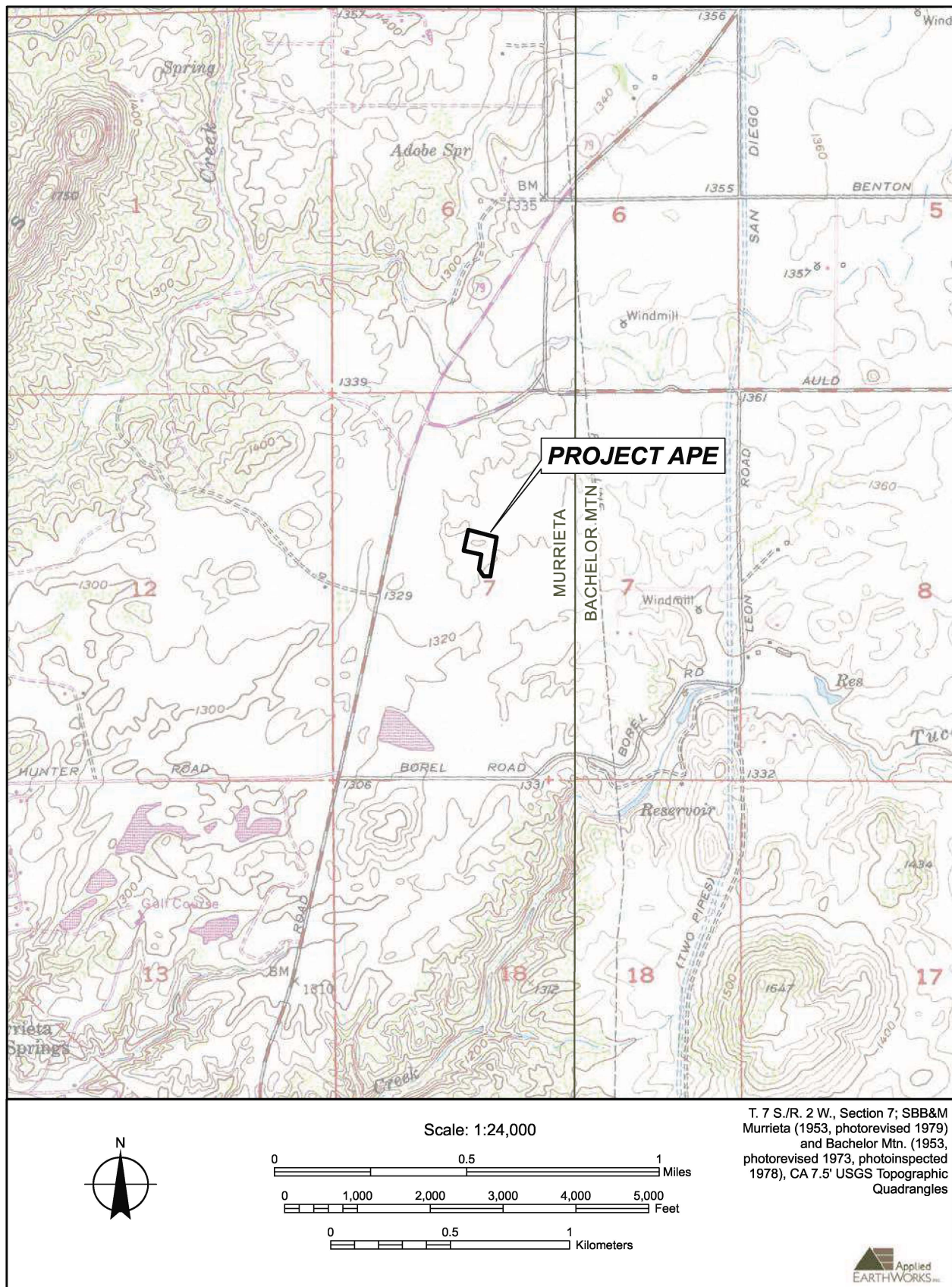


Figure 1-2 Project location on USGS Murrieta 7.5-minute topographic quadrangle.

1.2 REGULATORY CONTEXT

1.2.1 Federal Laws and Regulations

Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties. A historic property as defined in 36 CFR 800.16(l)(1) means any precontact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Undertakings include any federally funded, licensed, or permitted project (36 CFR 800.16[y]): In the context of a federally permitted undertaking, such as this Project, a historic property generally is at least 50 years old and meets one or more of the four NRHP criteria of historic significance:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history;
- B. That are associated with the lives of persons significant in our past;
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important to prehistory or history.

In order to be eligible for nomination to the NRHP, the historic property also must possess integrity of location, design, setting, materials, workmanship, feeling, and association (36 CFR 60.4), so that it is considered a good representative of a significant historical theme or pattern. A consultant's role is to render a professional recommendation rather than an administrative determination of NRHP eligibility. In the case of this Project, the FAA in consultation with the State Historic Preservation Officer (SHPO) and Native American tribes, if applicable, will determine NRHP eligibility. If the SHPO, tribes, and FAA disagree about a resource's NRHP eligibility, the Advisory Council on Historic Preservation (ACHP) or the Keeper of the NRHP may become involved in the eligibility determination process, if requested.

If a cultural resource is determined to be an eligible historic property under 36 CFR 60.4, then Section 106 requires that the effects of the proposed undertaking be assessed and considered in planning the undertaking. According to 36 CFR 800, "Regulations of the ACHP Governing the Section 106 Review Process," the lead agency, the SHPO or the Tribal Historic Preservation Officer, and ACHP:

should be sensitive to the special concerns of Indian tribes in historic preservation issues, which often extend beyond Indian lands to other historic properties. When an undertaking may affect properties of historic value to an Indian tribe on non-Indian lands, the consulting parties shall afford such tribe the opportunity to participate as interested persons. Traditional cultural leaders and other Native Americans are considered interested persons with respect to undertakings that may affect historic properties of significance to such persons [36 CFR 800:3].

1.2.2 State Laws and Regulations

The Project also requires discretionary approval from the EDA and is therefore subject to the requirements of CEQA. The CEQA Statute and Guidelines directs lead agencies to determine whether a project will have a significant impact on historical resources. A cultural resource considered “historically significant” is considered a “historical resource,” if it is over 50 years of age and is included in a local register of historical resources or is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR) under any one of the following criteria (Title 14, California Code of Regulations [CCR], Section 15064.5):

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Compliance with CEQA’s cultural resource provisions typically involves several steps. Briefly, archival research and field surveys are needed, and identified cultural resources are inventoried and evaluated in prescribed ways. Precontact and historical archaeological sites, as well as standing structures, buildings, and objects deemed historically significant and sufficiently intact (i.e., historical resources), must be considered in project planning and development.

A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]) and the lead agency is responsible for identifying potentially feasible measures to mitigate significant adverse changes in the significance of a historical resource (14 CCR 15064.5[b]4).

1.3 AREA OF POTENTIAL EFFECTS

The APE encompasses 3.8 acres within the existing French Valley Airport and consists of the Project footprint plus an approximately 15-meter-wide buffer around the Project area. The maximum depth is 6 feet.

1.4 REPORT ORGANIZATION

This report documents the results of a cultural resource investigation of the APE. Chapter 1 described the Project and its location, defined the scope of this study, stated the regulatory context, and defined the APE. Chapter 2 presents the natural and cultural setting of the APE and the surrounding region. Chapter 3 summarizes the results of the archaeological literature review and records search and the Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC). Chapter 4 provides the cultural resource survey methods and results.

Cultural resource management recommendations are included in Chapter 5, followed by references in Chapter 6. Results of the SLF search are included in Appendix A.

2 SETTING

This chapter describes the precontact, ethnographic, and historical setting of the APE to provide a context for understanding the nature and significance of cultural resources identified throughout the region. Precontact, ethnographically, and historically, the nature and distribution of human activities in the region have been affected by such factors as topography and the availability of water and natural resources. Therefore, prior to a discussion of the cultural setting, the environmental setting of the area is summarized below.

2.1 ENVIRONMENTAL SETTING

The APE is situated near the west end of the Peninsular Ranges physiographic province within the Perris Block, bounded to the west by the Elsinore fault zone and on the east by the San Jacinto fault zone. The Perris Block is an internally unfaulted, eroded mass of rocks associated with the Southern California Batholith and older metasedimentary basement rocks. The Southern California Batholith is a massive geological intrusion that ranges in composition from gabbro to quartz monzonite (Baird and Miesch 1984) and dates mostly to early Upper Cretaceous time (Gastil 1999). The central zone of the Peninsular Ranges batholith appears to have begun uplifting also during the Upper Cretaceous (Wetmore et al. 2003), and it continued into the following Cenozoic Era (USGS 2018).

The APE is in an inland region separated from the Pacific Coast by the Santa Ana Mountains to the west; to the east, the San Jacinto and Santa Rosa mountains separate the region from the hyper-arid Colorado Desert. Based on values from Elsinore, Sun City, and Hemet (Western Regional Climate Center 2005), mean annual precipitation in the study area is about 9.9–10.9 inches, with 85–92 percent of that amount falling between November through April. Based on values from Vista 1 NE (near Oceanside), Laguna Beach, and Newport Beach (Western Regional Climate Center 2005), mean annual precipitation on the coast, which is west of the Santa Ana Mountains, ranges from 11.7 to 13.6 inches, suggesting a modest rain shadow effect on the lee of these mountains. However, coastal meteorological stations are near sea level, whereas elevations on the valley floor in the Project region range from 1,485 to 1,812 feet. Therefore, considering that precipitation increases with elevation, the rain shadow to the east of the Santa Ana Mountains is more pronounced than may first be apparent.

Vegetation throughout the region is grouped within four major plant communities: Riversidean alluvial fan sage scrub (the interior variant of the coastal sage scrub community), valley grassland, southern arroyo willow riparian, and chamise chaparral (Barbour and Wirka 1997; Holland 1986; Sawyer and Keeler-Wolf 2009; U.S. Fish and Wildlife Service 2021). Depending upon elevation and climate, various species from these communities were available for harvest from early spring until winter, and the leaves, stems, seeds, fruits, roots, and tubers from many of these plant species formed an important subsistence base for the Native American inhabitants of the region (Bean and Saubel 1972; Hyde and Elliott 1994), while also contributing important raw materials for baskets, cordage, and other crafted items.

2.2 PRECONTACT SETTING

The precontact history of inland Southern California is less thoroughly understood than that of the adjacent desert and coastal regions. This is partially a result of historical circumstances, such as ease of access, the location of universities, and public versus private land ownership, and partly due to the nature of archaeological research in these interior valleys and mountains of Southern California (Goldberg and Arnold 1988). In the absence of absolute chronological indicators for inland sites, researchers generally employ typological cross-dating from either coastal or desert sequences, often as the sole means for assigning age to archaeological sites within the interior valleys, including the APE.

Two large reservoir projects, the Perris Reservoir project (O'Connell et al. 1974) and the Eastside Reservoir Project (ESRP) (Goldberg et al. 2001), generated large data sets to provide a basis for resolving some of these regional problems. It is difficult to extrapolate the geographic extent of the precontact cultural patterns discerned from excavations at these two reservoirs, which are 12 miles apart in central western Riverside County. The ESRP is 7 miles northeast of the Project, and it is almost certain that precontact patterns within the APE are similar to those discerned for the ESRP studies.

As a consequence, this discussion of the Project's precontact cultural setting is drawn from the cultural sequence developed for the ESRP. This chronology was based first on artifact cross-dating, and then refined with radiocarbon and obsidian hydration dates (Onken and Horne 2001; Robinson 1998, 2001); however, the ESRP chronology draws heavily on a cultural sequence defined by Warren (1984) for Southern California, which is based largely on archaeological work conducted in the Colorado and Mojave deserts. Because Warren's chronology used period names that suggest links to the Mojave, these were replaced in the ESRP chronology by value neutral terms. Because no sites dating to the Paleoindian Period (ca. 12,000–9500 before present [B.P.]) have been documented within the region, the discussion below begins with the Early Archaic Period.

2.2.1 Early Archaic Period (circa 9500–7000 B.P.)

During this period, the environment of the interior deserts was more favorable for human occupation than the cismontane valleys of Southern California, where the Project is located. Populations in the interior valleys would have been tethered to the few reliable, drought-resistant water sources such as Lake Elsinore, Mystic Lake, and possibly the Cajalco Basin. In general, small, highly mobile groups traveled widely, using highly portable tool kits to procure and process critical resources, with brief and anticipated intervals of seasonal sedentism near predictable water locations. Due to isolated locations where the conditions for occupation were met, Early Archaic sites are rare compared to later periods of prehistory (Goldberg et al. 2001; Grenda 1997; Horne and McDougall 2008; McDougall 1995).

2.2.2 Middle Archaic Period (circa 7000–4000 B.P.)

A gradual transition from wet pluvial conditions to arid desert conditions during the Early Holocene marks the transition to the Middle Archaic Period. Middle Archaic sites in Southern California include two in the ESRP, one at Lake Elsinore, the Stahl Site in Owens Valley, desert

sites in Death Valley, Salt Springs, and Pinto Basin in Joshua Tree National Park. Middle Archaic sites are associated with the margins of pluvial lakes and with now-extinct springs. Pinto-series projectile points, a type of basally-notched or bifurcate base dart point, are the most distinctive artifact type of this period (Justice 2002). Other artifacts found at Middle Archaic sites include leaf-shaped bifacial knives; split-cobble choppers and scrapers; scraper-planes; and small milling slabs and manos. With a few exceptions in the ESRP area and the Stahl Site, most sites of this age are small surface deposits of lithic artifacts suggestive of temporary and perhaps seasonal occupation by small groups of people.

2.2.3 Late Archaic Period (circa 4000–1500 B.P.)

The Late Archaic Period was one of cultural intensification coinciding with the Little Pluvial, a period when increased moisture allowed for more extensive occupation of the region. Sedentism likely increased during this period, with large occupation sites located adjacent to permanent water sources such as perennial springs and streams. Projectile points diagnostic of this period include Humboldt, Gypsum, and Elko-series dart points (Warren 1984), although Rose Spring arrow points appeared late within this period in the deserts. The mortar and pestle, used for processing acorns and hard seeds, also first appeared. A warming and drying trend began around 2100 B.P., leading to intensification of use of certain resources (Goldberg et al. 2001).

2.2.4 Saratoga Springs Period (circa 1500–750 B.P.)

Occupants of the region continued to adapt to the arid environment in the deserts (Warren 1984). Lake Cahuilla likely refilled the Coachella Valley around 1450 B.P. and was the focus of exploitation of fish and wetland resources. Occupation around large local water sources declined as these dried, however, and people became tethered to springs (Goldberg et al. 2001). Cultural trends continued from the Late Archaic Period, as Saratoga Springs projectile points, associated with early use of the bow and arrow, appeared. The sparse assemblages found within the region, however, obscure the timing of local adoption of bow and arrow technology (Goldberg et al. 2001). Shoshonean language speakers likely moved into Southern California at this time. Brown and Buff Ware pottery first appeared on the lower Colorado River at about 1200 B.P. and started to diffuse across the California deserts by about 1100 B.P. (Moratto 1984). The warmer and drier Medieval Warm Period set in throughout the Southwest by about 1060 B.P. (Stine 1994; Warren 1984), and led to the withdrawal of Native American populations from marginal desert areas.

2.2.5 Late Precontact Period (circa 750–410 B.P.)

A period of lower temperatures and increased precipitation known as the Little Ice Age resulted in increased resource productivity in the region and subsequent population increase. Cottonwood Triangular points appear in inland assemblages and Obsidian Butte glass became much more common (Goldberg et al. 2001). Lake Cahuilla began to recede (Waters 1983), and the large Patayan populations occupying its shores moved westward to areas such as Anza Borrego, Coyote Canyon, the Upper Coachella Valley, the Little San Bernardino Mountains, and the San Jacinto Plain (Wilke 1976). The final recession of Lake Cahuilla, which had occurred by approximately 400 B.P., resulted in a population shift away from the lakebed into the Peninsular Ranges to the west and the Colorado River regions to the east.

2.2.6 Protohistoric Period (circa 410–180 B.P.)

Sedentism intensified during the Protohistoric Period. Increased hunting with bow and arrow and widespread exploitation of acorns, other hard nuts, and berries (indicated by the abundance of mortars and pestles) provided reliable and storable food resources. Reliable food sources likely prompted the establishment of small, completely sedentary villages with resource catchment areas around them (True 1966, 1970). Ceramic technology first appeared in the region around 350 B.P. Cottonwood Triangular points were supplemented by Desert Side-notched points. This period ended in 1769 A.D. when Spanish settlement began in Upper California.

2.3 ETHNOGRAPHIC SETTING

Based on information passed down from Tribal elders, published academic works in the areas of anthropology, history, and ethnohistory, and through recorded ethnographic and linguistic accounts (Kroeber 1925; Smith and Freers 1994; Strong 1929; Vane 2000), the Project lies within the ancestral cultural territory of the Luiseño. However, the area may also have been occupied by the Cahuilla due to population shifts in the historical era (Bean 1978). Both of these tribes speak languages of the Takic branch of the Shoshonean family, part of the larger Northern Uto-Aztecan language stock.

Luiseño territory in ethnographic times encompassed a stretch of the California coast and included most of the drainage of the San Luis Rey and Santa Margarita rivers. Inland, Luiseño territory extended south from Santiago Peak, including the Elsinore and Temecula valleys, and extended farther south to Mount Palomar and the San Jose Valley, then west to the coast at Agua Hedionda Creek. The coastal territory of the Luiseño extended north to near San Mateo Creek in Orange County (Bean 1978). Elders of the Pechanga Band of Indians add that the Temecula/Pechanga people had usage or gathering rights to an area extending from Rawson Canyon on the east to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla Range back to Rawson Canyon.

Ethnographically, Cahuilla territory spanned from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, the San Jacinto Plain as far as Riverside, and the eastern slopes of Palomar Mountain to the west (Bean 1978).

2.3.1 The Luiseño Lifeway

The lifeways of the Luiseño, the most likely inhabitants of the area based on current ethnographic data, are described below. This description is derived primarily from Bean (1978) and Bean and Vane (2001) and is also applicable to the Cahuilla lifeway.

Prior to the Mission Period (prior to 1769), the Luiseño and Cahuilla organized themselves in patrilineal clans composed of 3 to 10 lineages, each distinctly different, named, and claiming a common genitor, with one lineage recognized as the founding lineage (Bean 1978; Bean and Vane 2001). Clans occupied a large territory in which each lineage owned a village site and specific resource areas. Clan lineages cooperated in large communal subsistence activities (including animal drives, hunts, and controlled burns) and in performing rituals.

The Luiseño and Cahuilla were, for the most part, hunters, collectors, and harvesters. Clans were apt to occupy land in valley, foothill, and mountain areas, providing them with the resources of many different ecological niches. Individual lineages or families owned specific resource areas within the clan territory. Although any given village had access to only some of the necessary resources, briskly flourishing systems of trade and exchange gave them access to neighboring and distant resources. Rules that forbade marriage to anyone related within five generations or belonging to the same moiety ensured that everyone had relatives living in many ecozones; this was an important arrangement because relatives were invited to ceremonies where the gift exchanges provided a way for drought-stricken groups to get food in return for treasure goods.

The Luiseño and Cahuilla, like other California Indians, understand the universe in terms of power, which they believed to be sentient and to have will. In their view, power is the principal causative agent for all phenomena. Unusual natural phenomena are viewed as especially sacred, being the repositories of concentrations of power. Mountain tops are held sacred, as are unusual rock formations, springs, and streams. Rock art sites are sacred, having been the sites of ceremonies. Burial and cremation sites are also sacred, as are many other places of residual power. In addition, various birds, but especially eagles, condors, hawks, and other birds of prey and their symbolic representations, are revered as sacred beings of great power and were sometimes killed ritually and mourned in mortuary ceremonies similar to those for human elites. For this reason, bird cremation sites are also sacred.

Murrieta Hot Springs, located approximately 2 miles southwest of the APE, is considered an important location that has cultural and religious significance to the Luiseño people. *Wuyóot*, the father of the Luiseño, was the last of the First People (*Káamalan*) who possessed all forms of 'ayelkwish, or knowledge-power, and distributed it throughout creation at his death, “producing a residual knowledge in the landscape that can still be discovered today by those capable of understanding it” (Curti 2013). Harrington (1933), Boscana (1978), and Du Bois (1908) noted that when *Wuyóot* falls ill, he travels to various hot springs (including Murrieta Hot Springs) in the area, in hopes of being cured.

Because of these strong beliefs, rituals were (and continue to be) a constant factor in the life of Native American individuals. Some rituals were scheduled and routine (e.g., birth, puberty, death, mourning, and the eagle ritual and first rites), whereas others were sporadic and situationally performed (e.g., deer ceremony, bird dance, enemy songs, and the rain ritual) (Bean and Vane 2001:VII.A-3-10).

2.4 HISTORICAL SETTING

The history of the region provides a context for understanding local settlement from mission lands to the development of the modern urban landscape. It is the basis for the identification of the historical property types constructed during this period, and the evaluation of their significance as historical resources. The following California history is based on discussions in Beedle et al. (2010) and Mills et al. (2020). Relevant historical information for the Project region is based on Brackett (1939), Gunther (1984), San Jacinto Valley Genealogical Society (1989), Rawls and Bean (1998), Robinson (1957), and Rolle (1978).

2.4.1 California History

Exploration of the California coast in the sixteenth and seventeenth centuries was the basis for the Spanish claim to the region. In the eighteenth century, Spain recognized that to strengthen its claim, it would have to settle Alta California to preclude encroachment by the Russians and British. Therefore, in the latter half of the eighteenth century, Spain and the Franciscan Order founded a series of pueblos (towns), presidios (military camps), and missions (religious centers) along the California coast, beginning at San Diego in 1769.

In 1821, Mexico opened the ports of San Diego and Monterey to foreign trade (Crouch et al. 1982:200). American ships docked at California ports to purchase tallow and hides, known as California banknotes. Americans also settled in California, some of them becoming citizens and owners of large ranchos. Conflicts between the Californios and the central government in Mexico City led to a series of uprisings culminating in the Bear Flag Revolt of June 1846. However, Mexican control of California had effectively ended the year before, when the Californios expelled Manuel Micheltorena, the last Mexican governor.

With the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican American War, California entered into the American Period and, in 1850, became the 31st state in the Union. During the late 1840s, there began the decline of old California's cattle ranching industry, which for over half a century represented the currency and staple of the rancho system. By the 1850s to 1860s, cattle ranching in the general region had greatly declined, and ranchos changed ownership regularly. In 1852, San Diego organized into a county; in 1853, San Bernardino followed suit. Riverside County would be formed in 1893, carved out of portions of San Bernardino and San Diego counties, with the city of Riverside as the county seat.

During the 1880s and 1890s, as in other areas surrounding the Riverside Colony, irrigation canals were built, and the regional citrus industry took root. The arrival of reliable water sources coincided with the arrival of a second transcontinental railroad. In 1882, construction of a competing rail line into Southern California, known as the California Southern Railway, was under way, financed by the Atchison, Topeka, and Santa Fe Railway Company (AT&SF). The line of a Santa Fe subsidiary was built from San Diego to the site of Perris and on to Riverside and San Bernardino in 1882. A second Santa Fe subsidiary, the Atlantic and Pacific Railroad, extended a line west from Albuquerque, then connected San Bernardino and Los Angeles; this connection was opened as of May 1887. The eastern United States was now readily accessible via Los Angeles. The establishment of a second competing railway line from the Midwest to Los Angeles in 1886 triggered a land boom in Southern California during the late 1880s, which brought substantial settlement to the region.

2.4.2 Settlement and Development of Murrieta and Vicinity

The town of Murrieta is named after Juan Murrieta, a prominent local sheep rancher who had settled in the region in the 1870s with his older brother, Ezequiel. They purchased 52,000 acres of the Temecula and Pauba ranchos in a partnership with Domingo Pujol and Francisco Sanjurjo (Curran et al. 2006:7). The two ranchers moved their flock of 100,000 sheep to the area from central California after discovering the lush valley in 1872, but by 1876, the partnership dissolved, and the land was divided. Ezequiel Murrieta then sold his land to the California

Southern Railroad in 1882 and returned to Spain. Juan Murrieta sold all but 1,000 acres of his ranch to the Temecula Land and Water Company and moved his family to Los Angeles. The Temecula Land and Water Company originally laid out and named the town “Murrietaville,” founding it in 1884 at the height of the Southern California land boom.

In 1882, the Southern California Railroad laid tracks through the Temecula Valley and Temecula Canyon, linking the area to the company’s coastal and southern transcontinental route. The town grew quickly with businesses and residents, and by 1890, Murrieta’s population had reached 800 (Curran et al. 2006:7). The Murrieta Old Town area, bounded by Kalmia Street, Adams Avenue, Ivy Street, and the abandoned AT&SF alignment, marks the boundaries of the original townsite.

Development of the railroad made the export of local grain and other farm products economically more feasible, and the availability of railroad transport coincided with a decade of relatively wet winters in the late 1880s and early 1890s, which encouraged local agricultural settlement by newcomers from other parts of the country. Grain production was the predominant agricultural activity of the region in the early 1890s, with some stock grazing also carried out. As early as 1889, more than 100 railroad carloads of grain were reported shipped from Murrieta station (Garrison 1963:21). The success of local dry-land farming varied with the intensity of local winter rainfall: annual rainfall of 14 inches or more could provide reasonable yields of winter wheat or barley, and straw hay could be produced with a little less rainfall. The late 1880s and early 1890s were years of heavier-than-average winter rainfall in Southern California, providing encouragement to those engaged in dry-land farming. Grain from the surrounding areas was hauled to Murrieta to be transported by rail to Los Angeles and San Bernardino (Garrison 1963:138, 165, 168).

The decade of the 1920s offered regional urban growth in Southern California that was helpful to many farmers in the region. However, the 1920s also brought sustained national declines in the prices of many agricultural commodities due to major increases in agricultural production in the U.S. and elsewhere. Coupled with these declines were seven years of lower-than-average rainfall during the 1920s in Southern California. The years 1922–1924 were particularly dry, which set off a temporary collapse of hydroelectric power generation.

The natural hot springs where Juan Murrieta once washed his sheep were instrumental in bringing international renown to the community as the Murrieta Hot Springs Resort flourished during the first half of the twentieth century (City of Murrieta 2022). Nevertheless, by the mid-1930s, the AT&SF decided to pull the tracks from Perris to Temecula, and after the trains stopped running, the town of Murrieta began to experience a lull in its economy, surviving instead as a small agricultural community.

The turnover in land ownership during the 1930s and the eventual recovery of agricultural prices by the eve of World War II was followed by the disruption of the exodus of younger people into military service or leaving to work in urban areas. However, the favorable average rainfall conditions of the years from 1934 through 1944 were followed by a prolonged period of lower-than-average years of winter rainfall lasting until 1965. Water from the Colorado River Aqueduct was piped to the region beginning in the early 1940s.

The post–World War II era ushered in a boom in commercial, industrial, and residential development in and near the region’s urban centers, followed by the construction of several freeways linking urban areas to one another. The Interstate 15 and 15E (later known as I-215) freeways were constructed past the town in the 1970s. Almost overnight, the region began a period of phenomenal growth, and a new community sprouted in and around the old town of Murrieta. The town boasted more than 24,000 residents when it became a city on July 1, 1991 (City of Murrieta 2022). and by 2005, more than 85,000 people had moved to the community, making it one of the five largest in Riverside County.

As urban areas were spread outward by development, once-rural areas took on a more semirural character, dotted by small, 2.5- and 5-acre “ranch” subdivisions. In more recent years, housing and urban development have spread outward from urban areas and swallowed up former agricultural land at an exponential rate, forever changing the character of the region. During the last decade, inexpensive land and housing transformed many of the towns in southwestern Riverside County into “bedroom” communities for those working in Los Angeles, Orange, and San Diego counties. Substantial growth over the last few decades has necessitated the construction of numerous artificial lakes, reservoirs, and other forms of municipal water storage, such as nearby Lake Perris, Lake Skinner, and the Eastside Reservoir (now Diamond Valley Lake). Increased population and automobile traffic has resulted in the need for construction of new roads, as well as expansion and improved safety of many of the pre-existing roads throughout the region. The over-expansion of the housing market, and ultimate crash in 2007, led to a shift in the region’s development trend in recent years to increased infrastructure projects to support the population growth. Recently, new residential development has been spurred by a low inventory of homes and a slowly reviving market economy.

2.4.3 French Valley Airport

In the late 1970s, discussions were initiated regarding the need to relocate Rancho California Airport, mainly due to safety concerns and the owner’s unwillingness to extend the lease with Riverside County. An evaluation process in June 1983 identified potential new sites, leading to the designation of the French Valley location as the new airport site by the Riverside County Board of Supervisors in June 1985. The FAA subsequently endorsed the layout plan for the French Valley Airport and allocated funding through four grants for land acquisition.

Construction of the French Valley Airport began in October 1987 and was completed by April 1989. The airport is managed by Riverside County, which also oversees three other airports: Chiraco Summit, Hemet-Ryan, and Jacqueline Cochran Regional Airport. The Economic Development Agency—Aviation and the Board of Supervisors handle the daily operations of these facilities. Since 1995, various capital improvement projects have been carried out at French Valley Airport, funded by the Airport Improvement Program, which assists public agencies with the planning and development of public-use airports included in the National Plan of Integrated Airport Systems (Coffman Associates 2009).

3 SOURCES CONSULTED

The following chapter details the sources consulted during the prefield research portion of the Project. These include a cultural resource literature and records search and historical map review of the APE.

3.1 CULTURAL RESOURCE LITERATURE AND RECORDS SEARCH

The Eastern Information Center (EIC) of the California Historical Resources Information System ceased operations indefinitely as of June 2024. Consequently, AEC completed an in-house literature and records search for the Project on August 22, 2024. The objective of this records search was to determine whether any precontact or historical cultural resources had been recorded previously within the APE or a 1-mile radius.

The records search review indicated 42 cultural resource investigations have been conducted previously within a 1-mile radius of the APE (Table 3-1). One of these investigations (RI-01865) involved a portion of the APE, with the result that 95 percent of the APE had been previously studied 40 years ago.

**Table 3-1
Previous Cultural Resource Studies in the 1-Mile Search Radius**

| EIC Reference | Author(s) | Date | Title |
|--------------------------|-------------------------------------|-------------|---|
| RI-00036 | Bettinger, Robert L. | 1972 | <i>Murrieta Hot Springs Development: Potential Impact on Archaeological Resources</i> |
| RI-00037 | Dover, Christopher E. | 1988 | <i>A Cultural Resources Assessment Murrieta Hot Springs Specific Plan, Near Murrieta Hot Springs, California</i> |
| RI-00038 | Koerper, Henry C. | 1997 | <i>Archaeological Survey of a 43.5 Acre Property: Tract NO. 24159-2, 3 & F (Final) Near Winchester and Hunter Roads, Murrieta Hot Springs, California. Author. Submitted to Private. Unpublished Report O</i> |
| RI-00186 | Wells, Helen | 1975 | <i>Archaeological Impact Report: Eastern Municipal Water District, Riverside County, California: PL984 Water Systems Addition</i> |
| RI-00235 | Daly, Ken | 1977 | <i>Environmental Impact Evaluation: Archaeological Assessment of the NW 1/4 of Section 6, T7S, R2W, SBBM, Near Adobe Spring, Riverside County, California</i> |
| RI-00362 | Wilke, Philip J., and John Bischoff | 1984 | <i>Letter Report: Rancho Bella Vista Specific Plan</i> |
| RI-00363 | Corbin, Alan B. | 1978 | <i>Environmental Impact Evaluation: Archaeological Assessment of 800 acres entitles Bellavista (tentative parcel map 11607) Riverside County, California</i> |
| RI-00409 | Holcomb, Thomas | 1978 | <i>Environmental Impact Evaluation</i> |
| RI-00450 | Suss, T., and M. Cole | 1974 | <i>Archaeological Impact Report - Parcel Map 6026</i> |

Table 3-1
Previous Cultural Resource Studies in the 1-Mile Search Radius (continued)

| EIC Reference | Author(s) | Date | Title |
|-----------------------|--|-------------|--|
| RI-01260 | Desautels, Roger J. | 1981 | <i>An Archaeological Assessment of TPM 17650</i> |
| RI-01387 | Bouscaren, Stephen | 1982 | <i>An Archaeological Assessment of the Old Dutch Village Property, West of Lake Skinner in Riverside County, California</i> |
| RI-01744 | Salpas, Jean A. | 1983 | <i>An Archaeological and Historical Assessment of the Winchester Mesa Specific Plan Study Area, Riverside County, California</i> |
| RI-01841 | Van Horn, David M. and John Murray | 1984 | <i>Archaeological Assessment Report, TP Map No. 20373 In Murrieta, Riverside..</i> |
| RI-01848 | Scientific Resources Surveys, Inc. | 1984 | <i>An Archaeological Survey of a Portion of the San Diego Aqueduct Easement</i> |
| RI-01865 ^a | Wilmoth, Stan | 1984 | <i>West of Skinner Reservoir, Riverside County, California.</i> |
| RI-02080 | Keller, Jean Salpas | 1987 | <i>To Private (MWD). Unpublished Report</i> |
| RI-02259 | Drover, Christopher E. | 1978 | <i>A Cultural Resource Assessment- SABA II Industrial Development</i> |
| RI-02305 | Keller, Jean Salpas | 1988 | <i>An Archaeological Assessment of TPM # 23199, Riverside County, California</i> |
| RI-02556 | Brock, James | 1990 | <i>Report On Archaeological Monitoring of the 50-Acre Southwest County Justice Center Property, Riverside County, California</i> |
| RI-02557 | Brock, James | 1999 | <i>Report On Archaeological Monitoring for the Jail Expansion Project, Southwest County Justice Center Near Murrieta, California</i> |
| RI-02558 | Brock, James | 2000 | <i>Report On Archaeological Monitoring for the Courthouse and Juvenile Detention Center Projects, Southwest County Justice Center, Near Murrieta, California.</i> |
| RI-02579 | Brock, James | 1989 | <i>An Archaeological Assessment of the 50-Acre Southwest County Justice Center Property, Riverside County, California</i> |
| RI-02580 | Drover, Christopher E. | 1990 | <i>A Cultural Resource Assessment, Dutch Village Project, French Valley, Riverside County, California.</i> |
| RI-02936 | Love, Bruce, Bai “Tom” Tang, Daniel Ballester, and Mariam Duhdul | 2001 | <i>Historical/Archaeological Resources Survey Report: APN: 95-230-022, Southeast Corner of Benton Road and Winchester Road, Riverside County, California</i> |
| RI-03152 | Hector, Susan | 1988 | <i>Letter Report: Archaeological Survey of the Winchester Road General Plan Amendment 114-Acre Property</i> |
| RI-03370 | Drover, Christopher E.. | 1990 | <i>A Cultural Resource Assessment: Airport Business Park, French Valley, Riverside County, California</i> |
| RI-03371 | Drover, Christopher E. | 1993 | <i>A Cultural Resource Addendum: Airport Business Park, French Valley, Riverside County, California</i> |
| RI-03739 | Landis, Daniel | 1993 | <i>A Cultural Resources Survey for the Gas Piping No. 6900 Project, Riverside County, California</i> |
| RI-04404 | Jones and Stokes Associates, Inc. | 2000 | <i>Final Cultural Resources Inventory Report for the Williams Communication, Inc., Fiber Optic Cable System Installation Project, Riverside to San Diego, California Vol I–IV.</i> |

Table 3-1
Previous Cultural Resource Studies in the 1-Mile Search Radius (continued)

| EIC Reference | Author(s) | Date | Title |
|----------------------|---|-------------|---|
| RI-04542 | White, Robert S., and Laura S. White | 2002 | <i>A Cultural Resources Assessment of a 4.5 Acre Parcel as Shown on TPM 30363, Southeast Corner of Auld Road and Van Gaale, Near Temecula, Riverside County</i> |
| RI-04874 | Dice, Michael, E. Bruce Lander, and Leslie Nay Irish | 2001 | <i>A Phase I Archaeological Resource Survey and a Paleontological Records Review of Tract #30097, A 37.68-Acre Residential Project located near Auld Road and Gaale Lane, French Valley, County of Riverside</i> |
| RI-04933 | McKenna, Jeanette A. | 2003 | <i>A Phase I Resources Survey of Assessor Parcel 958-060-005, A 20 Acre Parcel Located in Riverside County, California</i> |
| RI-04943 | McKenna, Jeanette A. | 2003 | <i>Aphasia Cultural Resource Investigation of the Temecula Valley Unified School District School No.4 Project Area in the Winchester Area of Riverside County, California</i> |
| RI-05204 | White, Laurie | 2000 | <i>Letter Report: Records Search Results for Sprint PCS Facility (French Valley), Near Murrieta Hot Springs, Riverside County, CA</i> |
| RI-05223 | Goodwin, Riordan, Nat Lawson, and Jennifer Reynolds | 2005 | <i>Archaeological Testing and Monitoring Program Murrieta Springs (Tract Map Number 29707) City of Murrieta Riverside County, California</i> |
| RI-06674 | Goodwin, Riordan and Robert E. Rynolds | 2003 | <i>Cultural and Paleontological Resources Assessment: Murrieta Springs Tract 29707, City of Murrieta Riverside County, California</i> |
| RI-06721 | Lange, Reder | 2006 | <i>Cultural Resources Assessment: Tentative Tract Map No. 34076, Riverside County, California</i> |
| RI-06788 | Hoover, Anna M., Susan Underbrink, and Kristie R. Blevins | 2006 | <i>An Archaeological and Paleontological Mitigation-Monitoring Report for French Calley IV and V, Tracts 30098 and 30097, APNs 958-060-006 and -007, 958-070-004 to -011 and -014, Riverside County, California</i> |
| RI-06851 | Brown, Joan C., and Stephen O'Neil | 2005 | <i>Archaeological Survey for the French Valley Airport Center Project, Riverside County, California</i> |
| RI-07386 | Aislin-Kay, Marnie, and Kenneth J. Lord | 2006 | <i>Phase I Cultural Resources Assessment, with Paleontological Records Review, Cameo Project, Tentative Tract Map #32323, French Valley Area, Riverside County, California.</i> |
| RI-07954 | Brown, Joan C., and John Diestler | 2008 | <i>Phase IV Archaeological Monitoring for the French Valley Airport Center Project, Parcel Number 3369 I; Case Number PP21163, Riverside County, California</i> |
| RI-10195 | Hogan, Michael, and Salvador Z. Boites | 2018 | <i>Cultural Resources Monitoring Project French Valley Self-Storage Project</i> |

a - Study overlaps the APE.

The records search resulted in the identification of 33 previously recorded cultural resources within the 1-mile search radius. Of these, 33 are archaeological resources: 3 isolated artifacts, 27 prehistoric sites, 2 historical sites, and a site with both built-environment and archaeological components (Table 3-2). None of these resources is within the APE.

Table 3-2
Previously Recorded Cultural Resources in the 1-Mile Search Radius

| Primary No. | Trinomial | Description |
|---|--------------|--|
| Isolated Prehistoric Artifacts | | |
| 33-011809 | — | Two metate fragments |
| 33-017362 | — | One bifacial mano |
| Prehistoric Resources | | |
| 33-000716 | — | Bedrock milling, extensive midden, and lithic scatter |
| 33-000856 | — | Lithic scatter |
| 33-001001 | CA-RIV-1001 | Bedrock milling |
| 33-001005 | CA-RIV-1005 | Bedrock milling, midden, and lithic scatter |
| 33-001006 | CA-RIV-1006 | Bedrock milling |
| 33-001269 | CA-RIV-1269 | Bedrock milling |
| 33-001359 | CA-RIV-1359 | Bedrock milling |
| 33-001361 | CA-RIV-1361 | Bedrock milling |
| 33-002225 | CA-RIV-2225 | Bedrock milling |
| 33-002932 | CA-RIV-2932 | Bedrock milling |
| 33-002933 | CA-RIV-2933 | Bedrock milling |
| 33-002970 | CA-RIV-2970 | Bedrock milling |
| 33-003839 | CA-RIV-3839 | Bedrock milling |
| 33-004641 | CA-RIV-4641 | Bedrock milling and lithic scatter |
| 33-004642 | CA-RIV-4642 | Bedrock milling |
| 33-004648 | CA-RIV-4648 | Large complex lithic scatter |
| 33-004654 | CA-RIV-4654 | Bedrock milling |
| 33-004658 | CA-RIV-4658 | Bedrock milling |
| 33-004660 | CA-RIV-4660 | Bedrock milling |
| 33-004661 | CA-RIV-4661 | Bedrock milling, metate and mano |
| 33-004662 | CA-RIV-4662 | Bedrock milling |
| 33-011038 | CA-RIV-6649 | Bedrock milling |
| 33-011601 | CA-RIV-6912 | Bedrock milling |
| 33-013282 | CA-RIV-7410 | Bedrock milling, lithic scatter and fire affected rock |
| 33-013952 | CA-RIV-7642 | Lithic scatter |
| 33-015851 | CA-RIV-8220 | Bedrock milling |
| 33-015852 | CA-RIV-8221 | Bedrock milling |
| Isolated Historical Artifact | | |
| 33-017363 | — | One horseshoe |
| Historical Resources | | |
| 33- 013242 | CA-RIV-7327H | Complex of four slabs, three building foundation footings and associated structural debris and historical refuse |
| 33-013871 | — | Historical Winchester Road |
| Built Environment with Archaeological Components | | |
| 33-005087 | CA-RIV-5087 | 1901 Turn of the century dwelling and historical refuse |

3.2 HISTORICAL MAP REVIEW

In addition to the record search research, a series of historical maps and aerial photographs from various sources were consulted to assess land use and development in the study area. Æ reviewed and compiled information from:

- USGS topographic quadrangle maps (<https://ngmdb.usgs.gov/topoview/>): Elsinore 1:125,000 (1901), Southern California 1:125,000 (1901), Murrieta 1:62,500 (1942) 1:24,000 (1953), Santa Ana 1:250,000 (1947, 1956, 1959, and 1960), Santa Ana 1:100,000 (1983); and
- Aerial photographs of the area (historicaerials.com/viewer): images from 1938 to 1996.

The historical maps showed the APE and its vicinity previously consisted of agricultural lands with no structures, roads, or historical features. The aerial photos were similar, until those from 1987 showed the presence of the French Valley Airport.

3.3 SACRED LANDS FILE SEARCH

On June 6, 2024, Æ contacted the NAHC for a review of their SLF to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity) are present within or adjacent to the APE. The NAHC responded on July 9, 2024, stating the SLF search was completed with negative results. The NAHC provided a list of Native American individuals and organizations to be contacted to elicit information and/or concerns regarding cultural resource issues related to the proposed Project. Results of the NAHC file search and Native American contact list are included in Appendix A to assist the FAA and Riverside County EDA with their consultation efforts.

CULTURAL RESOURCE SURVEY METHODS AND RESULTS

The following sections detail the methods and results of the intensive pedestrian field survey of the APE. The information provided below represents the means by which conclusions regarding archaeological sensitivity of the APE were reached. The entire 4-acre APE was accessible during the survey which was completed by Æ Senior Archaeologist Andrew DeLeon on August 23, 2024.

4.1 SURVEY METHODS

DeLeon began surveying on the southeast corner of the APE and proceeded northward. The survey was conducted in 10-meter transects oriented north–south, moving westward through the APE. While surveying, DeLeon photographed the APE at various locations to document its current condition.

4.2 SURVEY RESULTS

The APE is entirely disturbed, showing signs of recent plowing by heavy equipment (Figure 4-1). Ground visibility was poor at approximately 15 percent, due to weed growth and grasses that obscured most of the ground surface (Figure 4-2). There were no signs of natural geologic features or outcrops in the APE, primarily because this area was developed during the airport's original construction.

During the survey, DeLeon discovered a modern brick structure in the southern portion of the APE, likely used for maintenance and operations at the French Valley Airport (Figure 4-3). No additional structures or cultural resources were identified within the APE during the survey.



Figure 4-1 Overview from southwest corner of APE., facing east.



Figure 4-2 Overview from southeast corner of APE, facing northwest.



Figure 4-3 Modern brick structure on south end of APE, facing north.

5 MANAGEMENT RECOMMENDATIONS

Æ did not encounter any nonmodern cultural resources within the APE during the intensive pedestrian survey. The entire Project is highly disturbed, with evidence of tilling, the original construction of the French Valley Airport, and a modern brick structure in the southern portion of the APE. Ground visibility was poor at approximately 15 percent, due to weed growth and grasses that obscured most of the ground surface. As a result, there is a low likelihood that archaeological deposits or features will be found during construction. Consequently, a finding of No Adverse Effect is recommended for the Project as presently planned, and no further cultural resource management of the Project is recommended.

However, if the APE is expanded to include areas not covered by this study or other recent cultural resource investigations, additional cultural resource studies may be required.

As stated, results of the NAHC file search and Native American contact list are included in Appendix A to assist the FAA and Riverside County EDA with their consultation efforts.

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APPENDIX A

Sacred Lands File Search

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NATIVE AMERICAN HERITAGE COMMISSION

July 9, 2024

Andrew DeLeon
Applied EarthWorks, Inc.Via Email to: adeleon@appliedearthworks.comCHAIRPERSON
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Laurena Bolden
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CahuillaCOMMISSIONER
Bennae Calac
Pauma-Yuima Band of
Luiseño IndiansEXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok, NisenanNAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

Re: AE 4619 Air Traffic Control Tower – French Valley Project, Riverside County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment

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Native American Heritage Commission
Native American Contact List
Riverside County
7/9/2024

| Tribe Name | Fed (F) Non-Fed (N) | Contact Person | Contact Address | Phone # | Fax # | Email Address | Cultural Affiliation | Counties | Last Updated |
|---|------------------------|--|---|----------------|----------------|-------------------------------|----------------------|--|--------------|
| Agua Caliente Band of Cahuilla Indians | F | Lacy Padilla, Director of Historic Preservation/THPO | 5401 Dinah Shore Drive Palm Springs, CA, 92264 | (760) 333-5222 | (760) 699-6919 | ACBCI-THPO@aguacaliente.net | Cahuilla | Imperial,Riverside,San Bernardino,San Diego | 1/11/2024 |
| Augustine Band of Cahuilla Indians | F | Tribal Operations, | 84-001 Avenue 54 Coachella, CA, 92236 | (760) 398-4722 | | info@augustinetriben-sns.gov | Cahuilla | Imperial,Riverside,San Bernardino,San Diego | 4/18/2024 |
| Cabazon Band of Cahuilla Indians | F | Doug Welmas, Chairperson | 84-245 Indio Springs Parkway Indio, CA, 92203 | (760) 342-2593 | (760) 347-7880 | jstapp@cabazonindians-nns.gov | Cahuilla | Imperial,Riverside,San Bernardino,San Diego | |
| Cahuilla Band of Indians | F | Anthony Madrigal, Tribal Historic Preservation Officer | 52701 CA Highway 371 Anza, CA, 92539 | (951) 763-5549 | | anthonymad2002@gmail.com | Cahuilla | Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego | 6/28/2023 |
| Cahuilla Band of Indians | F | BobbyRay Esparza, Cultural Director | 52701 CA Highway 371 Anza, CA, 92539 | (951) 763-5549 | | besparza@cahuilla-nns.gov | Cahuilla | Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego | 6/28/2023 |
| Cahuilla Band of Indians | F | Erica Schenk, Chairperson | 52701 CA Highway 371 Anza, CA, 92539 | (951) 590-0942 | (951) 763-2808 | chair@cahuilla-nns.gov | Cahuilla | Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego | 2/1/2024 |
| La Jolla Band of Luiseno Indians | F | Norma Contreras, Chairperson | 22000 Highway 76 Pauma Valley, CA, 92061 | (760) 742-3771 | | | Luiseno | Orange,Riverside,San Diego | |
| Los Coyotes Band of Cahuilla and Cupeño Indians | F | Ray Chapparosa, Chairperson | P.O. Box 189 Warner Springs, CA, 92086-0189 | (760) 782-0711 | (760) 782-0712 | | Cahuilla | Imperial,Riverside,San Bernardino,San Diego | |
| Morongo Band of Mission Indians | F | Ann Brierty, THPO | 12700 Pumarra Road Banning, CA, 92220 | (951) 755-5259 | (951) 572-6004 | abrierty@morongo-nns.gov | Cahuilla Serrano | Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego | |
| Morongo Band of Mission Indians | F | Robert Martin, Chairperson | 12700 Pumarra Road Banning, CA, 92220 | (951) 755-5110 | (951) 755-5177 | abrierty@morongo-nns.gov | Cahuilla Serrano | Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego | |
| Pala Band of Mission Indians | F | Christopher Nejo, Legal Analyst/Researcher | PMB 50, 35008 Pala Temecula Road Pala, CA, 92059 | (760) 891-3564 | | cnejo@palatribe.com | Cupeno Luiseno | Orange,Riverside,San Bernardino,San Diego | 11/27/2023 |
| Pala Band of Mission Indians | F | Shasta Gaughen, Tribal Historic Preservation Officer | PMB 50, 35008 Pala Temecula Road Pala, CA, 92059 | (760) 891-3515 | | sgaughen@palatribe.com | Cupeno Luiseno | Orange,Riverside,San Bernardino,San Diego | 11/27/2023 |

**Native American Heritage Commission
Native American Contact List
Riverside County
7/9/2024**

| | | | | | | | | | |
|---|---|--|--|----------------|----------------|---------------------------------------|-------------------|---|------------|
| Pala Band of Mission Indians | F | Alexis Wallick, Assistant THPO | PMB 50, 35008 Pala Temecula Road Pala, CA, 92059 | (760) 891-3537 | | awallick@palatribe.com | Cupeno Luiseno | Orange, Riverside, San Bernardino, San Diego | 11/27/2023 |
| Pauma Band of Luiseno Indians | F | Temet Aguilar, Chairperson | P.O. Box 369 Pauma Valley, CA, 92061 | (760) 742-1289 | (760) 742-3422 | bennaecalac@aol.com | Luiseno | Orange, Riverside, San Diego | |
| Pechanga Band of Indians | F | Steve Bodmer, General Counsel for Pechanga Band of Indians | P.O. Box 1477 Temecula, CA, 92593 | (951) 770-6171 | (951) 695-1778 | sbodmer@pechanga-nsn.gov | Luiseno | Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, Ventura | 8/2/2023 |
| Pechanga Band of Indians | F | Tuba Ebru Ozdil, Pechanga Cultural Analyst | P.O. Box 2183 Temecula, CA, 92593 | (951) 770-6313 | (951) 695-1778 | eozeil@pechanga-nsn.gov | Luiseno | Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, Ventura | 8/2/2023 |
| Quechan Tribe of the Fort Yuma Reservation | F | Jill McCormick, Historic Preservation Officer | P.O. Box 1899 Yuma, AZ, 85366 | (928) 261-0254 | | historicpreservation@quechantribe.com | Quechan | Imperial, Kern, Los Angeles, Riverside, San Bernardino, San Diego | 5/16/2023 |
| Quechan Tribe of the Fort Yuma Reservation | F | Manfred Scott, Acting Chairman - Kw'its'an Cultural Committee | P.O. Box 1899 Yuma, AZ, 85366 | (928) 210-8739 | | culturalcommittee@quechantribe.com | Quechan | Imperial, Kern, Los Angeles, Riverside, San Bernardino, San Diego | 5/16/2023 |
| Quechan Tribe of the Fort Yuma Reservation | F | Jordan Joaquin, President, Quechan Tribal Council | P.O. Box 1899 Yuma, AZ, 85366 | (760) 919-3600 | | executivesecretary@quechantribe.com | Quechan | Imperial, Kern, Los Angeles, Riverside, San Bernardino, San Diego | 5/16/2023 |
| Ramona Band of Cahuilla | F | John Gomez, Environmental Coordinator | P. O. Box 391670 Anza, CA, 92539 | (951) 763-4105 | (951) 763-4325 | kgomez@ramona-nsn.gov | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | 8/16/2016 |
| Ramona Band of Cahuilla | F | Joseph Hamilton, Chairperson | P.O. Box 391670 Anza, CA, 92539 | (951) 763-4105 | (951) 763-4325 | admin@ramona-nsn.gov | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | |
| Rincon Band of Luiseno Indians | F | Laurie Gonzalez, Tribal Council/Culture Committee Member | One Government Center Lane Valley Center, CA, 92082 | (760) 484-4835 | | lgonzalez@rincon-nsn.gov | Luiseno | Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, Ventura | 5/31/2023 |
| Rincon Band of Luiseno Indians | F | Joseph Linton, Tribal Council/Culture Committee Member | One Government Center Lane Valley Center, CA, 92082 | (760) 803-3548 | | jlinton@rincon-nsn.gov | Luiseno | Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, Ventura | 5/31/2023 |
| Rincon Band of Luiseno Indians | F | Cheryl Madrigal, Cultural Resources Manager/Tribal Historic Preservation Officer | One Government Center Lane Valley Center, CA, 92082 | (760) 648-3000 | | cmadrigal@rincon-nsn.gov | Luiseno | Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, Ventura | 5/31/2023 |
| Rincon Band of Luiseno Indians | F | Denise Turner Walsh, Attorney General | One Government Center Lane Valley Center, CA, 92082 | (760) 689-5727 | | dwalsh@rincon-nsn.gov | Luiseno | Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Barbara, Ventura | 7/7/2023 |
| Santa Rosa Band of Cahuilla Indians | F | Steven Estrada, Tribal Chairman | P.O. Box 391820 Anza, CA, 92539 | (951) 659-2700 | (951) 659-2228 | sestrada@santarosa-nsn.gov | Cahuilla | Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego | 4/8/2024 |

**Native American Heritage Commission
Native American Contact List
Riverside County
7/9/2024**

| | | | | | | | | | |
|---|---|--|--|----------------|----------------|---------------------------|---------------------|---|------------|
| Santa Rosa Band of Cahuilla Indians | F | Vanessa Minott, Tribal Administrator | P.O. Box 391820 Anza, CA, 92539 | (951) 659-2700 | (951) 659-2228 | vminott@santarosa-nsn.gov | Cahuilla | Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego | 4/8/2024 |
| Soboba Band of Luiseno Indians | F | Isaiah Vivanco, Chairperson | P.O. Box 487 San Jacinto, CA, 92581 | (951) 654-5544 | (951) 654-4198 | ivivanco@soboba-nsn.com | Cahuilla Luiseno | Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego | 7/14/2023 |
| Soboba Band of Luiseno Indians | F | Jessica Valdez, Cultural Resource Specialist | P.O. Box 487 San Jacinto, CA, 92581 | (951) 663-6261 | (951) 654-4198 | jvaldez@soboba-nsn.gov | Cahuilla Luiseno | Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego | 7/14/2023 |
| Soboba Band of Luiseno Indians | F | Joseph Ontiveros, Tribal Historic Preservation Officer | P.O. Box 487 San Jacinto, CA, 92581 | (951) 663-5279 | (951) 654-4198 | jontiveros@soboba-nsn.gov | Cahuilla Luiseno | Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego | 7/14/2023 |
| Torres-Martinez Desert Cahuilla Indians | F | Alesia Reed, Cultural Committee Chairwoman | P.O. Box 1160 Thermal, CA, 92274 | (760) 397-0300 | | lisareed990@gmail.com | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | 10/30/2023 |
| Torres-Martinez Desert Cahuilla Indians | F | Mary Belardo, Cultural Committee Vice Chair | P.O. Box 1160 Thermal, CA, 92274 | (760) 397-0300 | | belardom@gmail.com | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | 10/30/2023 |
| Torres-Martinez Desert Cahuilla Indians | F | Gary Resvaloso, TM MLD | P.O. Box 1160 Thermal, CA, 92274 | (760) 777-0365 | | grestmtm@gmail.com | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | 10/30/2023 |
| Torres-Martinez Desert Cahuilla Indians | F | Abraham Becerra, Cultural Coordinator | P.O. Box 1160 Thermal, CA, 92274 | (760) 397-0300 | | abecerra@tmdci.org | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | 10/30/2023 |
| Torres-Martinez Desert Cahuilla Indians | F | Thomas Torte, Chairperson | P.O. Box 1160 Thermal, CA, 92274 | (760) 397-0300 | (760) 397-8146 | thomas.tortez@tmdci.org | Cahuilla | Imperial, Riverside, San Bernardino, San Diego | 10/30/2023 |

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed AE 4619 Air Traffic Control Tower – French Valley Project, Riverside County.

Record: PROJ-2024-003416
Report Type: List of Tribes
Counties: Riverside
NAHC Group: All

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| F70 ATCT Project | | Tribal Consultaiton Record | | | |
|--|---------------------|--|------------|--------------------------|--|
| Tribes Name | Contact Person | Title | Reply Date | Request Consultation Y/N | County Response |
| Torres-Martinez Desert Cahuilla Indians | Abraham Becerra | Cultural Coordinator | | | No response. |
| Torres-Martinez Desert Cahuilla Indians | Alesia Reed | Cultural Committee Chairwoman | | | No response. |
| Pala Band of Mission Indians | Alexis Wallick | Assistant THPO | | | No response. |
| Morongo Band of Mission Indians | Ann Brierty | THPO | | | No response. |
| Cahuilla Band of Indians | Anthony Madrigal | Tribal Historic Preservation Officer | | | No response. |
| Cahuilla Band of Indians | BobbyRay Esparza | Cultural Director | | | No response. |
| Rincon Band of Luiseno Indians | Cheryl Madrigal | Cultural Resources Manager//THPO | | | No response. |
| Pala Band of Mission Indians | Christopher Nejo | Legal Analyst/Researcher | 1.15.25 | Yes. | Received letter requesting consultation on 1.15 Sent response letter on 1.15 with copy of CRA and opening consultation. Requested meeting week of 1.20. |
| Rincon Band of Luiseno Indians | Denise Turner Walsh | Attorney General | | | Received letter requesting consultation on 1.16 Sent response letter on 1.17 with copy of CRA and opening consultation. Requested meeting week of 1.20. |
| Cabazon Band of Cahuilla Indians | Doug Welmas | Chairperson | | | No response. |
| Cahuilla Band of Indians | Erica Schenk | Chairperson | | | No response. |
| Torres-Martinez Desert Cahuilla Indians | Gary Resvaloso | TM MLD | | | No response. |
| Soboba Band of Luiseno Indians | Isaiah Vivanco | Chairperson | | | No response. |
| Soboba Band of Luiseno Indians | Jessica Valdez | Cultural Resource Specialist | | | No response. |
| Quechan Tribe of the Fort Yuma Reservation | Jill McCormick | Historic Preservation Officer | ##### | No | Not applicable. |
| Ramona Band of Cahuilla | John Gomez | Environmental Coordinator | | | No response. |
| Quechan Tribe of the Fort Yuma Reservation | Jordan Joaquin | President - Quechan Tribal Council | | | No response. |
| Ramona Band of Cahuilla | Joseph Hamilton | Chairperson | | | No response. |
| Rincon Band of Luiseno Indians | Joseph Linton | Tribal Council/Culture Committee Member | | | Received letter on 1.16.25 requesting information. Sent letter on 1.17. 25 with CRA report and ino on downloading site records. Requested mtg. week of 1/20. |
| Soboba Band of Luiseno Indians | Joseph Ontiveros | Tribal Historic Preservation Officer | | | See below for response to Pechanga. |
| Agua Caliente Band of Cahuilla Indians | Lacy Padilla | Director of Historic Preservation / THPO | ##### | No. | Not applicable. |
| Rincon Band of Luiseno Indians | Laurie Gonzalez | Tribal Council/Culture Committee Member | 1.16.2025 | Yes. | Received letter via emailfrom S. Linton requesting additional info including site records. |
| Quechan Tribe of the Fort Yuma Reservation | Manfred Scott | Acting Chairman - Kw'ts'an Cultural | | | No response. |
| Torres-Martinez Desert Cahuilla Indians | Mary Belardo | Cultural Committee Vice Chair | | | No response. |

| | | | | | |
|---|--------------------------|--|---------|---|---|
| La Jolla Band of Luiseno Indians | Nonna Contreras | Chairperson | | | No response. |
| Los Coyotes Band of Cahuilla and Cupeño Indians | Ray Chapparosa | Chairperson | | | No response. |
| Morongo Band of Mission Indians | Robert Martin | Chairperson | | Yes, but received after closure of response period. | Received letter request consultation on Jan. 31, after closure of 30-day review period. Follow up letter to be sent identifying mitigation measures to be applied and to allow them to participate in monitoring. |
| Pala Band of Mission Indians | Shasta Gaughen | THPO | 1.15.25 | Yes | Formal Consultation Initiated 1.16.25 through emailed letter. Copy of Cultural Resources Assessment sent with letter. Meeting requested for week of 1/20. |
| Pechanga Band of Indians | Steve Bodmer | General Counsel for Pechanga Band of Indians | | Yes. | See below for response to Pechanga. |
| Santa Rosa Band of Cahuilla Indians | Steven Estrada | Tribal Chairman | | | No response. |
| Pauma Band of Luiseno Indians | Temet Aguilar | Chairperson | | | No response. |
| Torres-Martinez Desert Cahuilla Indians | Thomas Torte | Chairperson | | | No response. |
| Augustine Band of Cahuilla Indians | Tribal Operations | Tribal Operations | | No. | A. Jamison received email indicating that they would not request consultation. |
| Pechanga Band of Indians | Tuba Ebru Ozdil | Pechanga Cultural Analyst | 1.8.25 | Yes | Received email requesting consultation from J. Ochoa MLIS. Sent CRA and letter for Consultaiton on 1.9.25 Sent site records on 1.10.25 via secure FTP. |
| Santa Rosa Band of Cahuilla Indians | Vanessa Minott | Tribal Administrator | 45656 | No | Not appplicable. |
| Key: | | | | | |

Negative Response
Consultation In Progress
Responded after deadline





TRIBAL HISTORIC PRESERVATION OFFICE
PALA BAND OF MISSION INDIANS
PMB 50, 35008 Pala Temecula Road | Pala, CA 92059
Phone 760-891-3510 | www.palatribe.com

January 15, 2025

Angela Jamison
County of Riverside, Director of Airports
ajamison@rivco.org

Re: AB-52 Native American Consultation for a proposed Air Traffic Tower at the French Valley Airport, Riverside County, California

Dear Angela Jamison:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. It is, however, within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA) or it is situated in close proximity to the Reservation and information generated would likely be useful in better understanding regional culture and history. Therefore, we would like to initiate AB-52 consultation at this time. Please forward any maps, reports, and scheduled or completed cultural resource surveys to our office, either by e-mail or postal mail.

We appreciate involvement with your initiative and look forward to working with you on future efforts. Pala is now offering tribal monitoring services. If you have questions or need additional information, please do not hesitate to contact the THPO Office by e-mail at THPO@palatribe.com.

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians



Riverside County Aviation

January 16, 2025

Shasta Gaughen, Ph.D
Tribal Historic Preservation Officer
Pala Band of Mission Indians
35008 Pala Temecula Road
Pala, CA 92059

Sent via email

Subject: Formal Consultation pursuant to AB 52 regarding a proposed Air Traffic Control Tower at the French Valley Airport

Ms. Gaughen:

Thank you for your emailed letter of January 15, 2025, and your interest in the proposed Air Traffic Control Tower (ATCT) at the French Valley Airport. The County of Riverside (County) is pleased to initiate formal government to government consultation through this correspondence and report transmittal in accordance with California Assembly Bill No. 52 (AB-52).

The County engaged Applied Earthworks to undertake a cultural resources assessment in association with the proposed project. A copy of site assessment report is included for your review with this correspondence. The results of the assessment indicate that the project site, which is located in a previously disturbed area within airport boundaries, has a low probability to yield cultural materials. In addition, the proposed project will have no effect on air traffic patterns, airport capacity, or the type of aircraft that frequent the airport. Based on this data and the results of other environmental studies conducted in support of the proposed project, the County will prepare an Initial Study/Negative Declaration in support of the proposed project.

The County is interested in the cultural heritage of the Pala Band of Mission Indians, and I am happy to answer any project-related questions you may have. I would like to schedule a follow-up call with you during the week of January 20, 2025. Please do not hesitate to reach out to me at ajamison@rivco.org.

Thank you for your assistance,

Angela Jamison
Director of Airports

Enclosure: Cultural Resources Assessment Report for a Proposed Air Traffic Control Tower at the French Valley Airport.



Riverside County Aviation

February 18, 2025

Sent via email

Mr. John Pepper
Deputy Tribal Historic Preservation Officer
Tribal Historic Preservation Office
Pala Band of Mission Indians
35008 Pala Temecula Road – PMB 50
Pala, CA 92059

Subject: AB-52 Consultation in support of a proposed Air Traffic Control Tower at the Jacqueline Cochran Regional Airport.

Mr. Pepper:

Thank you again for your interest in the proposed Air Traffic Control Tower (ATCT) at the French Valley Airport and for meeting with me on January 28, 2025.

As follow up to our meeting, the County has revised its proposed mitigation measures to address the items discussed:

- Archaeological monitoring during the first turn of dirt / initial excavation during site grading and construction activities.
- The development of Cultural Resources Management Plan at least 60 days prior to construction activities. The CRMP will be developed in consultation with an archaeologist and monitoring tribe(s).

The monitoring measures proposed for inclusion in the County's forthcoming Initial Study / Mitigated Negative Declaration are summarized in Table 1 on the following pages



Riverside County Aviation

Table 1. Proposed Cultural Resource Monitoring Measures for a Proposed ATCT at the Jacqueline Cochran Regional Airport

| Mitigation Measure | Description |
|--|---|
| CUL-1: Conduct Cultural Resources Monitoring during Initial Ground Disturbing Activities. | <p>The Project Archaeologist and Tribal Representative(s) shall monitor initial ground disturbing activities. (Ongoing disturbance of the same area will not require ongoing monitoring.). Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site such as: project grading and development scheduling. The CRMP will include the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County.</p> <p>The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find.</p> |
| CUL-2: Inadvertent Discovery of Native American Cultural Resources. | <p>If Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures shall be carried out for the treatment and disposition:</p> <p><u>Temporary On-Site Curation and Storage:</u> During the course of construction, all discovered resources shall be temporarily curated in a secure location on site with Native American Tribal Monitor oversight of the process.</p> <p><u>Curation:</u> The County shall relinquish ownership of all cultural resources. The Project Archaeologist, following consultation with the Monitoring Tribe(s), shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per Code of Federal Regulations (CFR) Title 36, Part 79, and that shall be made available to all qualified researchers and tribal representatives.</p> <p><u>Treatment and Final Disposition:</u> The County shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all cultural materials and nonhuman remains, as part of the required mitigation for impacts to cultural resources.</p> <p>Reporting. The Project Archaeologist shall prepare a final archaeological report within 60 days of project completion. The report shall follow Cultural Resources Management Plan (CRMP).</p> |



Riverside County Aviation

| | |
|--|--|
| | <p>Reporting. The Project Archaeologist shall prepare a final archaeological report within 60 days of project completion. The report shall follow Cultural Resources Management Plan (CRMP).</p> |
| <p>CUL-3: Discovery of Human Remains.</p> | <p>In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 60 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Project Archaeologist and Native American Monitor(s) to the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), who shall appoint a Most Likely Descendant (MLD) in accordance with California Public Resources Code 5097.98.</p> <p>The discovery of any Native American human remains and / or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains and associated funerary objects, sacred objects and / or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the MLD. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours.</p> <p>The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the County, the MLD shall make recommendations that allow the burial to remain in situ and protected.</p> <p>Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the NAHC.</p> <p>With the implementation of these measures, no impact to land of interest to tribes is anticipated.</p> |

Please review these mitigation measures and reach out to me if you have any question at ajamison@rivco.org. With the acceptance of these measures, the County of Riverside (County) will conclude government to government consultation in accordance with California Assembly Bill No. 52 (AB-52).



Riverside County Aviation

The County remains interested in the cultural heritage of the Pala Band of Mission Indians, and I am happy to answer any project-related questions you may have. I look forward to working with you when we initiate project construction approximately one year from now.

Thank you for your assistance,

A handwritten signature in black ink that reads "Angela Jamison". The script is fluid and cursive.

Angela Jamison
Director of Airports



Riverside County Aviation

March 3, 2025

Shasta Gaughen, Ph.D
Tribal Historic Preservation Officer
Pala Band of Mission Indians
35008 Pala Temecula Road
Pala, CA 92059

Subject: Closure of Formal Consultation pursuant to AB 52
Proposed Air Traffic Control Tower at the French Valley Airport

Ms. Gaughan,

Thank you for your ongoing interest in the proposed Air Traffic Control Tower at the French Valley Airport. The consultation that we have undertaken with the Pala Band of Mission Indians, and specifically our conversation with John Pepper, Assistant Tribal Historic Preservation Office, has contributed the County's understanding of tribal resources near the French Valley Airport and to the development of our forthcoming Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA).

Since your original outreach letter of January 15, 2024, Riverside County has undertaken the following:

- On January 16, 2025, the County opened formal consultation and provided additional project-related data, including the project's Cultural Resource Assessment, Biological Resource Assessment.
- On January 28, 2025, the County and met with John Pepper, Assistant THPO, to discuss mitigation measures that could be included in the forthcoming MND that would be acceptable to the Pala Band of Mission Indians.
- On February 19, the County sent the Pala Band proposed mitigation measures for inclusion in the forthcoming MND.

The County plans to release its MND using the mitigation measures proposed; therefore, we are closing formal consultation as of Monday, March 3, 2025. We invite you to review the MND during the 30-day public review period, which is anticipated to be released on March 7, 2025.

Ms. Shasta Gaughgen

Page 2 of 2

Many thanks to you and John Pepper for undertaking successful consultation in support of our project.

Sincerely,

A handwritten signature in black ink that reads "Angela Jamison". The script is cursive and fluid, with the first name "Angela" and last name "Jamison" clearly distinguishable.

Angela Jamison
Airports Director

From: [Jamison, Angela](#)
To: [Lisa Harmon](#)
Subject: FW: Pechanga Tribe's AB52 Request for Consultation on Air Traffic Control Tower (ATCT) at the French Valley Airport
Date: Wednesday, January 8, 2025 12:00:53 PM
Attachments: [image001.png](#)

Angela Jamison
Director of Airports
Riverside County TLMA-Aviation Division
(951) 955-9418 Office
(951) 529-8195 Cell
ajamison@rivco.org



From: Juan Ochoa <jochoa@pechanga-nsn.gov>
Sent: Wednesday, January 8, 2025 11:52 AM
To: Jamison, Angela <AJamison@Rivco.org>
Cc: Ebru Ozdil <eozdil@pechanga-nsn.gov>; Molly Earp <mearp@pechanga-nsn.gov>; Paul Macarro <pmacarro@pechanga-nsn.gov>; Tina Thompson Mendoza <tmendoza@pechanga-nsn.gov>
Subject: Pechanga Tribe's AB52 Request for Consultation on Air Traffic Control Tower (ATCT) at the French Valley Airport

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Angela Jamison,

This email is written on behalf of the Pechanga Band of Indians (hereinafter, "the Tribe") a federally recognized Indian tribe and sovereign government in response to the AB 52 notice provided by the County of Riverside (County) Division of Airports.

This email serves as the Tribe's formal request to begin consultation under AB 52 for this Project. Per AB 52, we intend to assist the County in determining the type of environmental document that should be prepared for this Project (i.e. EIR, MND, ND); with identifying potential tribal cultural resources (TCRs); determining whether potential substantial adverse effects will occur to them; and to develop appropriate preservation, avoidance and/or mitigation measures, as appropriate. CEQA, as amended by AB 52, requires the County to avoid damaging effects to the significance of a tribal cultural resource. As such, the preferred TCR mitigation is complete avoidance and the Tribe requests that all efforts to preserve sensitive TCRs be made as early in the development process as possible.

Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, development plans, conceptual grading plans (if available), and all other applicable documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project, and that these comments be incorporated into the record of approval for this Project.

The Pechanga Tribe asserts that the Undertaking is a part of '*Atáaxum* (Luiseño) territory, and therefore the Tribe's aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Indians because of the Tribe's cultural ties to this area as well as our extensive history with the County and other projects within the area.

As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the TCRs that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the County on ensuring that a full, comprehensive environmental review of the Project's impacts is completed.

In addition to those rights granted to the Tribe under AB 52, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the County of Riverside Division of Airports in protecting the invaluable Pechanga cultural resources found in the Project area. The formal contact person for this Project will be Ebru Ozdil. Please contact her at 951-770-6313 or at eozydil@pechanga-nsn.gov within 30 days of receiving this consultation request so that we can begin the consultation process. Thank you.

Juan Ochoa, MLIS
Assistant Tribal Historic Preservation Officer
Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593
Office:(951)-770-6308
jochoa@pechanga-nsn.gov

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[County of Riverside California](#)



Riverside County Aviation

January 9, 2025

Ms. Ebru Ozdil
Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593

Sent via email

Ms. Ozdil:

Thank you for your email response of January 8, 2025, as sent by Juan Ochoa, Assistant Tribal Historic Preservation Officer, and for your interest in the proposed Air Traffic Control Tower (ATCT) at the French Valley Airport. The County of Riverside (County) is pleased to initiate formal government to government consultation through this correspondence and report transmittal in accordance with California Assembly Bill No. 52 (AB-52).

The County engaged Applied Earthworks to undertake a cultural resources assessment in association with the proposed project. A copy of site investigation report is included with this correspondence for your review. The results of the investigation indicated that the project site, which is located in a previously disturbed area within airport boundaries, has a low probability to yield cultural materials. In addition, the proposed project will have no effect on air traffic patterns, airport capacity, or the type of aircraft that frequent the airport. Based on this data and the results of other environmental studies conducted in support of the proposed project, the County will prepare an Initial Study/Negative Declaration in support of the proposed project.

The County is interested in the cultural heritage of the Pechanga Band of Indians, and I am happy to answer any project-related questions you may have. I would like to schedule a follow-up call with you during the week of January 13, 2024, to discuss this project and answer any questions you may have. Please do not hesitate to reach out to me at ajamison@rivco.org.

Thank you for your assistance,

Angela Jamison
Director of Airports

CC: J. Ochoa, Assistant Tribal Historic Preservation Officer

From: [Lisa Harmon](#)
To: [Juan Ochoa](#); [Ebru Ozdil](#)
Cc: [Jamison, Angela](#)
Subject: RE: Pechanga Tribe's AB52 Request for Consultation on Air Traffic Control Tower (ATCT) at the French Valley Airport
Date: Thursday, January 9, 2025 8:40:40 PM
Attachments: [image001.png](#)
[Geotechnical Report French Valley Runway Rehab 2019.pdf](#)

Juan and Ebru,

Attached is a geotechnical report for previous work conducted at the French Valley Airport. This study spans the runway. Although the adjacent tower site is not specifically addressed, the soil borings provide data regarding underlying soils. As mentioned earlier, we cannot undertake a separate geotechnical study with borings until we receive a design grant following CEQA review.

Angela Jamison has forwarded her availability under separate cover. Please provide your availability regarding the week of January 20.

Thanks so much,
Lisa

Lisa Harmon

Direct: 916-993-4650 | Cell: 530-574-7620 | Transfer Files
[meadhunt.com](#) | Experience Exceptional

From: Juan Ochoa <jochoa@pechanga-nsn.gov>
Sent: Thursday, January 9, 2025 2:56 PM
To: Lisa Harmon <Lisa.Harmon@meadhunt.com>; Ebru Ozdil <eozdil@pechanga-nsn.gov>
Cc: Jamison, Angela <AJamison@Rivco.org>
Subject: RE: Pechanga Tribe's AB52 Request for Consultation on Air Traffic Control Tower (ATCT) at the French Valley Airport

You don't often get email from jochoa@pechanga-nsn.gov. [Learn why this is important](#)

Hi Lisa,

Thank you for your reply as well as the cultural report. Do you have any digital copies of the site/grading plan as well as any biological and or geotech studies? Unfortunately our team is booked the week of January 13. If you have any availability for February please send dates and times for our consideration.

Regards,

Juan Ochoa, MLIS
Assistant Tribal Historic Preservation Officer
Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593
Office:(951)-770-6308
jochoa@pechanga-nsn.gov

From: Lisa Harmon <Lisa.Harmon@meadhunt.com>
Sent: Thursday, January 9, 2025 1:59 PM
To: Ebru Ozdil <eozdil@pechanga-nsn.gov>
Cc: Jamison, Angela <AJamison@Rivco.org>; Juan Ochoa <jochoa@pechanga-nsn.gov>
Subject: RE: Pechanga Tribe's AB52 Request for Consultation on Air Traffic Control Tower (ATCT) at the French Valley Airport

Ozdil,

On behalf of Angela Jamison, Riverside County's Director of Airports, please see the attached correspondence and the Cultural Resources Assessment undertaken in support of Riverside County's proposed Air Traffic Control Tower (ATCT) at the French Valley Airport. This correspondence initiates Formal Consultation pursuant to AB 52.

As mentioned in the attached letter, the County is interested in furthering this conversation with you during the week of January 13.

Thanks,
Lisa Harmon
Mead & Hunt, Inc.

Lisa Harmon (She, Her, Hers)

Project Planner | Aviation
Direct: 916-993-4650 | Cell: 530-574-7620 | [Transfer Files](#)

Mead&Hunt

[LinkedIn](#) | [Facebook](#) | [Instagram](#)

From: Juan Ochoa <jochoa@pechanga-nsn.gov>
Sent: Wednesday, January 8, 2025 11:52 AM
To: Jamison, Angela <AJamison@Rivco.org>
Cc: Ebru Ozdil <eozdil@pechanga-nsn.gov>; Molly Earp <mearp@pechanga-nsn.gov>; Paul Macarro <pmacarro@pechanga-nsn.gov>; Tina Thompson Mendoza <tmendoza@pechanga-nsn.gov>
Subject: Pechanga Tribe's AB52 Request for Consultation on Air Traffic Control Tower (ATCT) at the French Valley Airport

CAUTION: This email originated externally from the Riverside County email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Angela Jamison,

This email is written on behalf of the Pechanga Band of Indians (hereinafter, "the Tribe") a federally recognized Indian tribe and sovereign government in response to the AB 52 notice provided by the County of Riverside (County) Division of Airports.

This email serves as the Tribe's formal request to begin consultation under AB 52 for this Project. Per AB 52, we intend to assist the County in determining the type of environmental document that should be prepared for this Project (i.e. EIR, MND, ND); with identifying potential tribal cultural resources (TCRs); determining whether potential substantial adverse effects will occur to them; and to develop appropriate preservation, avoidance and/or mitigation measures, as appropriate. CEQA, as amended by AB 52, requires the County to avoid damaging effects to the significance of a tribal cultural resource. As such, the preferred TCR mitigation is complete avoidance and the Tribe requests that all efforts to preserve sensitive TCRs be made as early in the development process as possible.

Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, development plans, conceptual grading plans (if available), and all other applicable documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project, and that these comments be incorporated into the record of approval for this Project.

The Pechanga Tribe asserts that the Undertaking is a part of '*Atáaxum* (Luiseño) territory, and therefore the Tribe's aboriginal territory as evidenced by the existence of cultural features associated with religious practice and an extensive artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Indians because of the Tribe's cultural ties to this area as well as our extensive history with the County and other projects within the area.

As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the TCRs that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the County on ensuring that a full, comprehensive environmental review of the Project's impacts is completed.

In addition to those rights granted to the Tribe under AB 52, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the County of Riverside Division of Airports in protecting the invaluable Pechanga cultural resources found in the Project area. The formal contact person for this Project will be Ebru Ozdil. Please contact her at 951-770-6313 or at eozydil@pechanga-nsn.gov within 30 days of receiving this consultation request so that we can begin the consultation process. Thank you.

Juan Ochoa, MLIS
Assistant Tribal Historic Preservation Officer

Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593
Office:(951)-770-6308
jochoa@pechanga-nsn.gov

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County of Riverside California

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Riverside County Aviation

March 3, 2025

Ms. Ebru Ozdil
Pechanga Cultural Resources Department
P.O. Box 2183
Temecula, CA 92593

Sent via email

Subject: Closure of Formal Consultation pursuant to AB 52 regarding a
Proposed Air Traffic Control Tower at the French Valley Airport

Ms. Ozdil,

Thank you for your interest in the proposed Air Traffic Control Tower at the French Valley Airport as expressed in your email correspondence of January 8, 2025.

Since its receipt of your original letter dated January 8, 2025, which requested formal consultation under AB 52, Riverside County has undertaken the following:

- On January 9, 2025, the County provided a letter to initiate formal consultation.
- On January 9, 2025, the County's consultant provided an electronic copy of the project-related Cultural Resource Assessment prepared for the project by Applied Earthworks, a copy of a geotechnical report prepared for an earlier undertaking at the airport, and extended an invitation to meet and discuss the project.

Since more than 30 days has passed since our previous correspondence, the County will close formal consultation as of Monday, March 3, 2025.

The County plans to release a Mitigated Negative Declaration (MND) for the proposed project in accordance with CEQA on or about March 7, 2025. The MND includes specific mitigation measures associated with the inadvertent discovery of tribal resources. We invite you to review the MND during the 30-day public review period.

Many thanks for your interest in our project. The County looks forward to future consultation with you.

Angela Jamison
Airports Director

Rincon Band of Luiseño Indians

CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1092 | Fax: (760) 749-8901 | rincon-nsn.gov



January 16, 2025

Sent via email: ajamison@rico.org

Re: Proposed ATCT Construction at the French Valley Airport, Riverside County Aviation, California

Dear Ms. Jamison,

This letter is written on behalf of the Rincon Band of Luiseño Indians (“Rincon Band” or “Tribe”), a federally recognized Indian Tribe and sovereign government. We have received your notification regarding the above-mentioned project. The identified location is within the Traditional Use Area (TUA) of the Luiseño people. As such, the Rincon Band is traditionally and culturally affiliated to the project area.

We kindly ask to be provided with copies of existing documents pertaining to the project such as the cultural survey including the archaeological site records, shape files, archaeological record search results, geotechnical report, and the grading plans. Upon receipt and review, the Rincon Band will determine if AB52 consultation is needed.

If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749 1092 ext. 320 or via electronic mail at slinton@rincon-nsn.gov. Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Shuuluk Linton
Tribal Historic Preservation Coordinator



Riverside County Aviation

January 17, 2025

Mr. Shuuluk Linton
Tribal Historic Preservation Coordinator
Rincon Band of Luiseno Indians
One Government Center Lane
Valley Center, CA 92082

Sent via email

Subject: Formal Consultation pursuant to AB 52 regarding a proposed Air Traffic Control Tower at the French Valley Airport

Dear Mr. Linton:

Thank you for your emailed letter of January 16, 2025, and your interest in the proposed Air Traffic Control Tower (ATCT) at the French Valley Airport. The County of Riverside (County) is pleased to provide you with information about our project and the research undertaken to date.

The County engaged Applied Earthworks to undertake a Cultural Resources Assessment in association with the proposed project. A copy of site assessment report is included for your review with this correspondence. The results of the assessment indicate that the project site, which is in a previously disturbed area within airport boundaries, has a low probability to yield cultural materials. In addition, the proposed project will have no effect on air traffic patterns, airport capacity, or the type of aircraft that frequent the airport. Based on this data and the results of other environmental studies conducted in support of the proposed project, the County will prepare an Initial Study/Negative Declaration in support of the proposed project.

Your letter of January 16, 2025, also requested site records and other site background information. Based on the size and number of these records, I have asked our consultant, Mead & Hunt, Inc., to send those records to you using a secure FTP transfer. Please anticipate an email from Lisa Harmon, Mead & Hunt Inc., with a link to download site-records obtained during the preparation of the attached Cultural Resources Assessment. If you do not receive an email with a link to download the records by Monday, January 20, 2025, please reach out to me directly at the email below.

The County is interested in the cultural heritage of the Rincon Band of Luiseno Indians, and I am happy to answer any project-related questions you may have. I would like to schedule a follow-up call with you during the week of January 20, 2025. Please do not hesitate to reach out to me at ajamison@rivco.org.



Riverside County Aviation

Thank you for your assistance,

Angela Jamison

Angela Jamison

Director of Airports

Enclosure: Cultural Resources Assessment Report for a Proposed Air Traffic Control Tower at the French Valley Airport.



Riverside County Aviation

March 3, 2025

Mr. Shuuluk Linton
Tribal Historic Preservation Coordinator
Rincon Band of Luiseno Indians
One Government Center Lane
Valley Center, CA 92082

Sent via email

Subject: Proposed Air Traffic Control Tower at the French Valley Airport

Mr. Linton,

Thank you for your interest in the proposed Air Traffic Control Tower at the French Valley Airport as expressed in your email correspondence of January 16, 2025.

On January 17, 2025, the County responded to you with a letter regarding the proposed project and provided an electronic copy of the project-related Cultural Resource Assessment prepared for the project by Applied Earthworks. To date, the County has not received further correspondence or a request to initiate formal consultation.

The County wanted to reach out to you because it plans to release a Mitigated Negative Declaration (MND) for the proposed project in accordance with CEQA on or about March 7, 2025. The MND includes specific mitigation measures associated with the inadvertent discovery of tribal resources and human remains. We invite you to review the MND during the 30-day public review period.

Many thanks for your interest in our project.

Angela Jamison
Airports Director



AUGUSTINE BAND OF CAHUILLA INDIANS

84-001 AVENUE 54 COACHELLA, CA 92236 | T: 760-398-4722 F: 760-369-7161

TRIBAL CHAIRPERSON: AMANDA AUGUSTINE TRIBAL TREASURER: WILLIAM VANCE

TRIBAL COUNCIL MEMBER: RONNIE VANCE

Date: 01/16/2025

Angela Jamison
County of Riverside, Director of Airports
Riverside County Aviation

SUBJECT: Proposed ATCT construction at the French Valley Airport

Thank you for contacting Augustine Band of Cahuilla Indians about the proposed **ATCT construction at the French Valley Airport Project**. We appreciate your consideration of the cultural resources in the project area.

At this time, we are not aware of any specific cultural resources within the project area that would be affected by the proposed development. Therefore, we do not believe that formal consultation is necessary at this stage.

If any cultural resources are discovered during the project, we ask that you contact the California Native American Heritage Commission immediately to take appropriate steps to evaluate and protect them.

Thank you once again for your attention to this important matter.

Very truly yours,

Jacobia Kirksey

Jacobia Kirksey, Tribal Operations Specialist
Augustine Band of Cahuilla Indians



TRIBAL HISTORIC PRESERVATION OFFICE

VIA ELECTRONIC MAIL

ajamison@rivco.org

January 31, 2025

Angela Jamison, Director of Airports
County of Riverside

**Re: AB-52 Consultation for the Proposed ATCT Construction at the French Valley
Airport, Riverside County, California**

**MORONGO
BAND OF
MISSION
INDIANS**



A SOVEREIGN NATION

Dear Ms. Jamison:

The Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office received the County of Riverside's (County) letter regarding the above referenced project on January 9, 2025. The proposed Barton Road Specific Plan Amendment Project (Project) is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.

Tribal cultural resources are non-renewable resources and therefore of high importance to the Morongo Tribe, therefore, tribal participation (a.k.a. tribal monitors) is recommended during all ground disturbing activities. We look forward to working with your agency to protect these irreplaceable resources out of respect for ancestors of the Morongo people who left them there, and for the people of today and for generations to come.

Projects within this area are potentially sensitive for cultural resources regardless of the presence or absence of remaining surface artifacts and features. Our office requests to initiate government-to-government consultation under Assembly Bill (AB) 52 (California Public Resources Code § 21080.3.1) and requests the following from your agency to ensure meaningful consultation:

- Currently proposed Project design and Mass Grading Maps
- A records search conducted at the appropriate California Historical Resources Information System (CHRIS) center with at least a 1.0-mile search radius from the project boundary. If this work has already been done, please furnish copies of the cultural resource documentation (ArcMap Shapefiles, reports and site records) generated through this search so that we can compare and review with our records to begin productive consultation.
- Tribal participation (a.k.a. tribal monitors) during the pedestrian survey and testing, if this fieldwork has not already taken place. In the event that archaeological crews have completed this work, our office requests a copy of the current Phase I study or other cultural assessments (including the cultural resources inventory).
- Shapefiles of the Projects area of effect (APE)
- Geotechnical Report

This letter does not conclude consultation. Upon receipt of the requested documents the MBMI THPO may further provide recommendations and/or mitigation measures.

The lead contact for this Project is Bernadette Ann Brierty, Tribal Historic Preservation Officer (THPO). MBMI Tribal Archaeologist, Sarah Bertman will be assisting the Tribe in the review of this project. Please do not hesitate to contact us at ABrierty@morongo-nsn.gov, THPO@morongo-nsn.gov,

sbertman@morongo-nsn.gov or (951) 663-2842, should you have any questions. The Tribe looks forward to meaningful government-to-government consultation with the County.

Respectfully,

A handwritten signature in cursive script that reads "Bernadette Ann Brierty".

Bernadette Ann Brierty

Tribal Historic Preservation Officer

Morongo Band of Mission Indians

CC: Morongo THPO



Riverside County Aviation

March 3, 2025

Bernadette Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Sent via email

Subject: Proposed Air Traffic Control Tower at the French Valley Airport

Ms. Brierty,

Thank you for your interest in the proposed Air Traffic Control Tower at the French Valley Airport as expressed in your email correspondence of January 31, 2025.

The County's letter to tribal representatives requested a response by January 19, 2025. Although the County received your letter after its cutoff date, I wanted to reach out to you because the County plans to release a Mitigated Negative Declaration (MND) for the proposed project in on or about March 7, 2025. The MND includes specific mitigation measures associated with the inadvertent discovery of cultural resources that were developed with input from tribal representatives.

We invite you to review the MND, which will include a copy of the Cultural Resources Assessment prepared for the proposed project by Applied Earthworks, the County's archaeological consultant.
Many thanks for your interest in our project.

A handwritten signature in black ink that reads "Angela Jamison". The signature is fluid and cursive, with the first name "Angela" written in a larger, more prominent script than the last name "Jamison".

Angela Jamison
Airports Director

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APPENDIX E

BUILT ENVIRONMENTAL AND SECTION 106 MEMO

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Technical Memorandum

To: Angela Jamison, Airports Manager, Riverside County Transportation and Land Management Agency

From: Brian Matuk, Mead & Hunt, Inc.

Date: October 18, 2024

Subject: National Historic Preservation Act (NRHP) Section 106, Review of Built-Environment Resources in support of the proposed Air Traffic Control Tower Project at F70 French Valley Airport, Murrieta, California

1. Introduction and Background

The Riverside County Transportation and Land Management Agency proposes to develop an air traffic control tower (ATCT) and associated parking and utilities at the French Valley Airport (project) near the City of Murietta in Riverside County, California. The proposed project is a Federal Action pursuant to The National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). The Federal Aviation Administration (FAA) is the lead agency for compliance with NEPA and Section 106.

2. Approach

To determine if the Project has the potential to impact Historic Properties under Section 106, Mead & Hunt, Inc. (Mead & Hunt) historian Brian Matuk identified a project-specific area of potential effects for built-environment resources (Built-Environment APE) based on the project description provided by Riverside County (Attachment A).^a Using this Built-Environment APE, Matuk conducted a desktop review of previously recorded resources and reports within a 0.25-mile radius of the Built-Environment APE. The previously recorded resources were obtained from subconsultant Applied Earthworks, which was engaged to undertake a project-specific cultural resources investigation. Additionally, Matuk reviewed historic aerial photographs to identify the potential for any extant built-environment resources within the APE that would qualify as Historic Properties under Section 106. A map showing the Built-Environment APE overlaid on a historic aerial photograph from 1980 is provided in Attachment B.

^a Mead & Hunt historian Brian Matuk meets the professional qualifications of the *Secretary of the Interior's Standards for Professional Qualifications* (per 48 CFR 44738-44739) in history and architectural history.

3. Analysis

The Built-Environment APE encompasses 89.3 acres. Note that this APE is not the same as the APE identified for archaeological resources, which is based on site-related disturbance, and investigated by Applied Earthworks. The Built-Environment APE is located primarily within airport property boundaries, but extends beyond the project area to account for potential indirect (visual) effects that the construction of a new air traffic control tower may have on Historic Properties. The Built-Environment APE extends to a one-quarter-mile (0.25-mile) radius around the proposed location of the new 95-foot-tall ATCT to account for any visual effects that the new building may have on Historic Properties.





4. Conclusion

A review of previously identified resources, available reports, historic aerial photographs suggests that no extant built-environment resources are present within the APE that exceed 45 years of age; therefore, no built-environment resources are within the Built-Environment APE that would qualify as Historic Properties under Section 106. No impacts to the historic properties would occur as result of the proposed project.

Attachment A. Area of Potential Effects Map

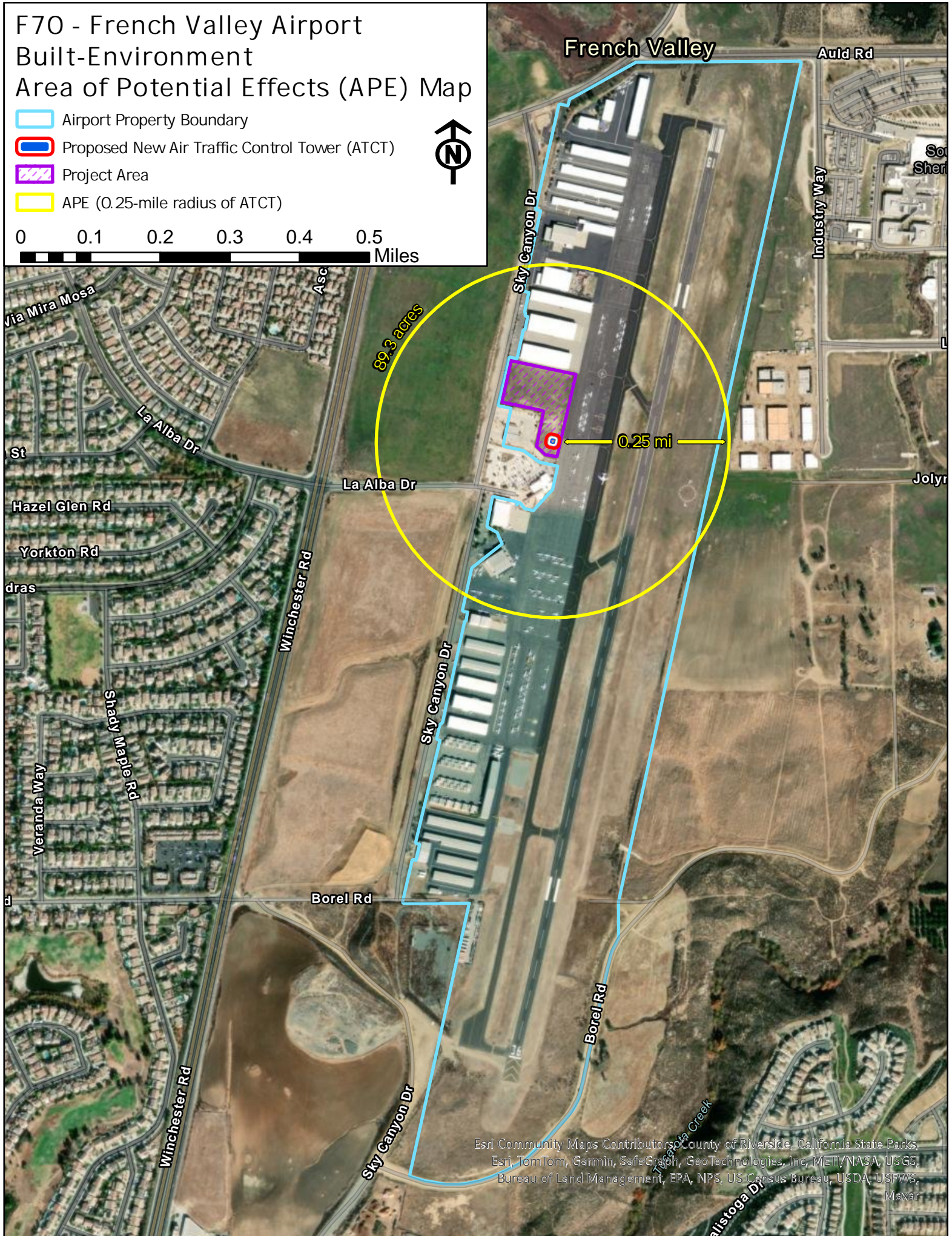
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F70 - French Valley Airport Built-Environment Area of Potential Effects (APE) Map

-  Airport Property Boundary
-  Proposed New Air Traffic Control Tower (ATCT)
-  Project Area
-  APE (0.25-mile radius of ATCT)



0 0.1 0.2 0.3 0.4 0.5 Miles







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Attachment B. 1980 Aerial Photograph with APE Overlay

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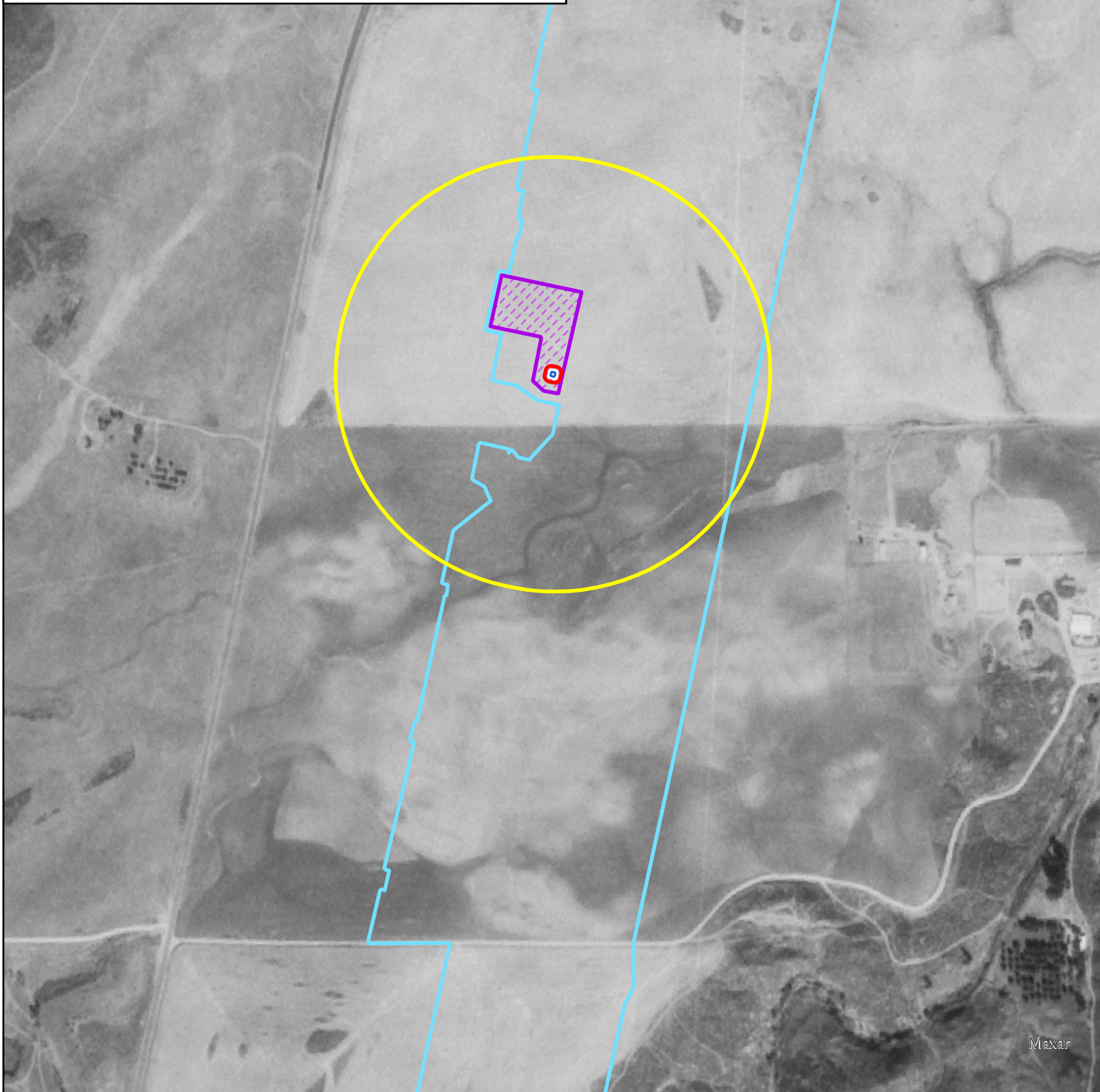
F70 - French Valley Airport Built-Environment Area of Potential Effects (APE) Map

-  Airport Property Boundary
-  Proposed New Air Traffic Control Tower (ATCT)
-  Project Area
-  APE (0.25-mile radius of ATCT)



0 500 1,000 2,000 3,000 Feet

Basemap aerial photograph from October 18, 1980
(USGS Entity ID: AR1VEUY00020033)



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APPENDIX F

**PALEONTOLOGICAL RESOURCES SENSITIVITY
MEMO**

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November 11, 2024

Lisa Harmon, Project Planner, Aviation
Mead & Hunt, Inc.
180 Promenade Circle, Suite 240
Sacramento, CA 95834
Transmitted via email to lisa.harmon@meadhunt.com

RE: Paleontological Technical Letter Report for the Air Traffic Control Tower at the French Valley
Regional Airport near Murrietta, Riverside County, California

Dear Ms. Harmon,

At the request of Mead & Hunt, Inc., Applied EarthWorks, Inc. (Æ) completed a paleontological technical letter report for the development of an air traffic control tower and associated parking and utilities within the French Valley Airport (Project), near the city of Murrieta, Riverside County, California. Æ understands the Project includes approximately 4 acres within the existing French Valley Airport.

Æ's scope of work included a desktop review of geologic maps, paleontological literature, and museum records searches. This technical letter report summarizes the findings and was written by staff who meet mitigation paleontology industry-wide standards (Murphey et al., 2019), as well as qualification standards of the Society of Vertebrate Paleontology (2010). Æ completed this paleontological memorandum in partial satisfaction of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. Riverside County (County) accepts federal Airport Improvement Program (AIP) grant funding to construct and maintain airport facilities; therefore, as a project within federal jurisdiction, this memo satisfies the requirements of NEPA, which covers all portions of the Project within airport boundaries. The Federal Aviation Administration (FAA) is the lead agency under NEPA, and the County is the lead agency under CEQA.

PROJECT DESCRIPTION AND BACKGROUND

The Project area is east of Sky Canyon Drive and south of Sparkman Way within the southwestern portion of the community of French Valley in Riverside County. It is mapped in Section 7, Township 7 South, Range 2 West, as shown on the U.S. Geological Survey (USGS) Murrieta, California, 7.5-minute topographic quadrangle map.

The primary objective of the Project is to enhance aviation safety through improved communication and operational efficiency. The Project area covers an approximate area of 3.9 acres, with the Air Traffic Control Tower to occupy 0.5 acres. The FAA has designated Site Number 1 as the optimal location for the construction of a 448-square-foot hexagonal tower, which will stand at a height of 93 feet, offering unobstructed views of both ends of the runway. The maximum depth of ground disturbance during the construction phase is not expected to exceed 6 feet.

Construction is slated to commence in 2026 and is anticipated to be completed within a six-month timeframe. The Project will involve the utilization of various heavy machinery and equipment, including graders, asphalt pavers, and cranes.



REGULATORY CONTEXT

This Project is subject to both state laws and local goals and policies. The following section provides an overview of the relevant laws and regulations.

Federal

When a proposed project involves federal funding and/or is on federal land or land under federal jurisdiction, Section 101(b)(4) of the Regulations for Implementing the Procedural Provisions of NEPA directs federal agencies to use all practicable means to “preserve important historic, cultural, and natural aspects of our national heritage.” Paleontological resources are “natural aspects of our national heritage.” Although this Project does not occur on federal lands, it is an airport development regulated by the FAA. Therefore, consideration of paleontological resources is required under NEPA, and an Environmental Assessment (EA) is being prepared pursuant to FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions; and Order 1050.1F, Environmental Impacts: Policies and Procedures.

State

At the state level, paleontological resources are protected under CEQA, which requires detailed studies that analyze the environmental effects of a proposed project. If a project is determined to have a potential significant environmental effect, the act requires that alternative plans and mitigation measures be considered. Specifically, Section VII(f) of Appendix G of the CEQA Guidelines, the Environmental Checklist Form, poses the question, “Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?” If paleontological resources are identified as being within the proposed project area, the sponsoring agency must take those resources into consideration when evaluating project effects. The level of consideration may vary with the importance of the resource.

Local

There are several policies covering paleontological resources within the County’s *General Plan, Multipurpose Open Space (OS) Element* (Riverside County Planning Department, 2015:OS-51):

- **OS 19.6:** Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the Riverside County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.
- **OS 19.7:** Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the Riverside County Geologist shall be notified and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.
- **OS 19.8:** Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the



Riverside County Geologist documenting the extent and potential significance of the paleontological resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.

- **OS 19.9:** Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.

PALEONTOLOGICAL RESOURCE POTENTIAL

The FAA does not include specific protocols or measures pertaining to paleontological resources within their EA guidelines. Many professional paleontologists in California follow the Society of Vertebrate Paleontology (2010) guidelines to determine the course of paleontological mitigation for a given project unless specific city, county, state, or federal guidelines are available. The County has assessed the paleontological sensitivity of geologic units and outlines measures to follow in order to mitigate adverse impacts to known or unknown fossil resources during project development (County of Riverside, 2015). Consequently, this assessment utilizes the County's ranking system.

The County has assigned various paleontological sensitivity rankings to the various geologic units exposed within its boundaries—Low, Undetermined, High A (Ha), and High B (Hb) Potential (County of Riverside, 2015). Geologic units are considered to be “sensitive” for paleontological resources and have a High paleontological resource potential if they are known to contain significant fossils anywhere in their extent, even if outside the Project area. High A (Ha) sensitivity is based on the occurrence of fossils that may be present at the ground surface of the Project area, whereas High B (Hb) sensitivity is based on the occurrence of fossils at or below a depth of 4 feet, which may be impacted during construction activities (County of Riverside, 2015). A coarse-grained paleontological sensitivity map of Riverside County is included in the OS Element, which indicates the sensitivity rankings across the ground surface (County of Riverside, 2015:Figure OS-8, OS-55).

METHODS

Æ completed desktop studies to assess the paleontological sensitivity of geologic units mapped at the ground surface and those likely to occur in the subsurface of the Project area. Æ first researched published geologic maps and paleontological literature for the region. Æ then retained the Natural History Museum of Los Angeles County (NHMLAC) and the Western Science Center (WSC) in Hemet, California, to conduct searches of fossil localities recorded in their collections. To augment these results, Æ also conducted searches of the online Paleobiology Database (PBDB) and the University of California Museum of Paleontology (UCMP). The PBDB lists a large collection of museum records and publications of fossil materials, whereas the UCMP is the largest repository of fossils on the West Coast of the U.S. with an older history of collection than several other regional natural history museums.

RESOURCE CONTEXT

The Project area is located within the northern portion of the Peninsular Range geomorphic province¹ which is characterized by steep, elongated valleys and ranges that generally trend northwestward from

¹ A geomorphic province is a region of unique topography and geology that is readily distinguished from other regions based on its landforms and tectonic history (American Geological Institute, 1976).



the tip of Baja California to the Los Angeles Basin. The city of Murrieta is located at the base of the Santa Ana Mountains and the Santa Rosa Plateau, with the Santa Margarita and Agua Tibia ranges approximately 12 to 14 miles to the south, and the San Jacinto ranges approximately 35 miles to the east. More specifically, Murrieta is situated within two structural blocks or subdivisions of the Peninsular Range province. The western foothill boundary of the city is within the Santa Ana Mountains block and the eastern portion is within the Perris block (City of Murrieta, 2022).

Three major faults zones and some subordinate fault zones are found in this province. The Elsinore Fault zone and the San Jacinto Fault zone trend northwest-southeast and are found near the middle of the province. The San Andreas Fault zone borders the northeasterly margin of the province, whereas a fault related to the San Andreas Transform Fault System, the Newport–Inglewood–Rose Canyon Fault zone exists near the western margin and Continental Borderland Geomorphic Province. According to the City of Murrieta’s Environmental Impact Report (EIR) for its General Plan 2035 (City of Murrieta, 2020), the Elsinore Fault Zone is present within portions of the city near Interstate 15, while the other three noted major fault zones are within roughly 30 miles.

According to (Morton et al., 2006a), the surficial geology of the Project area is mapped as early to middle Pleistocene² old axial-channel deposits (Qvoa_a). Unit Qvoa_a includes well consolidated and moderately indurated deposits dominated by sand with some gravel and pebble layers as well as silt and clay-rich alluvium (Morton et al., 2006b).

RECORDS SEARCH RESULTS

No paleontological localities are previously recorded within the Project area. The NHMLAC listed four vertebrate fossil localities within seven miles of the Project area. However, two of these are in Holocene sediments that are younger than the early to middle Pleistocene Qvoa sediments mapped at the surface within the Project area and are not expected to be present in the subsurface. A third locality yielded a specimen of *Bison* sp., a taxon only present in North America during the Rancholabrean³ North American Land Mammal Age (NALMA), which also postdates Qvoa sediments. Therefore, these three localities are omitted from the table and discussion below.

In addition to the results from NHMLAC, three other localities are listed in record search results from previous *Æ* projects within a 10-mile radius. These several localities are in Pleistocene deposits like those mapped either at the surface or likely at depth in the Project area. The WSC records search does not list any fossil localities within the Project area or a 1-mile radius. Similarly, PBDB and UCMP online databases do not list any fossil localities from Holocene or Pleistocene alluvial deposits within the Project area or a 10-mile radius. Table 1 lists the known paleontological resources within a 10-mile radius of the Project area.

² Pleistocene Epoch: approximately 2.6 million to 11,700 years ago (Cohen et al., 2023).

³ Rancholabrean: a faunal stage according to NALMA chronology, lasting from 210,000 to 14,000 years ago (Barnosky et al., 2014).



Table 1
Fossil Localities Reported within a 10-mile Radius of the Project Area, by Distance

| Locality No. or Name | Geologic Unit (Date) | Taxa | Depth | Approx. Distance from Project Area |
|--|------------------------------------|---|--------------|---|
| SBCM 5.6.628, 5.6.857, 5.6.859 ^a | Unknown formation (Pleistocene) | Unspecified invertebrates Actinopterygii (fish) Reptilia (reptile) Leporidae (rabbit) Rodentia (rodent) | Unknown | 2 miles |
| LACM VP 8008 ^a | Unknown formation (Pleistocene) | <i>Mammuthus</i> sp. (mammoth) | Unknown | 3 miles |
| LACM VP 7261 ^b | Unknown formation (Pleistocene) | <i>Mammuthus</i> sp. (mammoth) Proboscidea (elephant) Ungulata (ungulate) | Unknown | 5 miles |
| LACM VP 5168 ^a | Quaternary older alluvium | <i>Equus</i> sp. (horse) | Unknown | 10 miles |

a - Records search from previous Æ projects

b - NHMLAC

Multiple localities have been documented within Qvoa and other similarly aged Pleistocene sediments in the vicinity of the Project area. Nearest to the Project area, localities SBCM 5.6.628, 5.6.857, and 5.6.859 preserve a diverse assortment of bony fish, reptile, rabbit, and rodent material. Approximately 3 miles to the northeast, LACM 8008 yielded a mammoth specimen. LACM VP 7261 is 5 miles northeast of the Project area. This locality preserves specimens of elephant and an indeterminate ungulate. Lastly, LACM VP 5168, approximately 10 miles northeast of the Project area, yielded a horse specimen. The depths of these localities are unknown.

FINDINGS AND RECOMMENDATIONS

Æ used the results from the desktop studies to determine the paleontological sensitivity of the Project area. According to the Riverside County Planning Department (2015) paleontological sensitivity map, the entire Project area is mapped as Low. Æ's desktop studies do not support this assessment. The Qvoa sediments mapped at the surface within the Project area are conducive to the preservation of fossils, and multiple paleontological resources have been recovered from similar geologic units in the vicinity. Therefore, Æ recommends elevating the paleontological sensitivity to the Riverside County Planning Department (2015) High A or B ranking, which is based on the occurrence of fossils at the surface or below 4 feet bgs, respectively.

As a result of the demonstrated high sensitivity of sedimentary beds within the Project area, Æ recommends that a qualified paleontologist prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to the start of Project-related, ground-disturbing activities. The paleontologist should meet industry standards (Murphey et al., 2019) and/or qualifications standards of the Society of Vertebrate Paleontology (2010). The purpose of the PRIMP is to establish mitigation monitoring procedures and discovery protocols, based on industry-wide best practices (Murphey et al., 2019), for any paleontological resources that may be encountered as a result of earth-disturbing activities during construction of the Project. A PRIMP also will indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full-time, spot checks, etc.). The collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for the presence or absence



of microvertebrates and other small fossils also would be addressed in a PRIMP. In addition to monitoring and sampling procedures, a PRIMP also will provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository, such as the WSC. Lastly, the PRIMP describes the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries. Worker's Environmental Awareness Program training should be prepared prior to the start of Project-related ground disturbance and presented in person to all field personnel to describe the types of fossils that may occur and the procedures to follow if any are encountered in the Project area.

It has been a pleasure assisting you with this Project. If you have any questions, please do not hesitate to contact me at (626) 578-0119, extension 403.

Sincerely,

Melissa Macias, M.S.
Senior Paleontologist
Applied EarthWorks, Inc.

Edited and Approved By:

A M.S., Register of Professional Archaeologists 12588
Paleontology Program Manager
Applied EarthWorks, Inc.



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APPENDIX G

COMMENTS RECEIVED ON THE INITIAL STUDY

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From: Jill McCormick <historicpreservation@quechantribe.com>
Sent: Wednesday, March 19, 2025 10:54 AM
To: Priscyla Rodriguez; ajamison@rivco.org
Subject: Re: [EXTERNAL]:FW: Proposed Air Traffic Control Tower Construction at the French Valley Airport

Good afternoon,

This email is to inform you that the Historic Preservation Office does not wish to comment on this project. We defer to the local Tribes and support their determinations on this matter.

Email correspondence is the preferred method of communication with this office. Hard copies of project letters are not required if an email containing the project documents has been sent to the Historic Preservation Office. Also, please update your contact information for the Quechan Tribe. All project-based correspondence should be sent to this email address (historicpreservation@quechantribe.com) and President Jordan Joaquin (executivesecretary@quechantribe.com). Per the Tribe's NAHC contact list, please remove Manfred Scott (culturalcommittee@quechantribe.com and scottmanfred@yahoo.com) from the distribution list for the Quechan Tribe.

Jill

H. Jill McCormick, M.A.
Historic Preservation Office
Ft. Yuma Quechan Indian Tribe
P.O. Box 1899
Yuma, AZ 85366-1899
Office: 760-919-3631
Cell: 928-920-6521



From: Priscyla Rodriguez <Priscyla.Rodriguez@meadhunt.com>
Sent: Tuesday, March 18, 2025 4:47 PM
Subject: [EXTERNAL]:FW: Proposed Air Traffic Control Tower Construction at the French Valley Airport

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

The attached Notice of Intent is sent on behalf of Riverside County.

The Riverside County Airports Division proposes to construct an Air Traffic Control Tower at the French Valley Airport near Murrieta, CA.

In accordance with the California Environmental Quality Act (CEQA), the County has prepared a Mitigated Negative Declaration (MND), which was assigned **State Clearing House Number 2025030721**. The document is available at the following locations:

- The California CEQAnet Web Portal at: <https://ceqanet.opr.ca.gov>
- The County of Riverside Division of Airports website at: www.rcfva.com
- A hard copy is available for review at the at the French Valley Library, 31526 Skyview Road, Winchester, CA 92596. The library is open Monday through Saturday from 10 AM to 6 PM.

The MND will be available for review for 30 days, starting on March 18, 2025, and ending on April 17, 2025, at 5 PM. Written comments on the MND should be sent to Angela Jamison, Director of Airports, by email or as written comments addressed to the address identified in Item 2 above. Comments must be received by April 17, 2025, at 5 pm.

Written comments on the MND should be sent via US Mail or email to:

Angela Jamison, Director of Airports
County of Riverside, TLMA-Airports Division
4080 Lemon Street, 14th Floor
Riverside, CA 92501
Tel. (951) 955-9418
Email: ajamison@rivco.org

Please refer to the attached Notice of Intent for further details. The County welcomes your comments.



Priscyla Rodriguez Robles

Administrative Assistant | Aviation
Direct: 909-219-8212 | Transfer Files

Mead&Hunt

LinkedIn | Facebook | Instagram | My LinkedIn

Priscyla Rodriguez Robles

Direct: 909-219-8212 | Transfer Files

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From: GW Res <grestmtm@gmail.com>
Sent: Wednesday, March 19, 2025 9:52 AM
To: Priscyla Rodriguez
Subject: Re: Proposed Air Traffic Control Tower Construction at the French Valley Airport

Meyawhen

I am responding on behalf of The Torres Martinez Cultural Committee regarding Proposed Air Traffic Control Tower Construction at the French Valley Airport

This project area is located outside of our Tribes Prehistoric Settlement pattern therefore we would like to defer to

Soboba Band of Luiseno Indians

Pechanga Band of Mission Indians

We appreciate your time and effort in helping us protect our Tribes Traditional Cultural Resource

Any questions comments or concerns please feel free to contact us.

Respectfully
Gary Wayne Resvaloso Jr
Torres Martinez Desert Cahuilla Indians MLD
70-555 Pierce St
Thermal Ca, 92274
(442) 256-2964
grestmtm@gmail.com

Our lives begin to end the day we become silent about things that matter.
Martin Luther King Jr.

On Tue, Mar 18, 2025, 4:37 PM Priscyla Rodriguez <Priscyla.Rodriguez@meadhunt.com> wrote:

The attached Notice of Intent is sent on behalf of Riverside County.

The Riverside County Airports Division proposes to construct an Air Traffic Control Tower at the French Valley Airport near Murrieta, CA.

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Angela Jamison, Director of Airports

County of Riverside, TLMA-Airports Division

[4080 Lemon Street, 14th Floor](#)

[Riverside, CA 92501](#)

Tel. (951) 955-9418

Email: ajamison@rivco.org

Please refer to the attached Notice of Intent for further details. The County welcomes your comments.



Priscyla Rodriguez Robles

Administrative Assistant | Aviation

Direct: 909-219-8212 | Transfer Files

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From: THPO Consulting <ACBCI-THPO@aguacaliente.net>
Sent: Wednesday, March 19, 2025 10:09 AM
To: Priscyla Rodriguez
Subject: RE: Proposed Air Traffic Control Tower Construction at the French Valley Airport

Greetings,

A records check of the Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

Thank you,



Xitlaly Madrigal
Cultural Resources Analyst
xmadrigal@aguacaliente.net
(760) 423-3485
5401 Dinah Shore Drive, Palm Springs, CA 92264

From: Priscyla Rodriguez <Priscyla.Rodriguez@meadhunt.com>
Sent: Tuesday, March 18, 2025 4:37 PM
Subject: Proposed Air Traffic Control Tower Construction at the French Valley Airport

This email was sent by a person from outside your organization. Please verify the authenticity of this email before taking further action.

The attached Notice of Intent is sent on behalf of Riverside County.

The Riverside County Airports Division proposes to construct an Air Traffic Control Tower at the French Valley Airport near Murrieta, CA.

In accordance with the California Environmental Quality Act (CEQA), the County has prepared a Mitigated Negative Declaration (MND), which was assigned **State Clearing House Number 2025030721**. The document is available at the following locations:

- The California CEQAnet Web Portal at: <https://ceqanet.opr.ca.gov>
- The County of Riverside Division of Airports website at: www.rcfva.com
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Email: ajamison@rivco.org

Please refer to the attached Notice of Intent for further details. The County welcomes your comments.



Priscyla Rodriguez Robles

Administrative Assistant | Aviation
Direct: 909-219-8212 | Transfer Files

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From: John Pepper <jpepper@palatribe.com>
Sent: Friday, March 21, 2025 1:18 PM
To: Lisa Harmon <Lisa.Harmon@meadhunt.com>
Cc: THPO <THPO@palatribe.com>; Jamison, Angela <AJamison@Rivco.org>
Subject: RE: Letter to John Papper of the Pala Band

Hello Lisa,

Sorry for the late response this one slipped threw the cracks lol, but I have drafted some mitigation measures really fast these are a summary of the Pala Band of mission Indians mitigation and wanted to provide them to you that way we can continue discussions about the project in the future!

Thank you for your time.

John Pepper

Pala Band of Mission Indians
Deputy THPO,
Tribal Historic Preservation Office
35008 Pala Temecula Road, Pmb 50; Pala, CA 92059
(760)891-3500 Ext 3732
jpepper@palatribe.com



UNANTICIPATED DISCOVERIES:

In the event that cultural resource(s) are unearthed during ground disturbing activities, the archeological monitor and tribal monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. The landowner/project applicant or appropriate representative, the project archaeologist, and a tribal representative shall assess the significance of such cultural resource(s) and, if the cultural resource(s) is determined to be culturally significant, they shall meet to confer regarding the appropriate treatment for the cultural resource(s). Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation. The archaeologist and the tribal representative shall make recommendations to the Lead Agency on the measures that will be implemented to protect the newly discovered cultural resource(s), including but not limited to, avoidance in place, excavation, relocation, and further evaluation of the discoveries in accordance with California Environmental Quality Act (CEQA).

No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s). Any cultural resources recovered as a result, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be repatriated to the Pala Band of Mission Indians.

If the Developer, the project archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the planning director for decision. The planning director shall make the determination based on the provisions of CEQA with respect to cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the planning director shall be appealable to the [APPROPRIATE GOVERNING BODY, Ex. Planning Commission and/or Board of Supervisors].

SACRED SITES: All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

ARTIFACTS: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all cultural artifacts that are found on the project area to the Pala Band of Mission Indians for proper treatment and disposition as outlined in the Tribal Monitoring & Cultural Resources Treatment Agreement.

REPATRIATION: All cultural resources that are collected during the project construction will be repatriated to the Pala Band of Mission Indians for permanent onsite reburial. Excluding sacred items, human remains, and grave goods. Within 60 days after all monitoring is completed, the Pala Band will work with the proponent to select a location for reburial that will be free from any disturbance including but not limited to development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the proponent will allow the Pala Band a reasonable timeframe in which to access the agreed upon area. The Pala Band will document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.

ALTERNATE CURATION: Pala Band of Mission Indians does not agree with curation and its practice's. All cultural resources that are collected during the project construction process the Pala Band of Mission Indians prefers to keep all cultural resources on site with coordination with the agency and archaeologist on a secured space with a lock so cultural material are protected and safe until repatriation, if not feasible further consultation with the lead agency and the tribes will occur until a solution is decided on.

REPORTING: A final Phase IV report shall be completed by the project archaeologist no later than 90 days after monitoring has been completed. The report will include the results of monitoring including a list of project personnel, a catalog of any cultural resources that were identified, any associated DPR 523 Forms and/or confidential maps, details of the location of the final disposition of cultural resources, any issues or problems that occurred during monitoring, and any other pertinent information. Once completed, the project archaeologist will submit a draft to the Lead Agency for review and approval. Upon approval by the Lead Agency, a complete final report shall be submitted to the appropriate Information Center, the Pala Band of Mission Indians, and the landowner/applicant.

HUMAN REMAINS & GRAVE GOODS

HUMAN REMAINS: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Coroner determines the remains to be Native American, then he/she must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours of being notified, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Tribal Monitoring & Cultural Resources Treatment Agreement.

ESA FENCING: Areas/Sites have been designated as Environmentally Sensitive Areas and will be protectively fenced for the duration of the ground disturbing activities of the proposed project. The construction manager will ensure that the project archaeologist and tribal monitor are notified at least 48 hours prior to fencing placement and the monitors will be present during installation of the fencing. On a daily basis either the archaeological monitor or the tribal monitor will inspect the fencing for any potential breaches. Should a breach occur, the monitor(s) who identified the breach will notify the other monitor and the construction manager and an inspection of the breach will occur within a reasonable timeframe to determine the extent of the damage to the fence and the site(s). No additional ground disturbing should occur within 50 feet of the breach until it can be fully inspected.

If the breach was caused by construction personnel, sensitivity training shall be provided by the project archaeologist and a tribal representative to the entire construction team, at a minimum. If the breach was minimal and no disturbance to the site occurred, the fencing shall be fixed and ground disturbing can resume at the authorization of the construction manager. If the damage to the site is extreme and irreparable, additional measures may be taken as determined appropriate by the agency, up to and including removal of the offending operator from the jobsite, fines, and/or temporary work stoppages. Documentation of the fencing efforts will be included in the Phase IV Monitoring Report completed by the Project archaeologist.

TRAILS: Pala Band of Mission Indians prior to final approval, to general statements that no public or private trail systems can go within 50 feet (15 meters) of a known burial site, to allowing trails through sites but making sure that there is short deterring fencing and pokey plants such as cacti and agave planted to keep people on the clearly marked trail.

SIGNAGE FOR XXX: These measures are set in place if the Pala Band of Mission Indians and lead agency feels the need to proceed with signage. Prior to obtaining 50% occupancy permits, interpretative signs shall be developed in consultation with the Pala Band of Mission Indians to inform residents and the public of the past history of this area and guide them through the native plants garden. The Landowner/Applicant will contact the Pala Band and jointly prepare two signs – one for the entrance and one for the exit of the walking trail that will briefly describe in English, in Luiseño, and in Cupeño the name of the village and other important information about the Band's ancestors that is appropriate for the community to know. Additional name signs will be prepared in all three languages identifying the native plants within the garden per the agreed upon landscaping plans. The signs will be constructed from an appropriate Vendor and will be weatherproof. The Landowner/Applicant will cover all costs of sign production and installation. The agency must be notified and invited to attend when the signs are installed.

From: Evelyn Majel <emajel@Pauma-nsn.gov>
Sent: Friday, March 21, 2025 10:09 AM
To: Jamison, Angela <AJamison@Rivco.org>
Subject: Proposed ATCT construction at French Valley Airport

CAUTION: This email originated externally from the **Riverside Count** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Angela,

I am reaching out to you on behalf of the Pauma Band of Luiseno Mission Indians regarding the project mentioned in the subject line. At this point, Pauma would like to initiate consultation to ensure that we are in communication regarding inadvertent discoveries and any potential impact to the cultural landscape and/or resources during the project period. In the event monitoring is needed, please consider Pauma for any of your monitoring needs.

Thank you for your time and consideration,

Lucia Majel
Cultural Resource Manager
Pauma Band Of Luiseno Indians
(760) 742-1289 Ext. 317
CRM@pauma-nsn.gov



Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.

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APPENDIX H

ENVIRONMENTAL COMMITMENTS (MMRP)

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Airport Traffic Control Tower Construction at the French Valley Airport (F70)

Mitigation Monitoring and Reporting Program

Public Resources Code, Section 21081.6 (Assembly Bill 3180) requires a public agency to adopt a reporting or monitoring program that can be used to track and implement the mitigation measures identified in an environmental review document prepared in accordance with the California Environmental Quality Act (CEQA). This Mitigation Monitoring Program (MMRP) has been prepared to ensure that the mitigation measures included in the Mitigated Negative Declaration (MND) for the Air Traffic Control Tower Construction at the French Valley Airport (F70) (State Clearinghouse # 2025030721) are implemented.

Riverside County - Aviation is the agency responsible for implementation of the mitigation measures identified in the Mitigated Negative Declaration (MND) for the proposed Airport Traffic Control Tower Construction at the French Valley Airport (F70). This MMRP provides a summary table to identify all mitigation measures and includes the following information for each mitigation measure:

- Phase of the project during which the required mitigation measure must be implemented;
- Phase of the project during which the required mitigation measure must be monitored;
- Responsible party or agency sponsible for conducting the mitigation; and
- Verification of compliance (monitoring party, date of monitoring, and comments).

Mitigation Monitoring and Reporting Program - Air Traffic Control Tower Construction at the French Valley Airport

| Mitigation Measure | Implementation Phase | Monitoring Phase/Timing | Responsible Party (Monitoring) | Verification of Compliance | | |
|---|---|--|--|----------------------------|------|---------|
| | | | | Initial | Date | Remarks |
| AIR QUALITY | | | | | | |
| Mitigation Measure AQ-1: Incorporate County Provisions for Fugitive Dust Control in County Ordinance 742.1 in Construction Documents. The provisions set forth in Ordinance 742.1 of the County of Riverside to control the fugitive dust and PM10 in Coachella Valley will be incorporated into construction documents to minimize the volume of particulates generated during construction activities. | Preparation of final plans and construction documents | Pre-Construction Documentation / Construction Activities | Riverside County Aviation-Contractor | | | |
| CULTURAL RESOURCES | | | | | | |
| Mitigation Measure CUL-1: Conduct Cultural Resources Monitoring During Initial Ground Disturbing Activities. The Project Archaeologist and Tribal Representatives shall monitor initial ground disturbing activities. (Ongoing disturbance of the same area will not require ongoing monitoring.) Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site such as: project grading and development scheduling. The CRMP will include measures for the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County. The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find (see Mitigation Measure CUL-2). A decision regarding the find and its effect on construction activities must be determined within 48 hours. | Preparation of final plans and construction documents | Pre-Construction Documentation / Construction Activities | Riverside County Aviation, Project Archaeologist and Native American Tribal Monitor(s) | | | |
| Mitigation Measure CUL-2: Inadvertent Discovery of Native American Cultural Resources. If during ground disturbance activities unanticipated Native American cultural resources are discovered during the course of grading or ground disturbance for this project, the County's Archeological Monitor and Tribal Monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. All ground disturbance activities within 60 feet of the resource shall be halted, and a meeting shall be convened among the Project Archaeologist and Native American Tribal Monitor to discuss the significance of the find and appropriate treatment for the cultural resource(s). At that meeting, a decision will need to be made, with the concurrence of the Airports Division, as to the appropriate treatment of the resource (documentation, recovery, avoidance). Pursuant to California Public Resources Code § 21083.2(b), avoidance is the preferred method of preservation. Resource evaluations shall be limited to non-destructive analysis. No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s). Further ground disturbance shall not resume within the area of discovery until the Lead Agency approves the measures to protect the significant cultural resource(s) and appropriate treatment has been accomplished. If the County, the Project Archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the County's Director of Airports for a decision. The Director of Airports shall make the determination based on the provisions of CEQA with respect to cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the County of Riverside Board of Supervisors. The following procedures shall be carried out for the treatment and disposition, which shall be further described in the project-related CRMP that shall be developed by the County's cultural resource consultant in consultation with tribal representatives from the Pala Band of Mission Indians or other affected Tribe: <ul style="list-style-type: none">• Sacred Sites. All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred method of mitigation, if feasible.• Temporary On-Site Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site with Native American Tribal Monitor oversight of the process. | Preparation of final plans and construction documents | Construction Activities | Riverside County Aviation, Project Archaeologist and Native American monitor(s) | | | |

| Mitigation Measure | Implementation Phase | Monitoring Phase/Timing | Responsible Party (Monitoring) | Verification of Compliance | | |
|---|---|-------------------------|---|----------------------------|------|---------|
| | | | | Initial | Date | Remarks |
| <ul style="list-style-type: none">• Artifacts and Curation: The County shall relinquish ownership of all cultural resources to the affected Tribe. The County's Project Archaeologist, following consultation with the Monitoring Tribe(s) as outlined in a Tribal Monitoring & Cultural Resources Treatment Agreement developed during preparation of the CRMP, shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per Code of Federal Regulations (CFR) Title 36, Part 79, and that shall be made available to all qualified researchers and tribal representatives. If the Pala Band of Mission Indians/affected Tribe does not agree with curation and its practices and prefers to keep all cultural resources on site following coordination with the Airports Division and archaeologist, the cultural materials shall be kept in a secured, locked, and safe space that will remain protected until repatriation. If this is not feasible, further consultation between the Airports Division and the Tribe will occur until a solution is identified.• Treatment and Repatriation: The County shall relinquish ownership of all cultural resources that are collected during project construction to the Pala Band of Mission Indians or affected Tribe for permanent on-site reburial including sacred items, human remains, and grave goods (see Mitigation Measure CUL-3 regarding human remains and grave goods), as part of the required mitigation for impacts to cultural resources. Within 60 days after all monitoring is completed, the Airports Division will work with the affected Tribe to select a location for reburial that will be free from any disturbance including, but not limited to, development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the Division of Aviation will allow the Pala Band/affected Tribe a reasonable timeframe in which to access the agreed upon area. The Pala Band will document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.• Reporting: The Project Archaeologist shall prepare a final Phase IV archaeological report within 90 days of project monitoring. The report shall follow the specifications set forth in the Cultural Resources Management Plan (CRMP) and shall include the results of monitoring, project personnel, a catalog of cultural resources identified, any associated DPR 523 Forms and/or confidential maps, the final disposition of cultural resources, any issues or problems that occurred during monitoring, and other pertinent information. Following approval by the Lead Agency, the final report shall be submitted to the appropriate Information Center and the Pala Band of Mission Indians/affected tribe. | | | | | | |
| <p>Mitigation Measure CUL-3: Discovery of Human Remains.</p> <p>California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 60 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Project Archaeologist and Native American monitor(s) to the County Coroner. If the County Coroner determines that the human remains are Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall appoint a Most Likely Descendant (MLD). The MLD shall make a recommendation within 48 hours of notification and engage in consultation with the County Airports Division and the Project Archaeologist concerning the treatment of the remains as provided in California Public Resources Code 5097.98 and as described in the CRMP and associated Cultural Resources Treatment Agreement.</p> <ul style="list-style-type: none">• The discovery of any Native American human remains and / or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains and associated funerary objects, sacred objects and / or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the MLD. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours.• The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the County, the MLD shall make recommendations that allow the burial to remain in situ and protected.• Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the NAHC. | Preparation of final plans and construction documents | Construction Activities | Riverside County Aviation, Project Archaeologist and Native American monitor(s) | | | |

| Mitigation Measure | Implementation Phase | Monitoring Phase/Timing | Responsible Party (Monitoring) | Verification of Compliance | | |
|---|---|--|--|----------------------------|------|---------|
| | | | | Initial | Date | Remarks |
| ENERGY | | | | | | |
| Mitigation Measure ENERGY-1: Obtain Permit to Construct from the South Coast AQMD. Prior to selection and installation of an emergency backup generator, the County shall consult with the South Coast AQMD regarding the proposed emergency generator and obtain a permit to Construct the emergency generator. | Preparation of final plans and construction documents | Pre-construction Documentation / Construction Activities | Riverside County Aviation | | | |
| GEOLOGY AND SOILS: PALEONTOLOGICAL RESOURCES | | | | | | |
| Mitigation Measure PALEO-1: Discovery of Previously Unknown Paleontological Resources. The County shall establish monitoring procedures and discovery protocols, based on industry-wide best practices for paleontological resources that may be encountered during earth-disturbing activities in a PRIMP. The Project Paleontologist shall prepare a PRIMP to identify where construction monitoring will be required during project activities and the frequency of monitoring required (i.e., full-time, spot checks, etc.); address the collection and processing of sediment samples to analyze for the presence or absence of micro vertebrates and other small fossils; provide details about fossil collection, analysis, and curation at an approved repository; and describes the different reporting standards for monitoring, and worker environmental awareness training. | Preparation of final plans and construction documents | Pre-Construction Documentation/ Construction Activities | Riverside County Aviation, Project Paleontologist | | | |
| NOISE | | | | | | |
| Mitigation Measure NOISE-1: Construction documents will specify that all project-related construction activities will occur between the hours of 7AM and 7 PM. | Preparation of final plans and construction documents | Preconstruction Documentation / Construction Activities | Riverside County Aviation, Construction Contractor | | | |
| Mitigation Measure NOISE-2: Construction documents will require that all construction equipment be equipped with noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. | Final plans and Construction Documents | Preconstruction Documentation / Construction Activities | Riverside County Aviation, Construction Contractor | | | |
| Mitigation Measure NOISE 3: Identify the need for personal protective equipment for hearing protection by construction personnel in contract documents. Construction documents will identify that the proposed project is located on an Airport and within an area that will include aircraft noise exposure at levels exceeding 65 CNEL and require the use of hearing protection by Construction workers to the extent practicable. | Preparation of final plans and construction documents | Preconstruction Documentation / Construction Activities | Riverside County Aviation, Construction Contractor | | | |

Proposed Airport Traffic Control Tower Construction at the French Valley Airport (F70)
Initial Study/Mitigated Negative Declaration (IS/MND) – SCH No. 2025030721
Riverside County - Aviation
CEQA Findings of Fact

Pursuant to the California Environmental Quality Act (CEQA), these Findings of Fact (Findings) support the adoption of a Mitigated Negative Declaration (MND) for a proposed Airport Traffic Control Tower (ATCT) at the French Valley Airport (F70) in Murietta, California. To prepare the Findings, the County of Riverside has used the IS/MND prepared by the Division of Aviation and submitted to the State Clearinghouse on March 18, 2025, and the comments received on the IS/MND during a 30-day public circulation period.

The County of Riverside is the Lead Agency under CEQA for the purposes of adopting the MND and approving the proposed project. To that end, the Findings provide the specific reasons supporting the County's decisions under CEQA as they relate to the Board's decision to adopt the IS/MND. The findings are supported by substantial evidence in the Airport Division's administrative record.

A. ENVIRONMENTAL REVIEW

PROJECT OVERVIEW

The French Valley Airport (F70 or "Airport") is a public-use airport that is owned and operated by the County of Riverside, Division of Airports (Riverside County – Airports). The Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS) categorizes F70 as a General Aviation (GA) Airport that serves a Regional Role (FAA, 2024). In 2024, F70 supported approximately 120,000 annual operations, or an average of 329 daily operations.

F70 was accepted into the FAA's Federal Contract Tower (FCT) Program on July 25, 2022. The Riverside County Aviation Division (Riverside County-Aviation), as the Airport Operator/Project Sponsor, proposes to construct an Air Traffic Control Tower (ATCT) to enhance aviation safety by improving air traffic communication, providing improved aircraft separation, and reducing the risk of mid-air collisions and other accidents, runway incursions, and hazards. Moreover, the addition of an ATCT will support the Airport's role in the regional aviation system and community. The proposed project will not affect air traffic patterns, increase Airport capacity, or affect the fleet mix.

The proposed ATCT will be constructed entirely within Airport boundaries at an FAA-approved location. No property acquisition will be required. Project components include:

- **Cab:** A 448-square-foot cab will be constructed that extends 93 feet above ground level. Downward facility lights will be affixed to the tower to light the surrounding area and parking lot.
- **Parking area:** Ten parking spaces, including two spaces that comply with the American Disabilities Act, will be provided.
- **Security Fence:** A chain-link security fence surrounding the tower site. A 40-foot clear area will be provided between the tower and the fence.

- **Emergency generator:** An emergency diesel generator with a sub-base tank will be provided to provide power in an emergency only. A designated parking area will be provided for a fuel truck.
- **Dedicated Access Road:** A dedicated paved access road will be provided inside Airport boundaries. The access road will be equipped with a motorized security gate to enable secure access to the tower facility.

F70 is currently equipped with all utilities needed to construct and operate the ATCT, and utility connections will be extended to support the proposed ATCT including: sanitation pipe (580 linear feet), electrical duct bank (520 linear feet), FAA communication line (90 linear feet), and water line (150 linear feet).

CEQA CIRCULATION

Riverside County submitted an Initial Study/Mitigated Negative Declaration (IS/MND) to the State Clearinghouse (SCH No. 2025030721), which was circulated for a 30-day period from March 18 to April 17, 2025. The document was also available at the following locations:

- County of Riverside Division of Airports website at: www.rcfva.com
- French Valley Library at 31526 Skyview Road. REVIEW PERIOD: March 18, 2025, through April 17, 2025, at 5 PM. A hard copy was available from the librarian upon request.

Comments on the IS/MND were received as written comments or email comments submitted to Angela Jamison, Director of Airports through April 17, 2025, at 5:00 PM.

Comments Received

Table 1 summarizes the comments received during the 30-day review period. A copy of the comments is presented as **Attachment 1**.

Table 1: Comments Received on the Initial Study/Mitigated Negative Declaration

| Commentor | Comment | Follow-up Action |
|---|---|--|
| Jill McCormick Historic Preservation Office Ft. Yuma Quenchan Indian Tribe | Historic Preservation Office for does not wish to comment on the project. | None. |
| Gary Resvaloso, Jr. Cultural Committee Torrez-Martinez Desert Cahuilla Indians | The project area is located outside the tribe's prehistoric settlement pattern. Defer action to others. | None. |
| Xitlaly Madrigal Cultural Resources Analyst Agua Caliente Band of Cahuilla Indians | Project is not located within the Tribe's traditional use area. Defer to other tribes. | None. |
| John Pepper Deputy Tribal Historic Preservation Officer Pala Band of Mission Indians | Provided input on proposed mitigation measures. | <ul style="list-style-type: none"> The Aviation Division undertook formal consultation with the Pala Band prior to IS/MND circulation. The Aviation Division incorporated applicable suggestions for the proposed mitigation measures as documented in the IS/MND. The tribe will continue to work with the Pala Band during preparation of the CRMP and to participate in tribal monitoring as described in Mitigation Measures CUL-1 through CUL-3. |
| Lucia Majel Cultural Resources Manager Pauma Band of Luiseno Indians | <p>The Pauma Band would like to initiate consultation regarding inadvertent discoveries.</p> <p>The Pauma Band requests consideration for monitoring needs.</p> | <ul style="list-style-type: none"> The request for formal consultation was received during the CEQA circulation period. The Aviation Division will alert the Pauma of construction dates and monitoring The Aviation Division will communicate with the Pauma Band regarding inadvertent discovery and document this communication and involvement in the CRMP identified in Mitigation Measures CUL-1 through CUL-3. |

B. FINDING OF FACTS

Pursuant to the California Environmental Quality Act (CEQA), the Riverside County Airports Division prepared an Initial Study for the proposed Airport Control Tower Construction at the French Valley Airport (Project), which studied the environmental impacts related to the Project. As demonstrated by the IS/MND, the Project will not have a significant impact on the environment and an MND is proposed. As such, in accordance with CEQA, a Notice of Determination (NOD) has been prepared by the District, and the Clerk of the Board should be directed to file the NOD within five days of the Board of Supervisors' adoption of the MND and Project approval.

Prior to reaching a decision on the issuance of IS/MND adoption, the Board considered the environmental effects of the proposed project as shown in the IS/MND. The IS/MND specifies mitigation measures for identified impacts and provides a Mitigation, Monitoring, and Reporting Plan (MMRP), which documents the mitigation measures and how they will be implemented (see **Attachment 2**). The Findings specified below address the mitigation measures that will be implemented to reduce potential impacts to less-than-significant.

C. GENERAL FINDINGS ON SIGNIFICANT AND UNAVOIDABLE IMPACTS ASSOCIATED WITH THE PROJECT THAT CANNOT BE AVOIDED OR SUBSTANTIALLY LESSENER TO A LESS-THAN-SIGNIFICANT LEVEL.

No significant and unavoidable impacts were identified that cannot be avoided or substantially lessened to a less-than significant level.

D. CUMULATIVE IMPACTS

No cumulative impacts were identified.

E. SIGNIFICANT IMPACTS THAT ARE AVOIDED OR SUBSTANTIALLY REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL BY MITIGATION MEASURES INCORPORATED OR REQUIRED AS A CONDITION OF PROJECT APPROVAL.

The IS/MND describes the potential impacts to environmental resources considered under CEQA, some of which could result in significant impacts without the implementation of mitigation measures. These potential impacts and their mitigation measures, which would reduce potential impacts to less than significant, are presented below, along and Board's findings and rationale for these findings.

CULTURAL RESOURCES

Impact CUL-1: Disturbance and Destruction of Previously Unknown Cultural Resources

The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

The County established an Area of Potential Effect (APE) for cultural and archaeological resources and undertook a cultural resources assessment that included the area within 1 mile of the cultural resources APE. The Cultural Resources assessment included outreach to the Native American Heritage Commission (NAHC) to conduct a Sacred Lands File Search and obtain a list of tribal contacts. The County subsequently reached out to tribal contacts to alert tribes of the proposed project and solicit input regarding known resources.

Representatives from three tribes requested consultation with the County but only one tribe, the Pala Band of Mission Indians, responded to invitations for engagement after additional information was provided. The County worked with the tribe to develop the mitigation measures presented in the IS/MND. During Circulation, the tribe provided additional suggestions for mitigation measures CUL-1 and CUL-2.

Mitigation Measure CUL-1: Conduct Cultural Resources Monitoring During Initial Ground Disturbing Activities

The Project Archaeologist and Tribal Representatives shall monitor initial ground disturbing activities. (Ongoing disturbance of the same area will not require ongoing monitoring.) Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site such as: project grading and development scheduling. The CRMP will include measures for the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County. The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find (see Mitigation Measure CUL-2). A decision regarding the find and its effect on construction activities must be determined within 48 hours.

Mitigation Measure CUL-2: Inadvertent Discovery of Native American Cultural Resources

If during ground disturbance activities unanticipated Native American cultural resources are discovered during the course of grading or ground disturbance for this project, the County's Archeological Monitor and Tribal Monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. All ground disturbance activities within 60 feet of the resource shall be halted, and a meeting shall be convened among the Project Archaeologist and Native American Tribal Monitor to discuss the significance of the find and appropriate treatment for the cultural resource(s). At that meeting, a decision will need to be made, with the concurrence of the Airports Division, as to the appropriate treatment of the resource (documentation, recovery, avoidance). Pursuant to California Public Resources Code § 21083.2(b), avoidance is the preferred method of preservation. Resource evaluations shall be limited to non-destructive analysis. No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s).

Further ground disturbance shall not resume within the area of discovery until the Lead Agency approves the measures to protect the significant cultural resource(s) and appropriate treatment has been accomplished.

If the County, the Project Archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the County's Director of Airports for a decision. The Director of Airports shall make the determination based on the provisions of CEQA with respect to cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the County of Riverside Board of Supervisors.

The following procedures shall be carried out for the treatment and disposition, which shall be further described in the project-related CRMP that shall be developed by the County's cultural resource consultant in consultation with tribal representatives from the Pala Band of Mission Indians or other affected Tribe:

- **Sacred Sites:** All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred method of mitigation, if feasible.
- **Temporary On-Site Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location on site with Native American Tribal Monitor oversight of the process.
- **Artifacts and Curation:** The County shall relinquish ownership of all cultural resources to the affected Tribe. The County's Project Archaeologist, following consultation with the Monitoring Tribe(s) as outlined in a Tribal Monitoring & Cultural Resources Treatment Agreement developed during preparation of the CRMP, shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per Code of Federal Regulations (CFR) Title 36, Part 79, and that shall be made available to all qualified researchers and tribal representatives.

If the Pala Band of Mission Indians/affected Tribe does not agree with curation and its practices and prefers to keep all cultural resources on site following coordination with the Airports Division and archaeologist, the cultural materials shall be kept in a secured, locked, and safe space that will remain protected until repatriation. If this is not feasible, further consultation between the Airports Division and the Tribe will occur until a solution is identified.

- **Treatment and Repatriation Final Disposition:** The County shall relinquish ownership of all cultural resources that are collected during project construction to the Pala Band of Mission Indians or affected Tribe for permanent on-site reburial including sacred items, human remains, and grave goods burial goods, and all cultural materials and nonhuman remains (see Mitigation Measure CUL-3 regarding human remains and grave goods), as part of the required mitigation for impacts to cultural resources. Within 60 days after all monitoring is completed, the Airports Division will work with the affected Tribe to select a location for reburial that will be free from any disturbance including, but not limited to, development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the Division of Aviation will allow the Pala Band/affected Tribe a reasonable timeframe in which to access the agreed upon area. The Pala Band will document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.
- **Reporting:** The Project Archaeologist shall prepare a final Phase IV archaeological report within 90 days of project monitoring 60 days of project completion. The report shall follow the specifications set forth in the Cultural Resources Management Plan (CRMP) and shall include the results of monitoring, project personnel, a catalog of cultural resources identified, any associated DPR 523 Forms and/or confidential maps, the final disposition of cultural resources, any issues or problems that occurred during monitoring, and other pertinent information. Following approval by the Lead Agency, the final report shall be submitted to the appropriate Information Center and the Pala Band of Mission Indians/affected tribe.

Findings

The Airports Division has conducted outreach to interested tribes and worked with the Pala Band of Mission Indians to develop mitigation and to provide monitoring during initial ground disturbance associated with construction. The County Airports Division will continue to work with the Pala Band to develop a Cultural Resource Management Plan (CRMP) that will be implemented during construction.

Rationale

Mitigation Measures CUL-1, CUL-2, and ongoing coordination with the Pala Band are proposed by the Airports Division; these actions will avoid and minimize potential impacts associated with the inadvertent discovery of unknown cultural resources.

Impact CUL-2: Discovery of Human Remains and Grave Goods

The proposed project has the potential to disturb any human remains, including those interred outside of dedicated cemeteries.

No cultural remains were observed within the project area during field activities associated with the Cultural Resources Assessment, as the area was disturbed by grading and clearing, during Airport development. The Cultural Resources Assessment concluded that it is unlikely that any human remains would be disturbed as part of the project (Applied Earthworks, 2024). While the potential to encounter human remains is low, the disturbance of unknown human remains would be a significant impact. The implementation of Mitigation Measure CUL-3 would reduce this potential impact to less than significant with mitigation incorporated. the County developed Mitigation Measure CUL-3 during tribal consultation.

Mitigation Measure CUL-3: Discovery of Human Remains and Grave Goods

California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 60 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Project Archaeologist and Native American monitor(s) to the County Coroner. If the County Coroner determines that the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall appoint a Most Likely Descendant (MLD). The MLD shall make a recommendation within 48 hours of notification and engage in consultation with the County Airports Division and the Project Archaeologist concerning the treatment of the remains as provided in California Public Resources Code 5097.98 and as described in the CRMP and associated Cultural Resources Treatment Agreement.

- The discovery of any Native American human remains and / or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains and associated funerary objects, sacred objects and / or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the MLD. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours.

- The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the County, the MLD shall make recommendations that allow the burial to remain in situ and protected.
- Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the NAHC.

Findings

The County Airports Division has consulted with the Pala Band of Mission Indians to develop Mitigation Measure CUL-3, and it would continue to work with the Pala Band and affected tribes to develop a CRMP and associated Cultural Resources Treatment Agreement as identified in the IS/MND.

Rationale

Mitigation Measure CUL-3 as proposed by the Airports Division would avoid and minimize potential impacts associated with the discovery of human remains and grave goods.

ENERGY

Impact ENERGY-1: Permitted Use of a Diesel-Fueled Generator

The proposed project could result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

As required by the FAA, the proposed ATCT will be equipped with an emergency generator to enable ATCT operations to continue during power interruptions, and it is anticipated that the generator would require the use of diesel fuel. A permit to construct is required from the South Coast AQMD prior to the installation of internal combustion engines, including emergency generators (South Coast AQMD, 2025).

The installation and operation of a backup generator in the absence of a permit from the South Coast AQMD could be considered a significant impact. The implementation of Mitigation Measure ENERGY-1 would reduce this potential impact to less than significant:

Mitigation Measure ENERGY-1: Obtain Permit to Construct from the South Coast AQMD

Prior to selection and installation of an emergency backup generator, the County shall consult with the South Coast AQMD regarding the proposed emergency generator and obtain a permit to Construct the emergency generator.

Findings

The County Airports Division will procure a permit from the South Coast AQMD, which will avoid a significant impact as identified in the IS/MND.

Rationale

The FAA requires the installation and use of generators during emergencies. The proposed mitigation measure complies with South Coast AQMD policies and regulations, and it will avoid and minimize potential impacts associated with the use of a diesel-fueled generator during emergencies.

GEOLOGY AND SOILS

Impact PALEO-1: Disturbance of Previously Unknown Paleontological Resources

The proposed project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The County's Aviation Division considered the presence of paleontological resources in the study area. A consulting paleontologist reviewed available geologic maps and paleontological literature and conducted a museum records search to identify the potential for encountering paleontological resources during project construction.

Riverside County has assigned various paleontological sensitivity rankings to the various geologic units exposed within its boundaries. According to the Riverside County Planning Department paleontological sensitivity map (2015), the entire project area is mapped as having a low sensitivity for paleontological resources; however, the paleontological evaluation indicated that the sensitivity ranking should be considered High A or B ranking based on the records of fossil occurrence at the surface or at depths below 4 feet below ground surface (BGS). In addition, Riverside County's General Plan, Multipurpose Open Space (OS) element, includes several policies governing the potential presence of paleontological resources.

The proposed project has the potential to directly or indirectly destroy a unique paleontological resource, which would be considered a significant impact. However, this impact can be reduced to less than significant with the application of Mitigation Measure PALEO-1.

Mitigation Measure PALEO-1: Discovery of Previously Unknown Paleontological Resources

The County shall establish monitoring procedures and discovery protocols, based on industry-wide best practices for paleontological resources that may be encountered during earth-disturbing activities in a Paleontological Resources Impact Mitigation Program (PRIMP). The Project Paleontologist shall prepare a PRIMP to identify where construction monitoring will be required during project activities and the frequency of monitoring required (i.e., full-time, spot checks, etc.); address the collection and processing of sediment samples to analyze for the presence or absence of micro vertebrates and other small fossils; provide details about fossil collection, analysis, and curation at an approved repository; and describes the different reporting standards for monitoring, and worker environmental awareness training.

Findings

The development and implementation of a PRIMP will avoid or substantially lessen the potential significant impact identified in the IS/MND mitigation.

Rationale

The direct or indirect destruction of a unique paleontological resource or site or unique geologic feature would be a significant impact. Mitigation Measure PALEO-1 is proposed by the Airports Division to avoid potential impacts to previously unknown paleontological resources.

MANDATORY FINDING OF SIGNIFICANCE

The proposed project has the potential to disturb previously unknown cultural and paleontological resources as identified in Impacts CUL-1, CUL-2, and PALEO-1, the disturbance of which could affect important examples of history or prehistory; however, the implementation of Mitigation Measures CUL-1, CUL-2, and PALEO-1 as described above would reduce this potential impact to less than significant.

Findings

The development of a CRMP and PRIMP, ongoing consultation with the Pala Band of Mission Indians/affected tribes, and on-site monitoring during initial ground disturbance during construction will reduce the potential for impacts to cultural and paleontological resources to less than significant.

Rationale

The proposed mitigation measures, construction monitoring, and ongoing consultation will avoid a potentially significant impact associated with of California history or prehistory.

ADDITIONAL MITIGATION MEASURES FOR LESS-THAN-SIGNIFICANT IMPACTS

The Airports Division identified some temporary, less-than-significant impacts associated with construction, and it will implement them to further reduce temporary construction impacts that are already less than significant.

The proposed project would result in less-than-significant impacts associated with daily travel to and from the project site by workers and visitors. The County will implement Mitigation Measure AQ-1 to further reduce temporary, less-than-significant impacts associated with fugitive dust generated during construction activities.

- **Mitigation Measure AQ-1: Incorporate County Provisions for Fugitive Dust Control in County Ordinance 742.1 in Construction Documents.**

The provisions set forth in Ordinance 742.1 of the County of Riverside to control the fugitive dust and PM10 in Coachella Valley will be incorporated into construction documents to minimize the volume of particulates generated during construction activities.

Impact NOISE-1: Temporary, Less-than-Significant Noise Impacts

The proposed project will not result in temporary or permanent increases that will exceed the standards established in the local general plan or conflict with the County's noise ordinance. Although the proposed noise impacts are less than significant, the County's Airport Division will implement Mitigation Measures NOISE-1 and NOISE-2 to further reduce the potential for noise impacts. Mitigation Measure NOISE-3 addresses the potential need for personal protective equipment (PPE) to reduce aircraft noise exposure to construction workers. The County's Construction Contractor will incorporate these measures into construction documents and monitor their implementation.

- **Mitigation Measure NOISE-1: Construction documents will specify that all project-related construction activities will occur between the hours of 7 AM and 7 PM.**
- **Mitigation Measure NOISE-2: Construction documents will require that all construction equipment be equipped with noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.**

- **Mitigation Measure NOISE-3: Identify the need for personal protective equipment for hearing protection by construction personnel in contract documents.**

Construction documents will identify that the proposed project is located on an Airport and within an area that will include aircraft noise exposure at levels exceeding 65 CNEL and require the use of hearing protection by Construction workers to the extent practicable.

F. STATEMENT OF OVERRIDING CONSIDERATIONS

No statement of overriding considerations is necessary for the project.

G. MITIGATION MEASURES

All proposed mitigation measures that will be implemented in subsequent project phases and during construction are presented in the Environmental Commitments Record (MMRP) presented as **Attachment 2** to this document. The County's Division of Airports will guide the implementation of mitigation measures by assigning implementation and reporting responsibilities and specifying timelines for their completion.

ATTACHMENTS

ATTACHMENT 1
Comments Received on the Initial Study

From: Jill McCormick <historicpreservation@quechantribe.com>
Sent: Wednesday, March 19, 2025 10:54 AM
To: Priscyla Rodriguez; ajamison@rivco.org
Subject: Re: [EXTERNAL]:FW: Proposed Air Traffic Control Tower Construction at the French Valley Airport

Good afternoon,

This email is to inform you that the Historic Preservation Office does not wish to comment on this project. We defer to the local Tribes and support their determinations on this matter.

Email correspondence is the preferred method of communication with this office. Hard copies of project letters are not required if an email containing the project documents has been sent to the Historic Preservation Office. Also, please update your contact information for the Quechan Tribe. All project-based correspondence should be sent to this email address (historicpreservation@quechantribe.com) and President Jordan Joaquin (executivesecretary@quechantribe.com). Per the Tribe's NAHC contact list, please remove Manfred Scott (culturalcommittee@quechantribe.com and scottmanfred@yahoo.com) from the distribution list for the Quechan Tribe.

Jill

H. Jill McCormick, M.A.
Historic Preservation Office
Ft. Yuma Quechan Indian Tribe
P.O. Box 1899
Yuma, AZ 85366-1899
Office: 760-919-3631
Cell: 928-920-6521



From: Priscyla Rodriguez <Priscyla.Rodriguez@meadhunt.com>
Sent: Tuesday, March 18, 2025 4:47 PM
Subject: [EXTERNAL]:FW: Proposed Air Traffic Control Tower Construction at the French Valley Airport

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

The attached Notice of Intent is sent on behalf of Riverside County.

The Riverside County Airports Division proposes to construct an Air Traffic Control Tower at the French Valley Airport near Murrieta, CA.

In accordance with the California Environmental Quality Act (CEQA), the County has prepared a Mitigated Negative Declaration (MND), which was assigned **State Clearing House Number 2025030721**. The document is available at the following locations:

- The California CEQAnet Web Portal at: <https://ceqanet.opr.ca.gov>
- The County of Riverside Division of Airports website at: www.rcfva.com
- A hard copy is available for review at the at the French Valley Library, 31526 Skyview Road, Winchester, CA 92596. The library is open Monday through Saturday from 10 AM to 6 PM.

The MND will be available for review for 30 days, starting on March 18, 2025, and ending on April 17, 2025, at 5 PM. Written comments on the MND should be sent to Angela Jamison, Director of Airports, by email or as written comments addressed to the address identified in Item 2 above. Comments must be received by April 17, 2025, at 5 pm.

Written comments on the MND should be sent via US Mail or email to:

Angela Jamison, Director of Airports
County of Riverside, TLMA-Airports Division
4080 Lemon Street, 14th Floor
Riverside, CA 92501
Tel. (951) 955-9418
Email: ajamison@rivco.org

Please refer to the attached Notice of Intent for further details. The County welcomes your comments.



Priscyla Rodriguez Robles

Administrative Assistant | Aviation
Direct: 909-219-8212 | Transfer Files

Mead&Hunt

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Priscyla Rodriguez Robles

Direct: 909-219-8212 | Transfer Files

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From: GW Res <grestmtm@gmail.com>
Sent: Wednesday, March 19, 2025 9:52 AM
To: Priscyla Rodriguez
Subject: Re: Proposed Air Traffic Control Tower Construction at the French Valley Airport

Meyawhen

I am responding on behalf of The Torres Martinez Cultural Committee regarding Proposed Air Traffic Control Tower Construction at the French Valley Airport

This project area is located outside of our Tribes Prehistoric Settlement pattern therefore we would like to defer to

Soboba Band of Luiseno Indians

Pechanga Band of Mission Indians

We appreciate your time and effort in helping us protect our Tribes Traditional Cultural Resource

Any questions comments or concerns please feel free to contact us.

Respectfully
Gary Wayne Resvaloso Jr
Torres Martinez Desert Cahuilla Indians MLD
70-555 Pierce St
Thermal Ca, 92274
(442) 256-2964
grestmtm@gmail.com

Our lives begin to end the day we become silent about things that matter.
Martin Luther King Jr.

On Tue, Mar 18, 2025, 4:37 PM Priscyla Rodriguez <Priscyla.Rodriguez@meadhunt.com> wrote:

The attached Notice of Intent is sent on behalf of Riverside County.

The Riverside County Airports Division proposes to construct an Air Traffic Control Tower at the French Valley Airport near Murrieta, CA.

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Angela Jamison, Director of Airports

County of Riverside, TLMA-Airports Division

[4080 Lemon Street, 14th Floor](#)

[Riverside, CA 92501](#)

Tel. (951) 955-9418

Email: ajamison@rivco.org

Please refer to the attached Notice of Intent for further details. The County welcomes your comments.



Priscyla Rodriguez Robles

Administrative Assistant | Aviation

Direct: 909-219-8212 | Transfer Files

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From: THPO Consulting <ACBCI-THPO@aguacaliente.net>
Sent: Wednesday, March 19, 2025 10:09 AM
To: Priscyla Rodriguez
Subject: RE: Proposed Air Traffic Control Tower Construction at the French Valley Airport

Greetings,

A records check of the Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

Thank you,



Xitlaly Madrigal
Cultural Resources Analyst
xmadrigal@aguacaliente.net
(760) 423-3485
5401 Dinah Shore Drive, Palm Springs, CA 92264

From: Priscyla Rodriguez <Priscyla.Rodriguez@meadhunt.com>
Sent: Tuesday, March 18, 2025 4:37 PM
Subject: Proposed Air Traffic Control Tower Construction at the French Valley Airport

This email was sent by a person from outside your organization. Please verify the authenticity of this email before taking further action.

The attached Notice of Intent is sent on behalf of Riverside County.

The Riverside County Airports Division proposes to construct an Air Traffic Control Tower at the French Valley Airport near Murrieta, CA.

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Email: ajamison@rivco.org

Please refer to the attached Notice of Intent for further details. The County welcomes your comments.



Priscyla Rodriguez Robles

Administrative Assistant | Aviation
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From: John Pepper <jpepper@palatribe.com>
Sent: Friday, March 21, 2025 1:18 PM
To: Lisa Harmon <Lisa.Harmon@meadhunt.com>
Cc: THPO <THPO@palatribe.com>; Jamison, Angela <AJamison@Rivco.org>
Subject: RE: Letter to John Papper of the Pala Band

Hello Lisa,

Sorry for the late response this one slipped threw the cracks lol, but I have drafted some mitigation measures really fast these are a summary of the Pala Band of mission Indians mitigation and wanted to provide them to you that way we can continue discussions about the project in the future!

Thank you for your time.

John Pepper

Pala Band of Mission Indians
Deputy THPO,
Tribal Historic Preservation Office
35008 Pala Temecula Road, Pmb 50; Pala, CA 92059
(760)891-3500 Ext 3732
jpepper@palatribe.com



UNANTICIPATED DISCOVERIES:

In the event that cultural resource(s) are unearthed during ground disturbing activities, the archeological monitor and tribal monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. The landowner/project applicant or appropriate representative, the project archaeologist, and a tribal representative shall assess the significance of such cultural resource(s) and, if the cultural resource(s) is determined to be culturally significant, they shall meet to confer regarding the appropriate treatment for the cultural resource(s). Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation. The archaeologist and the tribal representative shall make recommendations to the Lead Agency on the measures that will be implemented to protect the newly discovered cultural resource(s), including but not limited to, avoidance in place, excavation, relocation, and further evaluation of the discoveries in accordance with California Environmental Quality Act (CEQA).

No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s). Any cultural resources recovered as a result, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be repatriated to the Pala Band of Mission Indians.

If the Developer, the project archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the planning director for decision. The planning director shall make the determination based on the provisions of CEQA with respect to cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the planning director shall be appealable to the [APPROPRIATE GOVERNING BODY, Ex. Planning Commission and/or Board of Supervisors].

SACRED SITES: All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

ARTIFACTS: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all cultural artifacts that are found on the project area to the Pala Band of Mission Indians for proper treatment and disposition as outlined in the Tribal Monitoring & Cultural Resources Treatment Agreement.

REPATRIATION: All cultural resources that are collected during the project construction will be repatriated to the Pala Band of Mission Indians for permanent onsite reburial. Excluding sacred items, human remains, and grave goods. Within 60 days after all monitoring is completed, the Pala Band will work with the proponent to select a location for reburial that will be free from any disturbance including but not limited to development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the proponent will allow the Pala Band a reasonable timeframe in which to access the agreed upon area. The Pala Band will document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.

ALTERNATE CURATION: Pala Band of Mission Indians does not agree with curation and its practice's. All cultural resources that are collected during the project construction process the Pala Band of Mission Indians prefers to keep all cultural resources on site with coordination with the agency and archaeologist on a secured space with a lock so cultural material are protected and safe until repatriation, if not feasible further consultation with the lead agency and the tribes will occur until a solution is decided on.

REPORTING: A final Phase IV report shall be completed by the project archaeologist no later than 90 days after monitoring has been completed. The report will include the results of monitoring including a list of project personnel, a catalog of any cultural resources that were identified, any associated DPR 523 Forms and/or confidential maps, details of the location of the final disposition of cultural resources, any issues or problems that occurred during monitoring, and any other pertinent information. Once completed, the project archaeologist will submit a draft to the Lead Agency for review and approval. Upon approval by the Lead Agency, a complete final report shall be submitted to the appropriate Information Center, the Pala Band of Mission Indians, and the landowner/applicant.

HUMAN REMAINS & GRAVE GOODS

HUMAN REMAINS: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Coroner determines the remains to be Native American, then he/she must contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours of being notified, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Tribal Monitoring & Cultural Resources Treatment Agreement.

ESA FENCING: Areas/Sites have been designated as Environmentally Sensitive Areas and will be protectively fenced for the duration of the ground disturbing activities of the proposed project. The construction manager will ensure that the project archaeologist and tribal monitor are notified at least 48 hours prior to fencing placement and the monitors will be present during installation of the fencing. On a daily basis either the archaeological monitor or the tribal monitor will inspect the fencing for any potential breaches. Should a breach occur, the monitor(s) who identified the breach will notify the other monitor and the construction manager and an inspection of the breach will occur within a reasonable timeframe to determine the extent of the damage to the fence and the site(s). No additional ground disturbing should occur within 50 feet of the breach until it can be fully inspected.

If the breach was caused by construction personnel, sensitivity training shall be provided by the project archaeologist and a tribal representative to the entire construction team, at a minimum. If the breach was minimal and no disturbance to the site occurred, the fencing shall be fixed and ground disturbing can resume at the authorization of the construction manager. If the damage to the site is extreme and irreparable, additional measures may be taken as determined appropriate by the agency, up to and including removal of the offending operator from the jobsite, fines, and/or temporary work stoppages. Documentation of the fencing efforts will be included in the Phase IV Monitoring Report completed by the Project archaeologist.

TRAILS: Pala Band of Mission Indians prior to final approval, to general statements that no public or private trail systems can go within 50 feet (15 meters) of a known burial site, to allowing trails through sites but making sure that there is short deterring fencing and pokey plants such as cacti and agave planted to keep people on the clearly marked trail.

SIGNAGE FOR XXX: These measures are set in place if the Pala Band of Mission Indians and lead agency feels the need to proceed with signage. Prior to obtaining 50% occupancy permits, interpretative signs shall be developed in consultation with the Pala Band of Mission Indians to inform residents and the public of the past history of this area and guide them through the native plants garden. The Landowner/Applicant will contact the Pala Band and jointly prepare two signs – one for the entrance and one for the exit of the walking trail that will briefly describe in English, in Luiseño, and in Cupeño the name of the village and other important information about the Band's ancestors that is appropriate for the community to know. Additional name signs will be prepared in all three languages identifying the native plants within the garden per the agreed upon landscaping plans. The signs will be constructed from an appropriate Vendor and will be weatherproof. The Landowner/Applicant will cover all costs of sign production and installation. The agency must be notified and invited to attend when the signs are installed.

From: Evelyn Majel <emajel@Pauma-nsn.gov>
Sent: Friday, March 21, 2025 10:09 AM
To: Jamison, Angela <AJamison@Rivco.org>
Subject: Proposed ATCT construction at French Valley Airport

CAUTION: This email originated externally from the **Riverside Count** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Angela,

I am reaching out to you on behalf of the Pauma Band of Luiseno Mission Indians regarding the project mentioned in the subject line. At this point, Pauma would like to initiate consultation to ensure that we are in communication regarding inadvertent discoveries and any potential impact to the cultural landscape and/or resources during the project period. In the event monitoring is needed, please consider Pauma for any of your monitoring needs.

Thank you for your time and consideration,

Lucia Majel
Cultural Resource Manager
Pauma Band Of Luiseno Indians
(760) 742-1289 Ext. 317
CRM@pauma-nsn.gov



Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.

If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

ATTACHMENT 2
Environmental Commitments (MMRP)

Airport Traffic Control Tower Construction at the French Valley Airport (F70)

Mitigation Monitoring and Reporting Program

Public Resources Code, Section 21081.6 (Assembly Bill 3180) requires a public agency to adopt a reporting or monitoring program that can be used to track and implement the mitigation measures identified in an environmental review document prepared in accordance with the California Environmental Quality Act (CEQA). This Mitigation Monitoring Program (MMRP) has been prepared to ensure that the mitigation measures included in the Mitigated Negative Declaration (MND) for the Air Traffic Control Tower Construction at the French Valley Airport (F70) (State Clearinghouse # 2025030721) are implemented.

Riverside County - Aviation is the agency responsible for implementation of the mitigation measures identified in the Mitigated Negative Declaration (MND) for the proposed Airport Traffic Control Tower Construction at the French Valley Airport (F70). This MMRP provides a summary table to identify all mitigation measures and includes the following information for each mitigation measure:

- Phase of the project during which the required mitigation measure must be implemented;
- Phase of the project during which the required mitigation measure must be monitored;
- Responsible party or agency sponsible for conducting the mitigation; and
- Verification of compliance (monitoring party, date of monitoring, and comments).

Mitigation Monitoring and Reporting Program - Air Traffic Control Tower Construction at the French Valley Airport

| Mitigation Measure | Implementation Phase | Monitoring Phase/Timing | Responsible Party (Monitoring) | Verification of Compliance | | |
|---|---|--|--|----------------------------|------|---------|
| | | | | Initial | Date | Remarks |
| AIR QUALITY | | | | | | |
| Mitigation Measure AQ-1: Incorporate County Provisions for Fugitive Dust Control in County Ordinance 742.1 in Construction Documents. The provisions set forth in Ordinance 742.1 of the County of Riverside to control the fugitive dust and PM10 in Coachella Valley will be incorporated into construction documents to minimize the volume of particulates generated during construction activities. | Preparation of final plans and construction documents | Pre-Construction Documentation / Construction Activities | Riverside County Aviation-Contractor | | | |
| CULTURAL RESOURCES | | | | | | |
| Mitigation Measure CUL-1: Conduct Cultural Resources Monitoring During Initial Ground Disturbing Activities. The Project Archaeologist and Tribal Representatives shall monitor initial ground disturbing activities. (Ongoing disturbance of the same area will not require ongoing monitoring.) Approximately 60 days prior to construction, the Project Archaeologist, in consultation with the Monitoring Tribe(s), shall develop a Cultural Resources Monitoring Plan (CRMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site such as: project grading and development scheduling. The CRMP will include measures for the coordination of a monitoring schedule as agreed upon by the Monitoring Tribe(s), the Project Archaeologist, and the County. The CRMP shall identify the protocols and stipulations that the County, Monitoring Tribe(s), and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resources. They shall have the authority to stop and redirect excavation in order to evaluate the significance of any archaeological resources discovered within 60 feet of the find (see Mitigation Measure CUL-2). A decision regarding the find and its effect on construction activities must be determined within 48 hours. | Preparation of final plans and construction documents | Pre-Construction Documentation / Construction Activities | Riverside County Aviation, Project Archaeologist and Native American Tribal Monitor(s) | | | |
| Mitigation Measure CUL-2: Inadvertent Discovery of Native American Cultural Resources. If during ground disturbance activities unanticipated Native American cultural resources are discovered during the course of grading or ground disturbance for this project, the County's Archeological Monitor and Tribal Monitor shall have the authority to temporarily halt or redirect ground disturbing activities away from the vicinity of these unanticipated discoveries so that they may be evaluated. All ground disturbance activities within 60 feet of the resource shall be halted, and a meeting shall be convened among the Project Archaeologist and Native American Tribal Monitor to discuss the significance of the find and appropriate treatment for the cultural resource(s). At that meeting, a decision will need to be made, with the concurrence of the Airports Division, as to the appropriate treatment of the resource (documentation, recovery, avoidance). Pursuant to California Public Resources Code § 21083.2(b), avoidance is the preferred method of preservation. Resource evaluations shall be limited to non-destructive analysis. No further ground disturbance shall occur in the area of the discovery until the Lead Agency approves the measures to protect the significant cultural resource(s). Further ground disturbance shall not resume within the area of discovery until the Lead Agency approves the measures to protect the significant cultural resource(s) and appropriate treatment has been accomplished. If the County, the Project Archaeologist, and the Pala Band of Mission Indians cannot agree on the significance or the mitigation for the newly discovered cultural resource(s), these issues will be presented to the County's Director of Airports for a decision. The Director of Airports shall make the determination based on the provisions of CEQA with respect to cultural resources and shall consider the religious beliefs, customs, and practices of the Pala Band. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the County of Riverside Board of Supervisors. The following procedures shall be carried out for the treatment and disposition, which shall be further described in the project-related CRMP that shall be developed by the County's cultural resource consultant in consultation with tribal representatives from the Pala Band of Mission Indians or other affected Tribe: <ul style="list-style-type: none">• Sacred Sites. All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred method of mitigation, if feasible.• Temporary On-Site Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site with Native American Tribal Monitor oversight of the process. | Preparation of final plans and construction documents | Construction Activities | Riverside County Aviation, Project Archaeologist and Native American monitor(s) | | | |

| Mitigation Measure | Implementation Phase | Monitoring Phase/Timing | Responsible Party (Monitoring) | Verification of Compliance | | |
|---|---|-------------------------|---|----------------------------|------|---------|
| | | | | Initial | Date | Remarks |
| <ul style="list-style-type: none">• Artifacts and Curation: The County shall relinquish ownership of all cultural resources to the affected Tribe. The County's Project Archaeologist, following consultation with the Monitoring Tribe(s) as outlined in a Tribal Monitoring & Cultural Resources Treatment Agreement developed during preparation of the CRMP, shall deliver the materials to a qualified repository in Riverside County that meets or exceeds federal standards per Code of Federal Regulations (CFR) Title 36, Part 79, and that shall be made available to all qualified researchers and tribal representatives. If the Pala Band of Mission Indians/affected Tribe does not agree with curation and its practices and prefers to keep all cultural resources on site following coordination with the Airports Division and archaeologist, the cultural materials shall be kept in a secured, locked, and safe space that will remain protected until repatriation. If this is not feasible, further consultation between the Airports Division and the Tribe will occur until a solution is identified.• Treatment and Repatriation: The County shall relinquish ownership of all cultural resources that are collected during project construction to the Pala Band of Mission Indians or affected Tribe for permanent on-site reburial including sacred items, human remains, and grave goods (see Mitigation Measure CUL-3 regarding human remains and grave goods), as part of the required mitigation for impacts to cultural resources. Within 60 days after all monitoring is completed, the Airports Division will work with the affected Tribe to select a location for reburial that will be free from any disturbance including, but not limited to, development, excavation, any landscaping that exceeds the depth of the resources, above- or below-ground utility installation, flooding, etc. Upon return of the cultural resources, the Division of Aviation will allow the Pala Band/affected Tribe a reasonable timeframe in which to access the agreed upon area. The Pala Band will document the reburial location with GPS coordinates, add the data to internal GIS systems, and complete a form for submittal to the NAHC.• Reporting: The Project Archaeologist shall prepare a final Phase IV archaeological report within 90 days of project monitoring. The report shall follow the specifications set forth in the Cultural Resources Management Plan (CRMP) and shall include the results of monitoring, project personnel, a catalog of cultural resources identified, any associated DPR 523 Forms and/or confidential maps, the final disposition of cultural resources, any issues or problems that occurred during monitoring, and other pertinent information. Following approval by the Lead Agency, the final report shall be submitted to the appropriate Information Center and the Pala Band of Mission Indians/affected tribe. | | | | | | |
| <p>Mitigation Measure CUL-3: Discovery of Human Remains.</p> <p>California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. In the event that human remains (or remains that may be human) are discovered within the construction areas, all activity within 60 feet of the find shall be immediately halted. Any discovery of human remains shall be immediately reported by the Project Archaeologist and Native American monitor(s) to the County Coroner. If the County Coroner determines that the human remains are Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall appoint a Most Likely Descendant (MLD). The MLD shall make a recommendation within 48 hours of notification and engage in consultation with the County Airports Division and the Project Archaeologist concerning the treatment of the remains as provided in California Public Resources Code 5097.98 and as described in the CRMP and associated Cultural Resources Treatment Agreement.</p> <ul style="list-style-type: none">• The discovery of any Native American human remains and / or funerary objects shall be kept confidential and secure to prevent any further disturbance. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains and associated funerary objects, sacred objects and / or objects of cultural patrimony shall be covered with an opaque material or placed in opaque cloth bags. A physical barrier (e.g., metal plate, concrete slab that can be moved by heavy equipment) shall be placed over the excavation opening to protect the remains until examination by the MLD. If this type of protective barrier is not available, a 24-hour guard shall be posted outside of working hours.• The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD shall identify and direct the most appropriate means of treating the human remains and any associated funerary object(s). As determined through consultation with the County, the MLD shall make recommendations that allow the burial to remain in situ and protected.• Once complete, a final report of all activities associated with or resulting from the discovery of human remains shall be submitted to the NAHC. | Preparation of final plans and construction documents | Construction Activities | Riverside County Aviation, Project Archaeologist and Native American monitor(s) | | | |

| Mitigation Measure | Implementation Phase | Monitoring Phase/Timing | Responsible Party (Monitoring) | Verification of Compliance | | |
|---|---|--|--|----------------------------|------|---------|
| | | | | Initial | Date | Remarks |
| ENERGY | | | | | | |
| Mitigation Measure ENERGY-1: Obtain Permit to Construct from the South Coast AQMD. Prior to selection and installation of an emergency backup generator, the County shall consult with the South Coast AQMD regarding the proposed emergency generator and obtain a permit to Construct the emergency generator. | Preparation of final plans and construction documents | Pre-construction Documentation / Construction Activities | Riverside County Aviation | | | |
| GEOLOGY AND SOILS: PALEONTOLOGICAL RESOURCES | | | | | | |
| Mitigation Measure PALEO-1: Discovery of Previously Unknown Paleontological Resources. The County shall establish monitoring procedures and discovery protocols, based on industry-wide best practices for paleontological resources that may be encountered during earth-disturbing activities in a PRIMP. The Project Paleontologist shall prepare a PRIMP to identify where construction monitoring will be required during project activities and the frequency of monitoring required (i.e., full-time, spot checks, etc.); address the collection and processing of sediment samples to analyze for the presence or absence of micro vertebrates and other small fossils; provide details about fossil collection, analysis, and curation at an approved repository; and describes the different reporting standards for monitoring, and worker environmental awareness training. | Preparation of final plans and construction documents | Pre-Construction Documentation/ Construction Activities | Riverside County Aviation, Project Paleontologist | | | |
| NOISE | | | | | | |
| Mitigation Measure NOISE-1: Construction documents will specify that all project-related construction activities will occur between the hours of 7AM and 7 PM. | Preparation of final plans and construction documents | Preconstruction Documentation / Construction Activities | Riverside County Aviation, Construction Contractor | | | |
| Mitigation Measure NOISE-2: Construction documents will require that all construction equipment be equipped with noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. | Final plans and Construction Documents | Preconstruction Documentation / Construction Activities | Riverside County Aviation, Construction Contractor | | | |
| Mitigation Measure NOISE 3: Identify the need for personal protective equipment for hearing protection by construction personnel in contract documents. Construction documents will identify that the proposed project is located on an Airport and within an area that will include aircraft noise exposure at levels exceeding 65 CNEL and require the use of hearing protection by Construction workers to the extent practicable. | Preparation of final plans and construction documents | Preconstruction Documentation / Construction Activities | Riverside County Aviation, Construction Contractor | | | |