

ENVIRONMENTAL ANALYSIS

for

Bryant Field Airport and Lee Vining Airport Master Plans and Airport Land Use Compatibility Plans

March 2006

PREPARED BY:

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P.O. Box 8
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Bryant Field Airport and Lee Vining Airport Master Plans and Airport Land Use Compatibility Plans

ENVIRONMENTAL ANALYSIS

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PART I: ENVIRONMENTAL ANALYSIS
CEQA Section 15183

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires public agencies to consider the effects that development projects will have on the environment. California Public Resources Section 21083.3 and Section 15183 of the CEQA Guidelines mandate that projects that are consistent with the development density of existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or site.

Mono County has existing zoning, community plan and general plan policies for which an EIR was certified; i.e.,

Mono County General Plan, EIR certified in 1993 (SCH # 91032012)

--General plan policies for all required general plan elements.

Mono County Land Use Element Update, EIR certified in 2000 (SCH # 98122016)

--Land use regulations (zoning), land use policies, community plan policies.

The Mono County Planning Division has prepared an Initial Study checklist to determine whether there are project-specific significant effects that are peculiar to the project or to the site. As mandated by the CEQA Guidelines Section 15183, this checklist identifies whether environmental effects of the project:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
3. If environmental effects are identified as peculiar to the project and were not analyzed in a prior EIR, are there uniformly applied development policies or standards that would mitigate the environmental effects;
4. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the General Plan, community plan, or zoning action; or
5. Are previously that identified significant effects which, as a result of substantial new information that was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Further examination of environmental effects related to the project is limited to those items identified in the checklist as meeting one of the above criteria.

II. PROJECT INFORMATION

1. Project Title:

Bryant Field Airport and Lee Vining Airport Master Plans and Airport Land Use Compatibility Plans (ALUPs)

2. Lead Agency Name and Address:

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4. Project Sponsors' Names and Addresses:

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5. General Plan Land Use Designation/ Zoning:

Public Facility/Quasi-Public Facilities (PF)

6. Project Description

The project includes the approval of Master Plans and associated Airport Land Use Compatibility Plans for the two county-owned and operated airports in Mono County, Bryant Field Airport in Bridgeport and Lee Vining Airport. The Master Plans evaluate existing airport facilities, forecast airport demand, and outline a plan to accommodate the demand through the year 2020. The Airport Land Use Compatibility Plans are based on the Master Plans and contain policies intended:

"To provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission" and

"To safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general." [California PUC Section 21675(a)]

7. Airport Planning Boundaries

Bryant Field

Bryant Field is located at the eastern edge of downtown Bridgeport, north of the junction of State Route 182 and US Highway 395. The airport is bordered by Bridgeport Reservoir to the north and west, by SR 182 to the east, and by Stock Drive to the south.

The airport land use planning boundaries encompass approximately 30 square miles and include areas potentially affected by aircraft landing and takeoff, approach and departure flight patterns, and the primary traffic pattern. The planning boundaries extend 6 miles south from the existing Toiyabe National Forest boundary near the Bridgeport Reservoir dam to Hot Springs Canyon south of Bridgeport and 2.5 miles on each side of the airport to the east and west.

Lee Vining Airport

Lee Vining Airport is situated northeast of the intersection of U.S. Highway 395 and State Highway 120 (Tioga Pass Road) on the western rim of the Mono Basin. Significant geographical features in the area include Mono Lake one mile to the east, Lee Vining Creek 1/2 mile to the west/northwest, Pumice Valley 1 1/4 mile to the south, and the Mono Craters 4 miles to the southeast.

The airport land use planning boundaries encompass approximately 13 square miles and include areas potentially affected by aircraft landing and takeoff, approach, and departure flight patterns. The planning boundaries extend about 4 miles south from Mono Lake and about 2 miles on each side of the airport to the east and west.

III. PROJECT COMPLIANCE WITH SECTION 15183

Compliance with General Plan, Area Plan, and Land Use Designation (Zoning)

The project sites are designated Public Facility/Quasi-Public Facility (PF). The PF designation is intended to provide for a variety of public and quasi-public facilities and uses, including airports. The Land Use Element of the Mono County General Plan contains the existing Airport Land Use Plan policies. The Airport Land Use Compatibility Plans are updates of the existing Airport Land Use Plans and contain only minor changes from those documents. The uses anticipated in the Airport Land Use section of the General Plan are similar to the uses proposed in the Master Plans.

The Master Plans focus on development of the airport sites in a manner consistent with the land use policies in the ALUPs. The proposed development at each airport is an extension of existing uses at the airports and will occur in the same location or adjacent to existing development at the airports. In addition, the Master Plans for both airports state that the airports should continue to be developed as basic utility general aviation airports serving primarily single engine and small twin-engine planes, with occasional transient turboprops. Since the type of airplane activity is not anticipated to change, the intensity of impacts is not anticipated to change over the timeframe of the Master Plans and ALUPs.

Determination

The project is consistent with the General Plan land use designation for the parcel; EIRs were certified by Mono County for the adoption of the Mono County General Plan in 1993 and the General Plan Update in 2000. The project meets the conditions set forth in Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. The proposed project is consistent with a community plan and zoning; the use of an environmental analysis in conformance with CEQA Guidelines Section 15183 is appropriate.

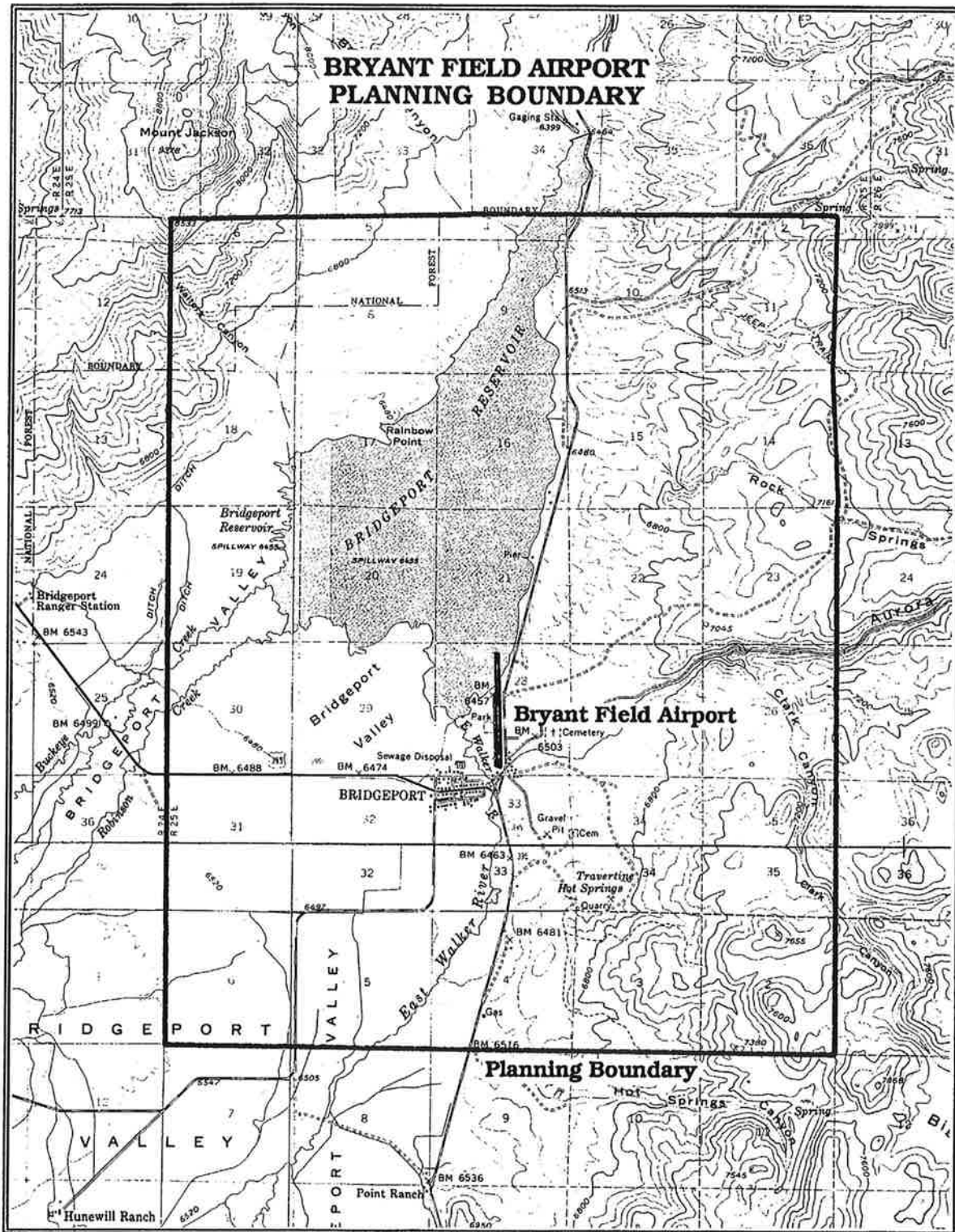


Figure 1 – Location Map, Bryant Field Airport (Bridgeport)

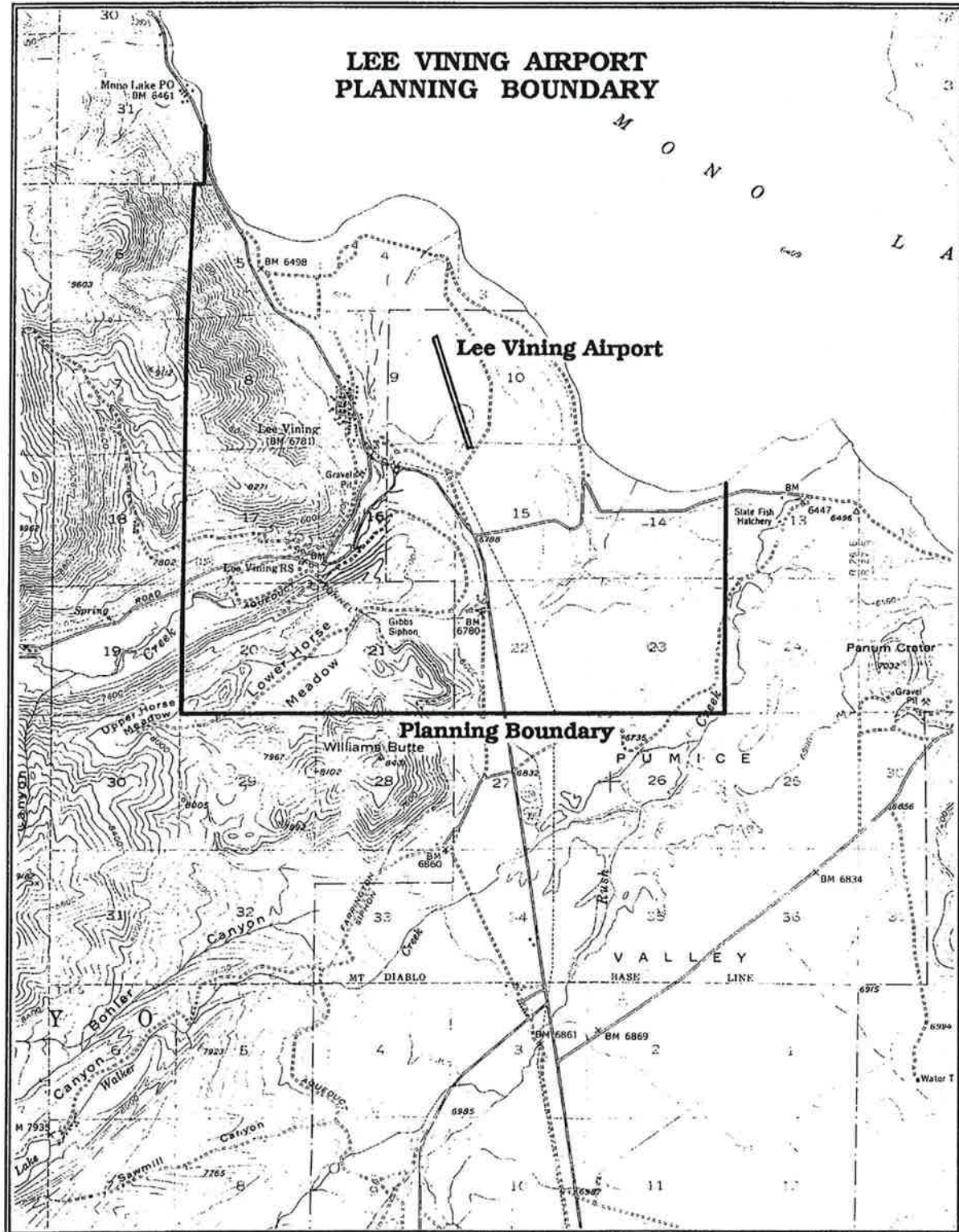


Figure 2 – Location Map, Lee Vining Airport

IV. IMPACT ANALYSIS

The following environmental analysis is based on Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines. The checklist assesses potential environmental impacts to determine whether they meet requirements for assessment under Section 15183; i.e.,

1. Are potential impacts peculiar to the project or parcel?
2. Were the impacts addressed in a previously certified EIR?
3. If an impact is peculiar to the project and was not addressed in a prior EIR, are there uniformly applied development policies or standards that would mitigate the impact?
4. Are there potentially significant cumulative or offsite impacts that were not discussed in the prior EIR?
5. Is there substantial new information to show that a potential impact would be more significant than previously described?

	Issues & Supporting Information Sources	Impact potentially peculiar to the project or parcel?	Was the impact addressed in the prior EIR?	If peculiar and not addressed, are there uniformly applied development policies or standard that would mitigate?	Potentially significant cumulative or off-site impacts not discussed in the prior EIR?	Substantial new information showing impact more significant than previously described?
I. LAND USE AND PLANNING.						
a)	Conflict with general plan designation or zoning?	No	Yes	N/A	No	No
b)	Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	No	Yes	N/A	No	No
c)	Be incompatible with existing land use in the vicinity?	No	Yes	N/A	No	No
d)	Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	No	Yes	N/A	No	No
e)	Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	No	Yes	N/A	No	No
II. POPULATION AND HOUSING.						
a)	Cumulatively exceed official regional or local population projections?	No	Yes	N/A	No	No
b)	Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	No	Yes	N/A	No	No
c)	Displace existing housing, especially affordable housing?	Yes	Yes	N/A	No	No

	Issues & Supporting Information Sources	Impact potentially peculiar to the project or parcel?	Was the impact addressed in the EIR?	If peculiar and not addressed, are there uniformly applied development policies or standard that would mitigate?	Potentially significant cumulative or off-site impacts not discussed in the prior EIR?	Substantial new information shows impact more significant than previously described?
III. GEOLOGY AND SOILS.						
a)	Fault rupture?	No	Yes	N/A	No	No
b)	Seismic ground shaking?	Yes	Yes	N/A	No	No
c)	Seismic ground failure, including liquefaction?	No	Yes	N/A	No	No
d)	Seiche, tsunami, or volcanic hazard?	Yes	Yes	N/A	No	No
e)	Landslides or mudflows?	No	Yes	N/A	No	No
f)	Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	Yes	Yes	N/A	No	No
g)	Subsidence of the land?	No	Yes	N/A	No	No
h)	Expansive soils?	No	Yes	N/A	No	No
i)	Unique geologic or physical features?	No	Yes	N/A	No	No
IV. WATER RESOURCES.						
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	Yes	Yes	N/A	No	No
b)	Exposure of people or property to water related hazards such as flooding?	Yes	Yes	N/A	No	No
c)	Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	No	Yes	N/A	No	No
d)	Changes in the amount of surface water in any water body?	No	Yes	N/A	No	No
e)	Changes in currents, or the course or direction of water movements?	No	Yes	N/A	No	No
f)	Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	No	Yes	N/A	No	No
g)	Altered direction or rate of flow of groundwater?	No	Yes	N/A	No	No
h)	Impacts to groundwater quality?	No	Yes	N/A	No	No
i)	Substantial reduction in the amount of groundwater otherwise available for public water supplies?	No	Yes	N/A	No	No

Environmental Analysis

Issues & Supporting Information Sources		Impact potentially peculiar to the project or parcel?	Was the impact addressed in the EIR?	If peculiar and not addressed, are there uniformly applied development policies or standard that would mitigate?	Potentially significant cumulative or off-site impacts not discussed in the prior EIR?	Substantial new information shows impact more significant than previously described?
V. AIR QUALITY.						
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?	No	Yes	N/A	No	No
b)	Expose sensitive receptors to pollutants?	No	Yes	N/A	No	No
c)	Alter air movement, moisture, or temperature, or cause any change in climate?	No	Yes	N/A	No	No
d)	Create objectionable odors?	No	Yes	N/A	No	No
VI. TRANSPORTATION/CIRCULATION.						
a)	Increased vehicle trips or traffic congestion?	Yes	Yes	N/A	No	No
b)	Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No	Yes	N/A	No	No
c)	Inadequate emergency access or access to nearby uses?	No	Yes	N/A	No	No
d)	Insufficient parking capacity on site or off site?	No	Yes	N/A	No	No
e)	Hazards or barriers for pedestrians or bicyclists?	No	Yes	N/A	No	No
f)	Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	No	Yes	N/A	No	No
g)	Rail, waterborne or air traffic impacts?	No	Yes	N/A	No	No
VII. BIOLOGICAL RESOURCES.						
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	No	Yes	N/A	No	No
b)	Locally designated species (e.g., heritage trees)?	No	Yes	N/A	No	No
c)	Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	No	Yes	N/A	No	No
d)	Wetland habitat (e.g., marsh, riparian and vernal pool)?	No	Yes	N/A	No	No
e)	Wildlife dispersal or migration corridors?	No	Yes	N/A	No	No

Airport Plans

Issues & Supporting Information Sources		Impact potentially peculiar to the project or parcel?	Was the impact addressed in the EIR?	If peculiar and not addressed, are there uniformly applied development policies or standard that would mitigate?	Potentially significant cumulative or off-site impacts not discussed in the prior EIR?	Substantial new information shows impact more significant than previously described?
VIII. ENERGY AND MINERAL RESOURCES.						
a)	Conflict with adopted energy conservation plans?	No	Yes	N/A	No	No
b)	Use non-renewable resources in a wasteful and inefficient manner?	No	Yes	N/A	No	No
c)	Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?	No	Yes	N/A	No	No
IX. HAZARDS.						
a)	A risk or accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	Yes	Yes	N/A	No	No
b)	Possible interference with an emergency response plan or emergency evacuation plan?	No	Yes	N/A	No	No
c)	The creation of any health hazard or potential health hazard?	No	Yes	N/A	No	No
d)	Exposure of people to existing sources for potential health hazards?	No	Yes	N/A	No	No
e)	Increased fire hazard in areas with flammable brush, grass or trees?	No	Yes	N/A	No	No
X. NOISE.						
a)	Increases in existing noise levels?	Yes	Yes	N/A	No	No
b)	Exposure of people to severe noise levels?	No	Yes	N/A	No	No
XI. PUBLIC SERVICES.						
a)	Fire protection?	No	Yes	N/A	No	No
b)	Police protection?	No	Yes	N/A	No	No
c)	Schools?	No	Yes	N/A	No	No
d)	Parks or recreational facilities?	No	Yes	N/A	No	No
e)	Maintenance of public facilities, including roads?	No	Yes	N/A	No	No
f)	Other governmental services?	No	Yes	N/A	No	No

Issues & Supporting Information Sources		Impact potentially peculiar to the project or parcel?	Was the impact addressed in the EIR?	If peculiar and not addressed, are there uniformly applied development policies or standard that would mitigate?	Potentially significant cumulative or off-site impacts not discussed in the prior EIR?	Substantial new information shows impact more significant than previously described?
XII. UTILITIES AND SERVICE SYSTEMS.						
a)	Power or natural gas?	No	Yes	N/A	No	No
b)	Communications systems?	No	Yes	N/A	No	No
c)	Local or regional water treatment or distribution facilities?	No	Yes	N/A	No	No
d)	Sewer or septic tanks?	No	Yes	N/A	No	No
e)	Storm water drainage?	No	Yes	N/A	No	No
f)	Solid waste disposal?	No	Yes	N/A	No	No
g)	Local or regional water supplies?	No	Yes	N/A	No	No
XIII. AESTHETICS.						
a)	Affect a scenic vista or scenic highway?	No	Yes	N/A	No	No
b)	Substantially degrade the existing visual character or quality of the site and its surroundings?	No	Yes	N/A	No	No
c)	Create light or glare?	Yes	Yes	N/A	No	No
XIV. CULTURAL RESOURCES.						
a)	Disturb paleontological, archaeological or historical resources?	No	Yes	Yes	No	No
b)	Restrict existing religious or sacred uses within the potential impact area?	No	Yes	N/A	No	No
XV. RECREATION.						
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?	No	Yes	N/A	No	No
b)	Affect existing recreational opportunities?	No	Yes	N/A	No	No

V. DISCUSSION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

INTRODUCTION

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 mandate that when a parcel has been zoned to accommodate a particular density of development and an environmental impact report was certified for that zoning or planning action, subsequent environmental review of a project consistent with that prior action shall be limited to those effects from the project that are peculiar to the parcel or the site unless substantial new information indicates that the effect will be more significant than previously described or there are potentially significant off-site or cumulative impacts not discussed in the prior EIR.

In determining whether an effect is peculiar to the project or the parcel, Public Resources Code Section 21083.3 and the CEQA Guidelines Section 15183 state that an effect shall not be considered peculiar to the project if it can be substantially mitigated by uniformly applied development policies or standards that have previously been adopted by the County with a finding that the policies or standards will substantially mitigate that environmental effect when applied to future projects (unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect).

Potential effects peculiar to this project will be limited since the "project" is the adoption of master plans and Airport Land Use Compatibility Plans for existing airports. The Airport Land Use Compatibility Plans are updates of the existing Airport Land Use Plans (ALUPs) and contain only minor changes from those documents. The ALUPs are included in the Mono County General Plan Land Use Element and the impacts of the airport land use policies were analyzed along with the impacts of other land use policies in the General Plan EIR in 2000.

The Master Plans focus on development of the airport sites in a manner consistent with the land use policies in the ALUPs. The proposed development at each airport is an extension of existing uses at the airports and will occur in the same location or adjacent to existing development at the airports. In addition, the Master Plans for both airports state that the airports should continue to be developed as basic utility general aviation airports serving primarily single engine and small twin-engine planes, with occasional transient turboprops. Since the type of airplane activity is not anticipated to change, the intensity of impacts is not anticipated to change over the timeframe of the Master Plans and ALUPs.

Most (if not all) of the effects of the project were identified in the EIRs certified by the County in conjunction with the adoption and update of the Mono County General Plan and are not unique or peculiar to the proposed project. The potential environmental effects of the project are in conformance with the requirements of the CEQA Guidelines Section 15183.

1) LAND USE AND PLANNING

Bryant Field is located on 49.34 acres of land owned by Mono County and 6.88 acres of aviation easement. The airport is designated Public/Quasi-Public Facilities (PF) in the Mono County General Plan Land Use Element. Surrounding lands to the east and south are developed with commercial and residential uses and are designated for a variety of such uses. Surrounding lands to the west and north are owned by the Walker River Irrigation District and are designated Open Space (OS).

Lee Vining Airport is located on approximately 59 acres leased from the Los Angeles Department of Water and Power (LADWP). The airport is designated Public/Quasi-Public Facilities (PF) in the Mono County General Plan Land Use Element. Surrounding property owned by the LADWP is designated Open Space (OS). Land owned by the LADWP is subject to the policies in the Mono County General Plan. Nearby public lands managed by the Inyo National Forest are designated Resource Management (RM). The Land Use Element also notes that there is a proposed Industrial Expansion area adjacent to the southwest end of

the airport (Lee Vining Area Land Use Map, Figure 60, in the Mono County General Plan Land Use Maps). The southeast end of the airport (approximately one third of the property) is within the boundaries of the Mono Basin National Forest Scenic Area and is subject to the policies in the Mono Basin National Forest Scenic Area Comprehensive Management Plan.

The Bryant Field Airport Master Plan/2020 contains three areas proposed for land acquisition:

- 5 acres at the south end of the runway to extend the Runway Protection Zone;
- 1.5 acres at the southwest corner of the property to provide room for FBO facilities and adjacent apron areas; and
- 11 acres along the west side of the property to provide for airport protection and future expansion beyond the 20 year planning period of the Master Plan.

The 5 acres at the south end of the runway encompasses portions of Court Street, Highway 182, Highway 395, and the East Walker River. The acreage includes open space and an existing occupied residence accessed from Court Street. The structure will be removed and no new development will occur within this area.

Acquisition of the 5 acres is intended solely to provide a clear Runway Protection Zone for the airport, with no buildings or objects that interfere with aircraft operations located within that area. The acreage is currently designated Open Space (OS) in the Mono County Land Use Element and includes three parcels, one owned by Mono County and two privately owned. The property is a small parcel completely surrounded by highways and roads. It has long been used for seasonal recreational activities and has had buildings on various portions of it at various times. Acquisition of the 5 acres will not create environmental impacts since the land is disturbed, is not valuable habitat, is within a developed community, and will be maintained as open space as part of the Runway Protection Zone for the airport.

The 1.5 acres at the southwest corner of the airport is adjacent to the Airport Access Road (Stock Drive) on its southern end and to existing airport facilities on its east and north sides. Currently, the site is undeveloped sagebrush scrub. Less than one quarter of the 1.5 acres is proposed for development with FBO facilities and an adjacent apron. The development will occur next to the existing development at the airport (i.e. fuel tank, automated weather system, apron and hangars). The parcel is privately owned and is designated Service Commercial (SC) in the Mono County Land use Element. This area does not provide significant habitat for any wildlife species and the sagebrush scrub habitat is common regionally. Additional airport facilities on this acreage will add to an existing viewshed and will not create significant impacts to the visual resources in the area. Drainage and water quality issues that may be affected by the acquisition and development of the 1.5 acres are addressed in the Water Quality section of this document. Acquisition of the 1.5 acres will not create environmental impacts.

The 11 acres at the westside of the property is adjacent to the existing airport property on the south and east and to undeveloped land on the north and west. The site is undeveloped sagebrush scrub. The land is not proposed for any development in the Bryant Field Airport Master Plan/2020 but is intended to provide protection on the westside of the airport and to allow for future airport expansion beyond the 20-year timeframe of the Master Plan. The acreage is currently designated Open Space (OS) in the Mono County Land Use Element and is owned by the Walker River Irrigation District. This area does not provide significant habitat for any wildlife species and the sagebrush scrub habitat is common regionally. Future development of airport facilities on this site will add to the existing viewshed and will not create significant impacts to visual resources in the area. Drainage and water quality issues that may be affected by the acquisition and development of the 1.5 acres are addressed in the Water Quality section of this document. Acquisition of the 11 acres will not create environmental impacts.

Airport Plans

The Lee Vining Airport Master Plan/2020 proposes to extend the runway to the north. The runway extension will be approximately 845 feet in length and 60 feet wide (approximately 50,700 square feet or 1.16 acres). Vegetation in the area of the proposed runway extension is predominantly sagebrush scrub, a vegetation type that is common locally and regionally. The Mono County MEA indicates that there are no special status wildlife species or habitats within the general vicinity of Lee Vining Airport. The MEA also indicates that mule deer routes pass to the south of the airport, not the north. The development of an additional small amount of sagebrush scrub will not result in potential significant impacts to vegetation.

Lee Vining Airport, including the proposed runway extension, is partially within the boundaries of the Mono Basin National Forest Scenic Area and is subject to the provisions of the Comprehensive Management Plan for the Scenic Area. The airport area is designated "General Use" which provides for a variety of activities that can occur with a minimum of conflict, including improvements that do not significantly affect scenic or other natural values. Proposed improvements in the terminal area will not affect the natural values in the area since much of the undeveloped land adjacent to the existing terminal facility has been previously disturbed and the habitat type (sagebrush scrub) is common locally and regionally. The proposed runway extension at the north end of the airport will not affect the natural values in the area since the area does not provide significant habitat for any species and the habitat type (sagebrush scrub) is common locally and regionally.

Proposed improvements in the terminal area will not significantly affect scenic values since it will add to an existing developed viewshed. The proposed runway extension at the north end of the airport could affect scenic values. Compliance with the County's Grading Ordinance and policies in the General Plan pertaining to limiting cut and fill and revegetation of disturbed areas will mitigate the impacts of the runway extension.

The land proposed for acquisition at both airport sites is within the airport planning boundaries for the respective airports and is adjacent to existing airport facilities. Some of the land (i.e. 5 acres at the south end of the Bryant Field runway) will not be developed but will be maintained as open space as part of the Runway Protection Zone. Future development must comply with state and local requirements pertaining to erosion and sediment control; water quality will not be significantly impacted by future development on the land proposed for acquisition. The land proposed for acquisition is primarily sagebrush scrub and pasture land and, in most areas, is already disturbed. It does not provide significant habitat for any wildlife species and the habitat type is common regionally. Future development of the remaining acreage at both airports, will add to existing viewsheds and will not create significant impacts to visual resources in the area. The proposed land acquisitions at both airports will not create significant environmental impacts.

Mono County General Plan, Conservation/Open Space Element, Visual Resource Policies

- Objective A Maintain and enhance visual resources in the County.
- Policy 5: Restore visually degraded areas when possible.
- Action 5.2: Work with existing uses to mitigate the adverse visual impacts of those uses, e.g. by painting, landscaping or otherwise screening the use.
- Action 5.3: Encourage private restoration of disturbed sites.
- Action 5.4: Consider visual impacts during the Grading Permit process.
- Action 5.5: Require the restoration of disturbed sites following construction, but prior to issuance of a Certificate of Occupancy.
-
- Objective C Ensure that development is visually compatible with the surrounding community, adjacent cultural resources and/or natural environment.
- Policy 2: Future development shall be sited and designed to be in scale and compatible with the surrounding community and/or natural environment,
- Action 2.1: Develop design guidelines for residential, commercial, and industrial development projects. At a minimum, the following development standards shall apply:

- a. Projects should not dominate the natural environment, and should complement existing community character; the scale, design, and siting of a project should be appropriate for the setting;
- b. Building mass should be varied and should be appropriate for the surrounding community or area. Facades in commercial districts should be varied.;
- c. Project siting and structural design should be sensitive to the climate, topography, and lighting of the surrounding environment;
- d. The design, color, and building materials for structures, fences, and signs shall be compatible with the natural environment and/or surrounding community;
- e. Visually offensive land uses shall be adequately screened through the use of landscaping, fencing, contour grading, or other appropriate measures;
- f. The visual impacts of parking areas shall be minimized through the use of landscaping, covered parking, siting which screens the parking from view, or other appropriate measures.
- g. Signs shall comply with the County's Sign Ordinance;
- h. Standardized commercial structures, design, and materials shall not be allowed (e.g. a "McDonalds" shall be designed with materials and finishes that harmonize with the surrounding area);
- i. Industrial areas shall be as compact as possible.
- j. Exterior lighting shall be shielded and indirect and shall be minimized to that necessary for security and safety;
- k. All new utilities shall be installed underground, in conformance with applicable provisions of the MCZDC;
- l. Existing roads shall be utilized whenever possible. Construction of new roads should be avoided except where essential for health and safety;
- m. Earthwork, grading, and vegetative removals shall be minimized;
- n. All site disturbances shall be revegetated with a mix of indigenous species native to the site (based upon a pre-project species survey). A landscaping plan shall be submitted and approved for all projects.

Action 2.2: County staff may require project modifications as necessary to implement Policy 2 and Action 2.1 above.

DETERMINATION

- The land use and planning impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the land use and planning impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site land use and planning impacts from the proposed project that were not addressed in the prior EIRs.

2) POPULATION AND HOUSING

The project does not include housing and is not anticipated to induce population growth. Construction-related jobs, or other jobs engendered by development at the airports, are anticipated to be taken by existing residents of the area and are not anticipated to induce population growth.

The Master Plan for Bryant Field includes acquisition of 5 acres at the south end of the runway encompassing portions of Court Street, Highway 182, Highway 395, and the East Walker River. The

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acreage includes open space and an existing occupied residence accessed from Court Street. The structure will be removed and no new development will occur within this area.

Acquisition of the 5 acres is intended solely to provide a clear Runway Protection Zone for the airport, with no buildings or objects that interfere with aircraft operations located within that area. The acreage is currently designated Open Space (OS) in the Mono County Land Use Element and includes three parcels, one owned by Mono County and two privately owned. The property is a small parcel completely surrounded by highways and roads. It has long been used for seasonal recreational activities and has had buildings on various portions of it at various times. Acquisition of the 5 acres will not create environmental impacts since the land is disturbed, is not valuable habitat, is within a developed community, and will be maintained as open space as part of the Runway Protection Zone for the airport.

Policies in the Mono County General Plan Housing Element require development projects to construct affordable housing (Housing Element Policies, Housing for Low and Moderate Incomes, Program 9). Small projects (less than 10 housing units) are allowed to contribute financially rather than providing a new unit. The Housing Element identifies Bridgeport's portion of the Regional Housing Need as 6 Very Low Income units, 6 Low Income units, 5 Moderate Income units, and 12 Above Moderate Income units. Compliance with existing policies and programs in the Housing Element will mitigate the loss of an existing housing unit in Bridgeport.

DETERMINATION

- The population and housing impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the population and housing impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site population and housing impacts from the proposed project that were not addressed in the prior EIRs.

3) GEOLOGY

Neither airport site is within an Alquist-Priolo Fault Hazard Zone or an area at high risk for groundfailure (MEA Figure 34). Neither airport is in a Rockfall Risk Area (MEA Figure 35). There are no unique geologic figures on either site. Bryant Field is in an area subject to ash accumulations of 8 inches or more from an eruption in the Long Valley Caldera (MEA Figure 22). Lee Vining Airport is in an area subject to blast and/or flow hazards from an eruption of the Inyo-Mono Craters, as well as in an area subject to ash accumulation from an eruption of the Long Valley Caldera (MEA Figure 22).

The Safety Element of the Mono County General Plan contains goals, policies and implementation measures designed to reduce the risk from locally significant natural hazards to an acceptable level. All of Mono County has been designated as a Seismic Zone 4, the zone of greatest hazard defined in the Uniform Building Code. Consequently, new construction in the county must comply with stringent engineering and construction requirements (Government Code §8875).

Certain types of development may require a soils report or a soils report waiver for expansive soils. Any such report or waiver will be reviewed and approved by the Director of Public Works, according to the provisions of Mono County Code (MCC) Section 17.36.090.

Bryant Field is not located in an area subject to soil erosion (MEA Figure 18). Lee Vining Airport is located in an area subject to wind erosion (MEA Figure 18). The Mono County General Plan and the Mono County Grading Ordinance (Mono County Code, Chapter 13.08) contain uniformly applied erosion control policies and standards designed to prevent erosion and sedimentation impacts from construction activities.

DETERMINATION

- The geologic impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that geologic impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site geologic impacts from the proposed project that were not addressed in the prior EIRs.

4) WATER RESOURCES

Lee Vining Airport is not within a 100-year flood zone (MEA Figure 38). Bryant Field is adjacent to a 100-year flood zone (MEA Figure 38). The Development Standards–Flood Plain Regulations, Chapter 21 in the Mono County General Plan, contain goals, policies and implementation measures intended to establish special requirements and regulations to be applied to those areas of the County subject to inundation in order to prevent loss of life and property damage.

Bryant Field is adjacent to Bridgeport Reservoir; part of the runway extends into the reservoir on fill. The East Walker River flows into Bridgeport Reservoir to the west of the airport and flows within approximately 200 feet of the southwest corner of the airport future airport property line (at the point where 1.5 acres of land are proposed for acquisition), adjacent to areas proposed for FBO facilities and an adjoining apron. Water and sewer facilities at the existing on-site buildings are connected to community systems operated by the Bridgeport Public Utility District. There are no existing storm drainage improvements at the airport facilities; drainage is sheet flow to the surrounding area. For the most part, the ground slopes away from the airport towards the East Walker River and Bridgeport Reservoir. On the east and south sides, the highway is higher than the runway. Slopes away from the airport vary from approximately one percent at the south end to approximately 50 percent (2:1) at the north end.

Lee Vining Airport is located on a plateau to the south of Mono Lake, approximately 360 feet above the level of the lake (lake level of 6,382' in April, 2003, lowest point of runway 6,744'). Lee Vining Creek flows into Mono Lake to the northeast of the airport; the creek first runs in a course approximately parallel to the airport to the west of the airport and at approximately the future north end of the runway turns northeast towards the lake. The creek is approximately 1,300 feet from the boundary of the property lease and approximately 150 feet lower than the boundary of the property lease. There are no sewer or water facilities onsite. There are no existing storm drainage improvements at the airport facilities; drainage is sheet flow to the surrounding area.

The California State Water Resources Control Board (SWRCB) implements the Clean Water Act in California and is responsible for issuing waste discharge and stormwater discharge permits and establishing water quality standards. Both Bryant Field and Lee Vining Airports are under the jurisdiction of the Lahontan Regional Water Quality Control Board (LRWQCB). The **Water Quality Control Plan for the Lahontan Region (Basin Plan)**, revised in 1995, contains policies and regulations to protect water

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resources in the region. The overall goal of that plan is to maintain water resources at existing levels of quality unless potential beneficial uses are unreasonably affected.

The additional paved surfaces proposed for both airports (runway extensions, taxiways, aprons) will create additional impervious surfaces at the airports, increasing the volume of stormwater runoff which may affect surface drainage patterns and water quality. Runoff from impervious aeronautical surfaces may include oil, grease, and other complex hydrocarbon compounds. The addition of new buildings (terminals, hangars) and auto parking facilities will also increase the amount of impervious surfaces and may affect drainage.

The Master Plans for Bryant Field and Lee Vining airports do not contain any proposed drainage improvements or stormwater facilities. Stormwater drainage would continue to be sheet flow to surrounding areas. At Bryant Field, increased runoff could adversely impact water quality in the East Walker River and Bridgeport Reservoir. The Mono County MEA also indicates that Bryant Field is in an area of shallow groundwater (MEA Figure 21); increased runoff could also adversely impact groundwater quality. At Lee Vining airport, it is unlikely that increased runoff would affect Lee Vining Creek or Mono Lake, given the distances (both horizontal and vertical) between the airport and those water sources. The Mono County MEA indicates that the Lee Vining airport is not within a shallow groundwater; it is unlikely that increased runoff would affect groundwater quality in the area (MEA Figure 21).

Disturbance of more than one acre of soil requires a National Pollution Discharge Elimination System (NPDES) permit and a Stormwater Pollution Prevention Plan (SWPPP), administered by the Lahontan Regional Water Quality Control Board. NPDES permits and Stormwater Pollution Prevention Plans contain conditions that regulate stormwater runoff and mitigate potential significant impacts to water quality. Master Plan improvements at Lee Vining Airport exceed one acre of disturbance and will require a NPDES permit. Master Plan improvements at Bryant Field do not appear to exceed one acre of disturbance and will not require a NPDES permit.

Increased runoff from impervious surfaces will not create significant impacts to water quality at Lee Vining Airport due to the distance between the airport and surrounding water sources and the absence of shallow groundwater in the area. In addition, improvements at Lee Vining Airport will require a NPDES permit which will regulate stormwater runoff and mitigate potential significant impacts to water quality. Increased runoff resulting from proposed Master Plan improvements at Bryant Field may significantly impact water quality due to the proximity of both surface and ground waters in the area. Master Plan improvements at Bryant Field do not appear to exceed one acre of disturbance and will not require a NPDES permit. Policies in the Mono County General Plan mitigate potential impacts to water quality.

Conservation/Open Space Element—Goal II, Water Quality

GOAL II: Protect the quality of surface and groundwater resources to meet existing and future domestic, agricultural, recreational, and natural resource needs in Mono County.

Policy 1: Future development projects shall avoid potential significant impacts to water quality in Mono County, or mitigate impacts to a level of non-significance unless a statement of overriding considerations is made through the EIR process.

Action 1.1: Future development projects with the potential to significantly impact water quality shall assess the potential impact(s) prior to project approval. Examples of potential significant impacts include:

- 1) substantially degrading water quality; and/or
- 2) contaminating a public water supply; and/or
- 3) causing substantial flooding, erosion or siltation.

In areas determined by the County to be of special significance, such an analysis and associated mitigation measures may be required even if the proposed project conforms to

water quality standards established by the Lahontan Regional Water Quality Control Board for the project area.

Mitigation measures and associated monitoring programs shall be included in the project plans and specifications and shall be made a condition of approval for the project.

Policy 2: Control erosion at construction projects.

Action 2.1: Ensure that Lahontan Regional Water Quality Control Board (RWQCB) regulations for erosion control are met as a condition for County permit approvals.

Policy 5: Control the release of storm water so that runoff from sites in recharge zones does not increase in volume or leave the site more rapidly than it would under natural conditions.

Action 5.1: Update the County Grading Ordinance to specify that as part of the grading permit process, developers may be required to provide hydrologic studies assessing pre-development runoff and calculating project runoff.

DETERMINATION

- The water resources impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the impacts of the project on water resources will be more severe than described in the prior EIRs.
- There are no cumulative or off-site water resources impacts from the proposed project that were not addressed in the prior EIRs.

5) AIR QUALITY

Mono County is a state-designated non-attainment area for ozone and PM₁₀ (State Air Resources Control Board, www.arb.ca.gov). The proposed project will incrementally increase traffic in the area, increasing air quality impacts resulting from auto emissions. That impact was previously addressed in the EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan. In addition, the amount of traffic generated by the project will not be significant; therefore, potential emissions impacts from that traffic will not be significant.

The Master Plans state that the airports should continue to be developed as basic utility general aviation airports serving primarily single engine and small twin-engine planes, with occasional transient turboprops. Since the type of airplane activity is not anticipated to change, the intensity of air quality impacts related to aircraft activity is not anticipated to increase significantly over the timeframe of the Master Plans and ALUPs.

DETERMINATION

- The air quality impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the impacts of the project on air quality will be more severe than described in the prior EIRs.

- There are no cumulative or off-site impacts on air quality from the proposed project that were not addressed in the prior EIRs.

6) TRANSPORTATION AND CIRCULATION

Trips generated by the proposed project will not substantially increase vehicle trips on local roads or cause traffic congestion. The Master Plan for Bryant Field estimates that the peak number of flights per hour on an average day in the peak month will remain at three flights per hour through 2020. The number of flights on an average day in the peak month at Bryant Field is estimated to increase from 17 in 2000 to 23 in 2020. Access to Bryant Field is on local roads, SR 182, and Hwy. 395. Assuming that each airplane flight generates two vehicle trips (one from the airport and one returning to the airport) the access roads to Bryant Field have the capacity to handle the minimal increase in traffic.

The Master Plan for Lee Vining Airport estimates that the peak number of flights per hour on an average day in the peak month will remain at two flights per hour through 2020. The number of flights on an average day in the peak month at Lee Vining Airport is estimated to increase from 10 in 2000 to 13 in 2020. Access to Lee Vining Airport is on Hwy. 395. Assuming that each airplane flight generates two vehicle trips (one from the airport and one returning to the airport) the access roads to Lee Vining Airport have the capacity to handle the minimal increase in traffic.

DETERMINATION

- The traffic and circulation impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the traffic and circulation impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site traffic and circulation impacts from the proposed project that were not addressed in the prior EIRs.

7) BIOLOGICAL RESOURCES

VEGETATION

Bryant Field Airport is located within the community of Bridgeport and is surrounded by developed commercial and residential uses and by Bridgeport Reservoir. There is a limited amount of undeveloped land within the general vicinity of the airport. Land to the west of the developed portion of the airport is currently undeveloped, covered with a mix of sagebrush scrub and pasture land. The sagebrush scrub covers approximately 75 percent of the area and is composed primarily of rabbit brush with some bitter brush and sagebrush. The pasture land is primarily grass and is used for grazing. Figure 28 in the MEA indicates that there are no special status wildlife species or habitats within the general vicinity of Bryant Field.

Lee Vining Airport is located approximately one mile east of the community of Lee Vining, on a plateau south of Mono Lake. Lee Vining Airport is primarily developed with paved runways and airport facilities. Undeveloped land immediately adjacent to the airport is predominantly sagebrush scrub, some of which has been previously disturbed by construction, use and maintenance of the airport facilities, access roads, and adjacent industrial uses. Figure 28 in the MEA indicates that there are no special status wildlife species or habitats within the general vicinity of Lee Vining Airport.

The Bryant Field Airport Master Plan/2020 contains three areas proposed for land acquisition (see Figure 3, Bryant Field Airport Layout Plan) on which vegetation could be affected by future airport development:

- 5 acres at the south end of the runway to extend the Runway Protection Zone;
- 1.5 acres at the southwest corner of the property to provide room for FBO facilities and adjacent apron areas; and
- 11 acres along the west side of the property to provide for airport protection and future expansion beyond the 20 year planning period of the Master Plan.

The 5 acres at the south end of the runway encompasses portions of Court Street, Highway 182, Highway 395, and the East Walker River. The acreage includes open space and an existing residence accessed from Court Street. The structure will be removed and no new development will occur within this area. Acquisition of this 5 acres is intended solely to provide a clear Runway Protection Zone for the airport, with no buildings or objects that interfere with aircraft operations located within that area. The acreage is currently designated Open Space (OS) in the Mono County Land Use Element and includes three parcels, one owned by Mono County and two privately owned. The property is a small parcel completely surrounded by highways and roads. It has long been used for seasonal recreational activities and has had buildings on various portions of it at various times. Acquisition and use of the 5 acres will not create potential impacts to vegetation since the land is disturbed, is not valuable habitat, is within a developed community, and will be maintained as open space as part of the Runway Protection Zone for the airport.

The 1.5 acres at the southwest corner of the airport is adjacent to the Airport Access Road (Stock Drive) on its southern end and to existing airport facilities on its east and north sides. Currently, the site is undeveloped sagebrush scrub. Less than one quarter of the 1.5 acres is proposed for development with FBO facilities and an adjacent apron. The development will occur next to the existing development at the airport (i.e. fuel tank, automated weather system, apron and hangars). The parcel is privately owned and is designated Service Commercial (SC) in the Mono County Land use Element. This area does not provide significant habitat for any wildlife species and the sagebrush scrub habitat is common regionally. Acquisition and use of this area will not result in potential impacts to vegetation since the land is disturbed and the sagebrush scrub vegetation type is common regionally.

The 11 acres at the west side of the property is adjacent to the existing airport property on the south and east and to undeveloped land on the north and west. The site is undeveloped sagebrush scrub. The land is not proposed for any development in the Bryant Field Airport Master Plan/2020 but is intended to provide protection on the west side of the airport and to allow for future airport expansion beyond the 20-year timeframe of the Master Plan. The acreage is currently designated Open Space (OS) in the Mono County Land Use Element and is owned by the Walker River Irrigation District. This area does not provide significant habitat for any wildlife species and the sagebrush scrub habitat is common regionally. Acquisition and use of the 11 acres will not result in potential impacts to vegetation.

At Lee Vining Airport, the runway will be extended north approximately 845 feet in length and 60 feet wide (approximately 50,700 square feet or 1.16 acres). Vegetation in the area of the proposed runway extension is predominantly sagebrush scrub, a vegetation type that is common locally and regionally. The Mono County MEA indicates that there are no special status wildlife species or habitats within the general vicinity of Lee Vining Airport. The MEA also indicates that mule deer routes pass to the south of the airport, not the north. The loss of an additional small amount of sagebrush scrub will not result in potential significant impacts to vegetation.

Lee Vining Airport, including the proposed runway extension, is partially within the boundaries of the Mono Basin National Forest Scenic Area and is subject to the provisions of the Comprehensive Management Plan for the Scenic Area. The airport area is designated "General Use" which provides for a variety of activities that can occur with a minimum of conflict, including improvements that do not

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significantly affect scenic or other natural values. Proposed improvements in the terminal area will not affect the natural values in the area since much of the undeveloped land adjacent to the existing terminal facility has been previously disturbed and the habitat type (sagebrush scrub) is common locally and regionally. The proposed runway extension at the north end of the airport will not affect the natural values in the area since the area does not provide significant habitat for any species and the habitat type (sagebrush scrub) is common locally and regionally.

WILDLIFE

Bryant Field is located within the community of Bridgeport. It is surrounded by residential and commercial development and is currently developed with paved runways, buildings, and accessory uses. The Mono County Master Environmental Assessment (MEA) indicates that there are no special status wildlife species or habitats within the general vicinity of Bryant Field. The nearest locations of special status wildlife species indicated in the MEA are at Log Cabin Creek, west of Bridgeport Valley (lahontan cutthroat trout), at Twin Lakes (northern goshawk), and in the hills southeast of Bridgeport (travertine band-thigh diving beetle and farther south sage grouse leks). The MEA also indicates that the general vicinity is not a wildlife use area for any species, including mule deer. In the past, birds were attracted to trash at the Bridgeport Landfill, located approximately one half mile east of the northern end of the airport, which created a potential hazard at the airport. The landfill has been converted to a solid waste transfer station with covered containers and no longer attracts birds.

Bryant Field is primarily developed with paved runways and airport facilities. Undeveloped land immediately adjacent to the airport is predominantly sagebrush scrub, much of which has been previously disturbed by construction, use and maintenance of the airport facilities, access roads, and adjacent highways.

Lee Vining Airport is located approximately one mile east of the community of Lee Vining, on a plateau south of Mono Lake. Surrounding land uses include industrial uses and open space. The Mono County MEA indicates that there are no special status wildlife species or habitats within the general vicinity of Lee Vining Airport. The nearest special status species are located in Lee Vining Canyon, approximately one mile southwest of the airport (yellow warbler and northern goshawk) and along the shore of Mono Lake, approximately one quarter mile north of the airport and down slope (brine shrimp). The MEA indicates that mule deer do not utilize the immediate vicinity of the airport but migrate from south of Mono Lake into Lee Vining Canyon. Mono Basin is also home to millions of birds, many of them migratory, and over 100 nesting species. Most common are gulls, grebes, and phalaropes. Most of these birds utilize Mono Lake and its surrounding shores for nesting and other activities.

Lee Vining airport is primarily developed with paved runways and airport facilities. Undeveloped land immediately adjacent to the airport is predominantly sagebrush scrub, some of which has been previously disturbed by construction, use and maintenance of the airport facilities, access roads, and adjacent industrial uses.

The airport land use planning boundaries for both Bryant Field and Lee Vining airports extend well beyond the area occupied by the airport facilities, primarily to address potential safety and noise impacts from aircraft during approach and takeoff. The Airport Land Use Plans (ALUPs) focus on development within the airport land use planning boundaries. The airport master plans for each airport focus on future development, expansion and renovation of existing airport facilities. Analysis of the potential environmental impacts resulting from the adoption of the Master Plans and Comprehensive Land Use Plans focuses on potential impacts within the general vicinity of either airport, i.e. within the area of existing and proposed airport facilities.

No special status species were identified within the general vicinity of either airport; there are no potential impacts identified for these resources. Northern Goshawks may occasionally fly over both airport sites. The minor loss of sagebrush scrub at either airport does not represent a significant loss of foraging habitat for the goshawk based on the regional abundance of the habitat.

The Airport Layout Plans in the Bryant Field and Lee Vining Airport Master Plans show the proposed fencing layout considered necessary for the safe operation of the airport. The Master Plans note that:

"The purpose of a properly prepared fencing program is to minimize hazards to pedestrians and ground vehicles by separating them from aircraft as a safety measure ... fencing allows for better definition of airport property and areas under lease to airport tenants. The fencing as shown [*on the airport layout plans*] generally reflects perimeter fencing of the airport property, but also identifies fencing necessary in the terminal areas to separate aeronautical from ground base activities. fencing should be provided to keep out non-airport activities unless a suitable lease agreement and ingress/egress permit is established." (Lee Vining Airport Master Plan/2020, p. 26 and Bryant Field Airport Master Plan/2020, p. 25)

Perimeter fencing is in place at both airports. The expansion of perimeter fencing at both airports to include areas proposed for land acquisition and expansion of airport facilities would not impact wildlife, primarily mule deer, at either airport. Bryant Field is the middle of a developed area, is not identified as a deer use area, and does not provide deer habitat. The areas adjacent to the airport, identified for land acquisition, are currently disturbed, adjacent to highways and roads, and do not provide deer habitat. Deer proof security fencing would force deer to avoid airport facilities, increasing aircraft safety.

Lee Vining Airport is adjacent to industrial development, is not identified as a deer use area, and does not provide deer habitat. Undeveloped land immediately adjacent to the airport is predominantly sagebrush scrub, some of which has been previously disturbed by construction, use and maintenance of the airport facilities, access roads, and adjacent industrial uses. Areas adjacent to the airport, identified for airport expansion, do not provide high quality deer habitat. Deer proof security fencing would force deer to avoid airport facilities, increasing aircraft safety.

The Lee Vining Airport site also does not provide significant habitat for the many bird species that utilize Mono Lake as migratory and nesting species. Most of those species utilize Mono Lake, its islands and shores, and surrounding streams for habitat. . The minor loss of sagebrush scrub at Lee Vining Airport does not represent a significant loss of habitat based on the regional abundance of the habitat.

DETERMINATION

- The biological resources impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the biological impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site biological impacts from the proposed project that were not addressed in the prior EIRs.

8) ENERGY AND MINERAL RESOURCES

All future construction will be required to meet the requirements of Title 24, Part 2, Chapter 2-53 Energy Efficiency Standards according to Mono County Code 15.04.111. While an incremental demand upon existing energy service or resources is expected, it is not expected to be significant. Electrical service is available.

MEA Figure 17F, Mineral Resources, indicates that Lee Vining Airport is located in an area designated MRA-1 where adequate information indicates that no significant mineral deposits are present. MEA Figure 17D indicates that Bryant Field is located in an area designated MRA-3 indicating areas with mineral deposits, the significance of which cannot be evaluated from available data.

DETERMINATION

- The energy and mineral resource impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the energy and mineral resource impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site energy and mineral resource impacts from the proposed project that were not addressed in the prior EIRs.

9) HAZARDS

Bryant Field has an existing 1,000 gallon aboveground dual-wall aviation fuel storage tank with a concrete pad below. The tank is located in the southwest corner of the airport, adjacent to the airport access road, the hangar area, and the apron area used for airport tiedowns. The tank meets applicable safety requirements for secondary containment, leak monitoring, and spill and overfill protection. Lee Vining Airport currently does not have any fuel storage facilities. There are no underground fuel storage tanks at either airport and no hazardous wastes are generated or stored on the public portions of either airport property.

There are no plans for additional fuel storage facilities at Bryant Field Airport. The Master Plan for Lee Vining Airport includes the installation of a 12,000 gallon AVGAS selfserve fuel farm. The tank will be located in the southwest corner of the airport, adjacent to the hangar area and the apron area used for airport tiedowns. The fuel farm will consist of a 12,000 gallon aboveground dual-wall aviation fuel storage tank with a concrete pad below, surrounded by a secondary containment and spill prevention system.

The existing fuel tank at Bryant Field and the proposed fuel tank at Lee Vining utilize modern safety and spill prevention systems, in accordance with State and Federal permitting requirements. As a result, the risk of contamination from these facilities is minimal and will not create a significant impact on the environment. No significant environmental impacts are anticipated from hazardous materials or wastes at the airports.

DETERMINATION

- The hazards impacts of the proposed density of development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the hazards impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site hazards impacts from the proposed project that were not addressed in the prior EIRs.

10) NOISE

Noise readings taken at Bryant Field Airport indicate that noise does not extend much beyond the boundaries of the airport property. The convergence of aircraft taking off and landing within the approach/departure surfaces intensifies noise levels within those areas. The 55 dB CNEL¹ noise contour does project partially into the residential area to the east of the airport, although airport-related noise impacts to this area are infrequent and intermittent. The same area experiences greater and more frequent noise impacts from the adjacent highway traffic on State Route 182.

Sensitive noise receptors in the general vicinity of Bryant Field Airport include residential development in the surrounding areas, particularly to the east of the airport, Bridgeport Elementary School (approximately 0.5 miles to the southwest of the airport), and the Bridgeport Medical Clinic (approximately 0.75 to the southwest of the airport).

Noise readings taken at Lee Vining Airport indicate that noise does not extend much beyond the boundaries of the airport property. The convergence of aircraft taking off and landing within the approach/departure surfaces intensifies noise levels within those areas. There are no sensitive noise receptors within the general vicinity of Lee Vining Airport; the nearest sensitive receptors (residential development, Lee Vining Elementary School, Lee Vining High School) are located in the community of Lee Vining approximately 1 mile to the west of the airport

Noise levels may increase as a result of increased aircraft operations and associated vehicular traffic. At Bryant Field Airport, the 55 dB CNEL contour projects partially into the residential area to the east of the airport. The airport noise impact to this area is infrequent and intermittent, and therefore is not considered to be significant. This same area experiences greater and more frequent noise impacts from the adjacent highway traffic on State Route 182. Since airport activity is not projected to increase significantly over the 20-year timeframe of the Master Plans and Airport Land Use Compatibility Plans, noise impacts are not anticipated to become significant over that timeframe.

No residential development or other sensitive noise receptors are planned within the general vicinity of the Lee Vining Airport. The nearest area where additional sensitive noise receptors (residential development, schools) may occur is the community of Lee Vining, approximately 1 mile to the west of the airport. Since airport activity is not projected to increase significantly over the 20-year timeframe of the Master Plans and Airport Land Use Compatibility Plans (ALUPs), noise impacts are not anticipated to become significant over that timeframe.

In addition, the Master Plans for both airports state that the airports should continue to be developed as basic utility general aviation airports serving primarily single engine and small twin-engine planes, with occasional transient turboprops. Since the type of airplane activity is not anticipated to change, the intensity of noise impacts is not anticipated to change over the timeframe of the Master Plans and ALUPs.

¹ **Decibel (dBA)**--Environmental noise is measured in units of decibels (dB), on a logarithmic scale. The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sound of different frequencies. The normal range of hearing extends from about 3 dBA to about 140 dBA. A 10 dBA increase in the level of a continuous noise represents a perceived doubling of loudness; a 3 dBA increase is barely noticeable to most people. Environmental noise fluctuates in intensity over time and is typically described as a time averaged noise level.

Community Noise Equivalent Level (CNEL)--The average equivalent A-weighted sound level during a 24-hour period. Weighting factors are applied that place greater emphasis on evening sound levels (i.e. 5 decibels are added to noise events occurring between 7 p.m. and 10 p.m.) and even greater emphasis upon nighttime sound levels (i.e. 10 decibels are added to noise events occurring between 10 p.m. and 7 a.m.).

Noise Regulations

The overall purpose of the Airport Land Use Compatibility Plans (ALUPs) for the Bryant Field and Lee Vining airports is to allow for the orderly development of airport facilities in a manner that minimizes the public's exposure to excessive noise and safety hazards. To achieve this goal, the ALUPs establish maximum acceptable exterior noise levels for noise sensitive receptors within the airport land use planning boundaries. These noise levels comply with Federal regulations for noise control at airports.

Bryant Field Airport and Lee Vining Airport Comprehensive Land Use Plan Noise Policies:

NOISE GOAL

Protect future development within the Bryant Field Airport/Lee Vining Airport planning boundaries from objectionable airport-related noise by minimizing the number of people exposed to frequent and/or high levels of airport noise.

POLICY 1 The maximum normally acceptable exterior noise levels for new residential and other noise-sensitive land uses within the Bryant Field Airport/Lee Vining Airport land use planning boundaries shall be 55 dBA CNEL. New residential and other noise-sensitive land uses within the airport land use planning boundaries shall include soundproofing to limit interior noise levels to 45 dBA in any habitable room.

If a noise analysis, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown on the Bryant Field/Lee Vining Airport Noise Contours Compatibility Map in this plan, then the lower exposure level may be used for the land use evaluation at the discretion of the Airport Land Use Commission (ALUC).

POLICY 2 The maximum noise exposure acceptable for non-residential land uses without special sound reduction construction within the Bryant Field Airport/Lee Vining Airport land use planning boundaries is 60/70 dBA CNEL.

If a noise analysis, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown on the Bryant Field/Lee Vining Airport Noise Contours Compatibility Map in this plan, then the lower exposure level may be used for the land use evaluation at the discretion of the Airport Land Use Commission (ALUC).

POLICY 3 Prohibit noise-sensitive land uses (e.g. residential uses, schools, hospitals) within the 55 dBA CNEL noise contours for Bryant Field Airport/Lee Vining Airport.

POLICY 4 Require noise and avigation easements², as necessary, before approving any land trade or major development project within the Bryant Field Airport/Lee Vining Airport land use planning boundaries.

² In an avigation easement, the landowner acknowledges that aircraft and ancillary effects are present in the airspace overhead and gives up any future right to sue regarding the acknowledged effects and their impact upon the enjoyment of his property or change in property value. Avigation easements are permitted and defined by Public Utilities Code Section 21652. Avigation easements allow property to be developed for residential and other uses in areas affected by airports, but offers constructive notice to future buyers and protection to the airport.

OVERFLIGHT PROTECTION GOAL

Protect future development within the Bryant Field Airport/Lee Vining Airport planning boundaries from the noise impacts of routine aircraft flights over the community by minimizing the number of people exposed to frequent and/or high levels of airport noise.

POLICY 1 Prohibit noise sensitive land use within the Bryant Field Airport/Lee Vining Airport primary traffic pattern.

The Noise Element of the Mono County General Plan also contains policies directing the County to implement noise related policies in the Airport Land Use Compatibility Plans (Mono County Noise Element, Objective A, Action 1.5, and Objective C, Policy 2, Action 2.1). Other policies in the Noise Element direct the County to implement policies in the ALUPs related to the juxtaposition of noise intensive uses and noise sensitive uses (Mono County Noise Element, Objective C, Policy 3, Actions 3.1, 3.2, 3.3).

DETERMINATION

- The noise impacts of the proposed project were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that noise impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site noise impacts from the proposed project that were not addressed in the prior EIRs.
- Noise impacts from the proposed project that were not addressed in the prior EIRs.

11) PUBLIC SERVICES

Bryant Field is located within the Bridgeport Fire Protection District. Development there will be required to comply with FPD regulations and the county's Fire Safe Regulations (Mono County Land Development Regulations, Chapter 22). Lee Vining Airport is located with the sphere of influence of the Lee Vining Fire Protection District. Development there will be required to comply with FPD regulations and the county's Fire Safe Regulations. Emergency services are not expected to be impacted by the project.

Law enforcement is provided by the Mono County Sheriff's Department. The proposed project is not anticipated to impact law enforcement services.

DETERMINATION

- The public service impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the public service impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site public service impacts from the proposed project that were not addressed in the prior EIRs.

12) UTILITIES AND SERVICE SYSTEMS

Telephone and electrical service is available at both airports; future service extensions must be installed underground in compliance with Mono County General Plan policies. Bryant Field in Bridgeport utilizes water and sewer provided by the Bridgeport Public Utility District (PUD). Lee Vining Airport utilizes portable toilets and bottled water. The proposed project is not anticipated to impact water or sewer services. There are no storm drainage systems at either airport. Mono County landfill facilities are not expected to be impacted by the proposed projects.

DETERMINATION

- The utilities and service systems impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- This parcel is no different than other parcels in the surrounding area; there is nothing unusual about the proposed project that would change or in any way affect the severity of these impacts. The impacts are not peculiar to the parcel or the project.
- There is no new substantial information indicating that the utilities and service systems impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site utilities and service systems impacts from the proposed project that were not addressed in the prior EIRs.

13) AESTHETICS

Bryant Field Airport is located within the community of Bridgeport, at the southern end of Bridgeport Reservoir. The airport is within a developed community, surrounded by residential and commercial development and highways. Lee Vining Airport is located approximately one mile east of the community of Lee Vining on a plateau above Mono Lake and north of U.S. 395. The airport is adjacent to industrial uses that include metal warehouse buildings and heavy equipment. Vegetation within the airport land use planning boundaries is disturbed low-density sagebrush scrub. Neither airport is within the boundaries of a state or county designated scenic highway corridor.

The southern end of Lee Vining Airport, including the terminal area, is within the boundaries of the Mono Basin National Forest Scenic Area and is subject to the provisions of the Comprehensive Management Plan for the Scenic Area. The proposed runway extension at the north end of the runway will also be partially within the boundaries of the scenic area. The airport area is designated "General Use" in the Management Plan for the Scenic Area. That designation provides for a variety of activities that can occur with a minimum of conflict, including improvements that do not significantly affect scenic or other natural values.

The proposed land uses at each airport reflect existing development that has been part of the viewshed at each airport for many years. The existing uses are not considered visually offensive nor do they have a significant visual impact on the visual resources in the general vicinity of the airport. Expansion of those uses will not degrade visual resources in the area.

Lighting improvements proposed in the Bryant Field and Lee Vining Airport Master plans include renovation and replacement of existing runway edge lighting systems, the installation of Runway End Identifier Lights (REIL), the installation of a Precision Approach Path Indicator System (PAPI), installation of security lighting, terminal lighting, and lighting for airport signs and accessory uses. All runway lighting would be radio controlled by pilots and is expected to be used approximately 15 minutes per night operation. Exterior light for terminal areas, aprons, automobile parking areas, fuel tanks, airport signs, and

security lighting must comply with Mono County Visual Resource policies that require exterior lighting to be shielded and indirect and limited to that necessary for safety and security.

Earthwork (cut and fill) will be necessary to extend the runway north in Lee Vining. The earthwork for the runway extension will have to comply with the Mono County Grading Ordinance which requires the use of erosion control methods such as erosion control blankets as well as with visual resource policies in the General Plan that regulate development in order to minimize impacts to the surrounding environment.

The Mono County General Plan and Land Development Regulations contain policies and standards concerning visual resources/aesthetics that have been applied to this project; i.e.

VISUAL RESOURCES MITIGATION MEASURES CONSERVATION/OPEN SPACE ELEMENT
VISUAL RESOURCES

OBJECTIVE A: Maintain and enhance visual resources in the County.

Policy 2: Coordinate county visual resource policies with federal and state visual policies and objectives.

Action 2.1: Work with federal, state, local, and other appropriate organizations to review and coordinate the protection and enhancement of the County's scenic resources.

Policy 5: Restore visually degraded areas when possible.

Action 5.2: Work with existing uses to mitigate the adverse visual impacts of those uses, e.g. by painting, landscaping, or otherwise screening the use.

Action 5.3: Encourage private restoration of disturbed sites.

Action 5.4: Consider visual impacts during the Grading Permit Process.

Action 5.5: Require the restoration of disturbed sites following construction, but prior to issuance of a Certificate of Occupancy.

OBJECTIVE C: Ensure that development is visually compatible with the surrounding community, adjacent cultural resources, and/or natural environment.

Policy 1: Future development projects shall avoid potential significant visual impacts or mitigate impacts to a level of non-significance, unless a statement of overriding considerations is made through the EIR process.

Action 1.1: Future development projects with the potential to have a substantial, demonstrable negative aesthetic effect shall provide a visual impact analysis prior to project approval. Examples of a substantial, demonstrable negative aesthetic effect include:

- 1) Reflective materials;
- 2) Excessive height and/or bulk;
- 3) Standardized designs which are utilized to promote specific commercial activities and which are not in harmony with the community atmosphere;
- 4) Architectural designs and features which are incongruous to the community or area and/or which significantly detract from the natural attractiveness of the community or its surroundings;
- 5) Dust or steam plumes; and
- 6) Excessive night lighting.

The analysis shall:

- a) be funded by the applicant;
- b) be prepared by a qualified person under the direction of Mono County;
- c) assess the visual environment in the general project vicinity;
- d) describe the impacts of the proposed development upon views and scenic qualities within the project site and on surrounding areas; and

Airport Plans

- e) recommend project alternatives or measures to avoid or mitigate visual impacts.

Mitigation measures shall be included in the project plans and specifications and shall be made a condition of approval for the project.

Policy 2: Future development shall be sited and designed to be in scale and compatible with the surrounding community and/or natural environment,

Action 2.1: Develop design guidelines for residential, commercial, and industrial development projects. At a minimum, the following development standards shall apply:

- a. Projects should not dominate the natural environment, and should complement existing community character; the scale, design, and siting of a project should be appropriate for the setting;
- b. Building mass should be varied and should be appropriate for the surrounding community or area. Facades in commercial districts should be varied.;
- c. Project siting and structural design should be sensitive to the climate, topography, and lighting of the surrounding environment;
- d. The design, color, and building materials for structures, fences, and signs shall be compatible with the natural environment and/or surrounding community;
- e. Visually offensive land uses shall be adequately screened through the use of landscaping, fencing, contour grading, or other appropriate measures;
- f. The visual impacts of parking areas shall be minimized through the use of landscaping, covered parking, siting which screens the parking from view, or other appropriate measures.
- g. Signs shall comply with the County's Sign Ordinance;
- h. Standardized commercial structures, design, and materials shall not be allowed (e.g. a "McDonalds" shall be designed with materials and finishes that harmonize with the surrounding area);
- i. Industrial areas shall be as compact as possible.
- j. Exterior lighting shall be shielded and indirect and shall be minimized to that necessary for security and safety;
- k. All new utilities shall be installed underground, in conformance with applicable provisions of the MCZDC;
- l. Existing roads shall be utilized whenever possible. Construction of new roads should be avoided except where essential for health and safety;
- m. Earthwork, grading, and vegetative removals shall be minimized;
- n. All site disturbances shall be revegetated with a mix of indigneous species native to the site (based upon a pre-project species survey). A landscaping plan shall be submitted and approved for all projects.

Action 2.2: County staff may require project modifications as necessary to implement Policy 2 and Action 2.1 above.

Action 2.5: Require the establishment of building envelopes during the subdivision process, where appropriate, to mitigate visual impacts.

Action 2.6 Work with federal and state agencies on development projects on their lands to ensure that potential adverse visual impacts are fully mitigated.

Policy 3: Proposed transmission and distribution lines shall be designed and sited to minimize impacts to natural and visual resources.

Action 3.1: Install utilities underground in conformance with the Mono County Code.

DETERMINATION

- The aesthetic impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- There are no aesthetic impacts peculiar to the proposed project or the project area. There is nothing unusual about the proposed project or the project area that would change in any way or affect the severity of previously identified impacts to visual resources.
- There is no new substantial information indicating that the aesthetic impacts of the project will be more severe than described in the prior EIRs.
- There are no cumulative or off-site aesthetic impacts from the proposed project that were not addressed in the prior EIRs.

14) CULTURAL RESOURCES

No known paleontological, archaeological or historical resources exist within the planning area boundaries for either airport. There are no existing religious or sacred uses within the vicinity of either project area. Future development projects onsite will require development permits. Mono County imposes a standard condition of approval on development projects that requires developers to stop work and notify appropriate agencies if archaeological evidence is encountered during earthwork activities. No disturbance of an archaeological site is permitted until the applicant hires a qualified consultant and an appropriate report which identifies acceptable site mitigation measures is filed with the county Planning Division.

DETERMINATION

- The cultural resource impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- There are no cultural resource impacts peculiar to the proposed project or the project area. There is nothing unusual about the proposed project or the project area that would change in any way or affect the severity of previously identified impacts to cultural resources.
- There is no new substantial information indicating that the impacts of the project on cultural resources will be more severe than described in the prior EIRs.
- There are no cumulative or off-site impacts from the proposed project on cultural resources that were not addressed in the prior EIRs.

15) RECREATION

Continuation and expansion of airport land uses at Bryant Field and Lee Vining Airport will not increase the demand for local and regional park facilities. The project will not affect existing recreational opportunities since there are no recreational facilities within the airport planning boundaries and most of the recreational opportunities in Mono County occur on public lands.

DETERMINATION

- The recreation impacts of the proposed development were analyzed in the prior EIRs certified in conjunction with the adoption and amendment of the Mono County General Plan.
- There are no recreation impacts peculiar to the proposed project or the project area. There is nothing unusual about the proposed project or the project area that would change in any way or affect the severity of previously identified impacts to recreation.
- There is no new substantial information indicating that the impacts of the project on recreation will be more severe than described in the prior EIRs.

- There are no cumulative or off-site impacts from the proposed project on recreation that were not addressed in the prior EIRs.

VI. 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 the mitigation measures described on an attached sheet have been added to the project and/or revisions in the project have been made by or agreed to by the project proponent.

A NEGATIVE DECLARATION WILL BE PREPARED.

I find 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 significant effect(s) on the environmental, 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there WILL NOT be a significant effect in this case 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.

Date

Printed Name

Signature

PART II: REFERENCES

REFERENCES CONSULTED

Bureau of Land Management.

Resource Management Plan for the Bishop Resource Area. 1991.

California Air Resources Control Board

www.arb.ca.gov -- non-attainment area information

California Regional Water Quality Control Board

Water Quality Control Plan for the Lahontan Region (Basin Plan). 1995.

Mono County Code.

Chapter 13.03. Land Clearing, Earthwork and Drainage Facilities

Chapter 10.16, Noise Ordinance.

Mono County Land Development Regulations (Revised Land Use Element). 2001.

Mono County Airport Land Use Commission (ALUC)

Airport Land Use Compatibility Plan: Bryant Field Airport. 2002.

Airport Land Use Compatibility Plan: Lee Vining Airport. 2002.

Airport Land Use Plan, Bryant Field Airport & Lee Vining Airport. 1994.

Mono County Local Agency Formation Commission (LAFCO)

Sphere of Influence Report for Bridgeport PUD

Sphere of Influence Report for Lee Vining PUD

Mono County Local Transportation Commission (LTC)

Mono County Regional Transportation Plan. 2001.

Mono County Transit Plan. Revised 2002.

Mono County Planning Division

Mono County General Plan, 1993. Revised Land Use Element. 2001.

Mono County General Plan EIR. 1993.

Mono County General Plan Land Use Amendments EIR. 2001.

Mono County Master Environmental Assessment. 2000.

U.S. Forest Service, Inyo National Forest

Inyo National Forest Land and Resource Management Plan. 1990.

Mono Basin National Forest Scenic Area Comprehensive Management Plan. 1990.

Toiyabe National Forest Land and Resource Management Plan. 1986.

Wadell Engineering Corporation.

Bryant Field Airport Master Plan/2020. 2002.

Lee Vining Airport Master Plan/2020. 2002.

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