

8.1 INTRODUCTION

In the course of this EIR preparation process, certain impacts of the Project were found to be less than significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this nature. These determinations were based on the *Temecula Valley Wine Country Community Plan Initial Study* dated December 22, 2009 and associated public scoping (refer to Appendices A and B of this EIR). Significance determinations are also based on research and technical analysis conducted throughout the EIR process. In some cases, the following issues deemed to be “not significant” are also discussed in the applicable topical impact discussion in EIR Section 4. The following section provides a brief description of effects found not to be significant based on the analysis conducted through the Draft EIR preparation process.

8.2 AGRICULTURAL AND FORESTRY RESOURCES

A) *Conflict with Forest Land and Timberland Zoning*

Threshold: *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).*

Determination: *No Impact*

No land zoned as forest land or timberland occurs within the area under consideration for the Project. According to Riverside County GIS data, no timber resources or related activities would be affected by the Project. Forestry resources are located in the San Jacinto Mountains in central Riverside County at elevations generally above 5,000 feet. In addition, the County does not identify any existing or currently proposed zoning of forest land, timberland or Timberland Production Zones within the County. Thus, no impacts would occur in this regard.

B) *Loss of Forest Land*

Threshold: *Would the Project result in the loss of forest land or conversion of forest land to non-forest use.*

Determination: *No Impact*

No timber resources, forest land, or related activities occur within the boundary of the Project. Thus, no such resources would be affected by the Project. No impacts would occur in this regard.

8.3 HAZARDS AND HAZARDOUS MATERIALS

A) *Airport Master Plan*

Threshold: *Would the project result in an inconsistency with an Airport Master Plan?*

Determination: No Impact

The French Valley Airport is located more than 2 miles beyond the boundary of the Project area. The Project is not located within the French Valley Airport Influence Area. As a result, the Project would not result in an inconsistency with the *French Valley Airport Master Plan*. There are no other Airport Influence Areas within the boundary of the Project area and, therefore, Riverside County Airport Land Use Commission (ALUC) review of the Project will not be required. No impact is anticipated.

B) Airport Land Use Commission

Threshold: *Would the project require review by the Airport Land Use Commission?*

Determination: No Impact

The French Valley Airport is located more than 2 miles beyond the boundary of the Project area. The Project is not located within the French Valley Airport Influence Area. As a result, the Project would not result in an inconsistency with the *French Valley Airport Master Plan*. There are no other Airport Influence Areas within the boundary of the Project area. As a result, the Project would not require review by ALUC. No impact is anticipated.

C) Public Airport Hazards

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

Determination: No Impact

The Project is not located within two miles of public airport or public use airport. As a result, activities authorized under the Project would not result in a safety hazard for people residing or working in the Project area. No impact is anticipated.

D) Private Airport Hazards

Threshold: *For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?*

Determination: Less Than Significant Impact

A private airstrip, historically known as Billy Joe Airport, is located in the western portion of the Project area, within the proposed western Residential District. The airstrip is paved and is infrequently used. Permission must be granted by the owner of the airstrip prior to landing. Currently, this facility is not covered by the *Riverside County Airport Land Use Compatibility Plan Policy Document*.¹ Due to the

¹ Riverside County Airport Land Use Commission, *Riverside County Land Use Compatibility Plan Policy Document*, October 2004, pg. 1-1.



infrequent use of the airstrip and the lack of an existing airport land use plan governing this facility, impacts are considered to be less than significant.

In addition, a private-use heliport was approved by the Planning Commission in 2009 through Conditional Use Permit No. 3551. This site is located in the southerly portion of the Project area in the proposed Equestrian District. The Conditions of Approval for the heliport specify that the helicopter pad may be operated a maximum of two round trips daily between the hours of 7:00 a.m. to 7:00 p.m., and the project applicant will be required to demonstrate compliance to the Riverside County Planning Department that all conditions stated by the Federal Aviation Administration (FAA) in their formal 2007 letter will be met prior to and during operation, as appropriate. Similar to the private airstrip, permission must be granted by the owner of the airstrip prior to use. This facility is also not covered by the *Riverside County Airport Land Use Compatibility Plan Policy Document*.² Due to the infrequent use of the airstrip, compliance with FAA's conditions of approval, and the lack of an existing airport land use plan governing this facility, impacts are considered to be less than significant.

8.4 MINERAL RESOURCES

A) *Loss of Locally-Important Mineral Resource Recovery Site*

Threshold: *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated in the local general plan, specific plan, or other land use plan?*

Determination: *No Impact.*

According to the SWAP, the Project area does not include any locally-important mineral resources recovery sites. The Project does not propose to change this. Therefore, the Project would not have the potential to result in the loss of availability of a locally-important mineral resource recovery site delineated in the General Plan, Specific Plans, or any other land use plan. No impacts would occur, and no mitigation measures are required.

8.5 NOISE

A) *Noise from Public Use Airport*

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

Determination: *No Impact*

The Project study area is not within two miles of a public airport or public use airport. Therefore, implementing project activities authorized pursuant to the Project would not expose people to excessive airport-related noise sources.

² Riverside County Airport Land Use Commission, *Riverside County Land Use Compatibility Plan Policy Document*, October 2004, pg. 1-1.

B) Noise from Private Airstrip

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

Determination: *Less Than Significant Impact*

There is one private airstrip located within the western portion of the Project area. The airstrip is not included within the covered by the existing *Riverside County Airport Land Use Compatibility Plan Policy Document* and there are no existing noise contours available for the airstrip. However, it is noted that this is a private airstrip and is utilized very infrequently by one or a few surrounding residents and does not produce excessive noise levels. Further, the area surrounding the private airstrip is currently developed, with rural residential property lines backing up to the airstrip. Therefore, implementation of the Project would not place new uses within the vicinity of the private airstrip. New uses would not be exposed to substantial noise levels from the existing private airstrip. Impacts in this regard would be less than significant.

8.6 POPULATION AND HOUSING

A) Displacement of Existing Housing

Threshold: *Would the project displace substantial number of existing housing, necessitating the construction of replacement housing elsewhere?*

Determination: *No Impact*

While isolated residential structures may be located within areas designated for commercial uses, the Project would not include changes that would resulting in the substantial displacement of housing. No impact is anticipated.

B) Displacement of Substantial Number of People

Threshold: *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Determination: *No Impact*

Refer to discussion for item 8.6(A) above. No impact is anticipated.