

Cultural Resources

A record search of the California Historical Resources Information System did not identify any historical or cultural resources within the areas in which development is proposed. Therefore, this factor is not anticipated to be a constraint to implementation of this master plan.

Air Quality

Kings County is currently designated as nonattainment for three pollutants: ozone (8-hour standard) and particulates (PM 10 and PM 2.5). The volume of aircraft use is forecast to increase over the 20-year planning period. Growth in aircraft use will result in a parallel growth in automobile use. Both of these will cause an incremental increase in air pollutants attributable to airport operations. Construction activities will also create short-term increases in air pollution. Modeling should be prepared to quantify air quality impacts of *Master Plan* projects. Given the scale of growth projected for the airport, it is anticipated that air quality impacts will be judged to be less than significant, except for particulates. Particulate impacts are expected to be able to be reduced to less than significance through standard dust control measures (e.g., watering, covering stock piles, etc.).

Traffic

Forecast growth in based and transient aircraft will result in an increase in automobile traffic. The increase in traffic is anticipated to be slight. Access to the airport is from Hanford Armona Road which ends at the airport. It is approximately 0.4 mile to the nearest intersection (10th Avenue). Land uses on this two-lane road are a mixture of residential, office and low intensity commercial. Traffic volumes are very low. The minor increase in airport-generated traffic is not expected to have a significant effect on traffic.



Hydrology

The entire airport lies outside the 500-year flood zone presented on the Federal Emergency Management Agency's Flood Insurance Rate Maps No. 060086-0005B and 060086-0075B. Therefore, special building or site designs will not be required.

Environmental Review

Environmental review under the provisions of the California Environmental Quality Act will be required before this plan can be adopted. Based upon the available information, it is anticipated that a mitigated negative declaration would be needed to adopt this airport master plan.

Acceptance of this airport master plan (including approval of the activity forecasts) and conditional approval of its airport layout plan does not require action under the requirements of the National Environmental Policy Act. All of the proposed projects shown on the airport layout plan may qualify for categorical exclusions unless extraordinary circumstances apply. None of the environmental factors identified in the constraints analysis presented above appear to meet the definitions of extraordinary circumstances identified in FAA Orders 5050.4B and 1050.1E.