

# ES EXECUTIVE SUMMARY

## ES.1 BACKGROUND

The purpose of this Draft Environmental Impact Report (DEIR) is the implementation of improvement projects at Charles M. Schulz – Sonoma County Airport (the Airport). The improvement projects are based on the Airport’s Master Plan Update, which identifies Federal Aviation Administration (FAA) safety improvements. Sonoma County, which owns and operates the Airport, has commissioned the DEIR for the following purposes:

- to evaluate the environmental effects associated with the implementation of the Proposed Project, as required by California Environmental Quality Act (CEQA);
- to inform the general public, the local community, and responsible trustee, state, and federal agencies of the nature of the Proposed Project, its potentially significant environmental effects, feasible mitigation measures to mitigate those effects, and its reasonable and feasible alternatives;
- to enable the County of Sonoma decision-makers (i.e., Planning Commission and Board of Supervisors) to consider the environmental consequences of the Proposed Project;
- to provide a basis for preparation of any future environmental documents; and
- to facilitate responsible agencies in issuing permits and approvals for the Proposed Project.

## ES.2 PURPOSE AND NEED FOR THE PROPOSED PROJECT

In compliance with Section 15124(b) of the *CEQA (California Environmental Quality Act) Guidelines*, the County is required to identify its objectives associated with the Master Plan Implementation project. As the project proponent, the County has identified eight primary objectives for the implementation of the Proposed Project. The first three objectives are the key objectives and are associated with meeting FAA standards and providing adequate runway length to accommodate regional jets. A detailed description of how the County intends to meet these three key objectives is provided below. The last five objectives are associated with the County providing air transportation services to the local community and providing the physical facilities that will allow for these air transportation services to be provided. These are the key objectives for the Proposed Project:

- comply with the congressional mandate (Public Law 109-115) that owners or operators of commercial service airports with scheduled airline service (i.e., airports certified under Part 139 of Title 14 of the Code of Federal Regulations) be brought into conformance with FAA standards for Runway Safety Areas (RSAs) by 2015. As part of this law, the FAA is mandated to annually report to Congress its progress toward improving the runway safety areas at Part 139 airports<sup>1</sup>;
- decouple the approach ends of Runways 14 and 19 and continue to meet the runway length requirements of existing commercial and general aviation aircraft; and
- provide sufficient runway length to accommodate regional jet operations.

<sup>1</sup> U.S. Code. 1996. *Airport Operating Certificates*, 49 USC Subsection 44706.

The following objectives support the key objectives listed above:

- continue to provide aviation services that meet the present and future air transportation needs of local residents and the business community;
- support and contribute to the economic well-being of Sonoma County by facilitating tourism, business travel, and air cargo movement;
- develop a land use and facility plan that designates the most efficient and productive aviation-related use of all Airport property in conformance with all applicable FAA standards;
- identify a phased program that accommodates (to the extent reasonably feasible) current and future demand for commercial air transportation services in a manner that is consistent with the County of Sonoma Air Transportation Element (ATE), and
- balance future development of the Airport with the protection of the environment<sup>2</sup>.

### **ES.3 PROPOSED PROJECT**

The Proposed Project would implement FAA-required airfield safety improvements and other actions included in the Airport Master Plan Update. These actions are necessary to meeting RSA requirements and to achieve the decoupling of the ends of Runways 14 and 19 where these two runway ends converge. The Proposed Project would incorporate 40 project elements that are categorized based on the nature of each project elements. **Table ES-1** identifies those project elements that would be implemented by 2015 (short-term project elements) and **Table ES-2** identifies those project elements that would be implemented between 2015 and 2030 (long-term project elements). The short-term project elements are being reviewed at a project level analysis while the long-term project elements are being reviewed at a programmatic level of analysis.

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<sup>2</sup> California Public Utilities Code Section 21666(e).

*Table ES-1*  
**SHORT-TERM PROJECT ELEMENTS**

ID <sup>(a) / (b)</sup>	Project Element
1A1	Extend Runway 14/32 by 885 feet for a total pavement length of 6,000 feet
1A2	Extend Runway 1/19 by 200 feet for a total pavement length of 5,202 feet
1A3	Extend Taxiway Y / construct bypass taxiway to Runway 14/32
1A4	Construct 200-foot blast pad for Runway 14 approach end
1A5	Construct replacement run-up apron located between Taxiway Y and A
1A6	Remove existing run-up and taxiways at approach end of Runway 14
1A7	Construct new taxiway between Runway 14/32 and Taxiway Y
1A8	Widen RSA to 500 feet and add runway edge lights to Runway 1/19
1A9	Construct Taxiway V with edge lights and standard signage
1A10	Reconstruct and widen Taxiway B between Runway 14/32 and Runway 1/19
1A11	Remove segment of Taxiway D and re-grade site
1A12	Construct connecting taxiway to Runway 1/19 and Taxiway Y
1A13	Construct 200-foot -blast pad for Runway 19 approach end
1S1	Realign Airport Creek and put portion of creek into a culvert
1S2	Place high-water ditch into a culvert
1S3	Construct RSA beyond approach ends of Runways 1, 14, and 19
1S4	Relocate and pave access roads outside RSA for all runways
1S5	Remove trees and vegetation for airspace clearance
1S6	Temporarily cover or disturb land used for haul roads, staging and spoils areas
1S7	Create three stormwater basins
1N	Relocate localizer antenna, equipment building, and construct standby generator
1P	Acquire three parcels of land for RSA construction and approach protection
2A1	Extend Taxiway D to approach end of Runway 32
2A2	Remove eastern segment of Taxiway D

SOURCE: Mead & Hunt, 2011  
PREPARED BY: RS&H, 2011

*Table ES-2*  
**LONG-TERM PROJECT ELEMENTS**

ID <sup>1a/1b/</sup>	Project Element
2A3	Remove Taxiway Z and regrade site
2A4	Construct replacement run-up apron for approach end to Runway 32
2A5	Remove existing run-up apron for approached end to Runway 32 and regrade site
3A	Maintain existing airfield pavement through the use of slurry seals, overlays or repairs of isolated failures
4S	Trim or remove individual trees in the vicinity of the airport that grow into the airspace required to be protected
5L1	Construct a replacement airline passenger terminal
5L2	Re-use or demolish the existing airline passenger terminal building
5L3	Demolish helipads that are currently not operational
6L1	Demolish the existing ARFF (Aircraft Rescue and Fire Fighting) building
6L2	Construct a replacement ARFF building
7A	Construct new taxilanes to provide access to new private-use hangars
8L	Designate a site for an air cargo facility to serve small-package shipping
9A	Identify an on-airport aiming point for helicopter landings
10L1	Develop a new Air Traffic Control Tower (ATCT)
10L2	Reuse or demolish existing ATCT
11P	Acquire property designated in the Master Plan Update (and not associated with the Runway 14-32 extension) for approach protection, including: relocation of residents; demolition of buildings; filling man-made ponds on these properties; and installing new perimeter fencing.
12S	Relocate and/or construct miscellaneous aviation support facilities. Examples include replacing landing aids (replace the VASI with a PAPI) or construction of individual hangars as in-fill projects.

SOURCE: Mead & Hunt, 2011  
PREPARED BY: RS&H, 2011

## **ES.4 ALTERNATIVES**

As required under Section 15126(d) of the *CEQA Guidelines*, an Environmental Impact Report (EIR) must discuss a range of reasonable alternatives to a proposed project that would feasibly attain most of the basic objectives of the project while avoiding or lessening significant environmental effects. An evaluation of the comparative merits of the project alternatives also is required. This EIR evaluates two alternatives in an equal level of detail: the Proposed Project and the No Project Alternative. Each of these two alternatives functions as an alternative to the other alternative in conformance with Section 15126(d) of the *CEQA Guidelines*.<sup>3</sup>

<sup>3</sup> California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act*, sections 15000–15387

## ES.5 ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

Two alternatives were included in the EIR; the Proposed Project and the No Project Alternative. **Table ES-3** presents the results of the environmental consequences that compares the Proposed Project with the No Project Alternative (existing conditions). For each environmental impact category, the matrix identifies in bold text whether any significant impacts would occur as result of the Proposed Project. With the implementation of identified mitigation measures, four impacts would be considered significant and unavoidable.

*Table ES-3*  
**ENVIRONMENTAL IMPACTS SUMMARY MATRIX**

<b>Impact</b>	<b>Level of Significance After Implementation of Mitigation Measures</b>
<i>Aesthetics</i>	
Impact 3.1.1: Change in Lighting as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.1.2: Change in Lighting as a Result of Construction of Short-Term Project Elements	Less-than-significant
Impact 3.1.3: Change in Visual Character as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.1.4: Change in Lighting Associated with Long-Term Project Elements	Less-than-significant
Impact 3.1.5: Change in Visual Character Associated with Long-Term Project Elements	Less-than-significant
<i>Agricultural Resources</i>	
Impact 3.2.1: Conversion of Farmland as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.2.2: Acquisition of Property Containing Farmland as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.2.3: Acquisition of Property Containing Farmland Associated with Long-Term Project Elements	Less-than-significant
Impact 3.2.4: Acquisition of Property Containing Williamson Act Farmlands Associated with Long-Term Project Elements	Less-than-significant
<i>Air Quality</i>	
Impact 3.3.1: Short-Term Increases in Air Pollution Emissions due to Project Construction Activity	Less-than-significant
Impact 3.3.2: Operational Increases in Criteria Air Pollutant Emissions in 2015	Less-than-significant
Impact 3.3.3: Operational Increases in Greenhouse Gas Emissions in 2015	Less-than-significant

*Table ES-3*  
**ENVIRONMENTAL IMPACTS SUMMARY MATRIX (cont.)**

<b>Impact</b>	<b>Level of Significance After Implementation of Mitigation Measures</b>
<i>Air Quality (cont.)</i>	
Impact 3.3.4: Changes in Cancer Risk due to TAC Emissions in 2015	Less-than-significant
Impact 3.3.5: Changes in Acute Non-Cancer Hazards TAC Emissions in 2015	Less-than-significant
Impact 3.3.6: Changes in 8-Hour Non-Cancer Hazards TAC Emissions in 2015	Less-than-significant
Impact 3.3.7: Changes in Chronic Non-Cancer Hazards due to TAC Emissions in 2015	Less-than-significant
Impact 3.3.8: Operational Increases in Criteria Air Pollutant Emissions in 2030	Less-than-significant
<b>Impact 3.3.9: Operational Increases in Greenhouse Gas Emissions in 2030</b>	<b>Significant</b>
Impact 3.3.10: Changes in Cancer Risk due to TAC Emissions in 2030	Less-than-significant
Impact 3.3.11: Changes in Acute Non-Cancer Hazards TAC Emissions in 2030	Less-than-significant
Impact 3.3.12: Changes in 8-Hour Non-Cancer Hazards TAC Emissions in 2030	Less-than-significant
Impact 3.3.13: Changes in Chronic Non-Cancer Hazards TAC Emissions in 2030	Less-than-significant
Impact 3.3.14: On-Airport Worker Exposures to TACs	Less-than-significant
<i>Biological Resources</i>	
Impact 3.4.1: Loss or Disturbance of a Pappose Tarplant Population as a Result of as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.2: Impact to Occupied and Suitable Habitat for Burke's Goldfields, Sebastopol, Meadowfoam, and Sonoma Sunshine as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.3: Loss of Suitable CTS Habitat as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.3.4: Loss of Western Pond Turtles and Loss of Western Pond Turtle Habitat as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.5: Potential Impacts to Occupied Burrowing Owl Burrows as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.6: Removal or Disturbance of Nesting Birds as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.7: Disturbance of Roosting Bats as a Result of Short-Term Project Elements	Less-than-significant

*Table ES-3*  
**ENVIRONMENTAL IMPACTS SUMMARY MATRIX (cont.)**

<b>Impact</b>	<b>Level of Significance After Implementation of Mitigation Measures</b>
<i>Biological Resources (cont.)</i>	
Impact 3.4.8: Potential Destruction or Disturbance of American Badger Dens as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.9: Conflicts with Approved Conservation Plans as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.10: Loss of Jurisdictional Wetlands and Other Waters of the United States and State of California as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.11: Loss of Riparian Woodland and Non-Jurisdictional Willow Scrub as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.12: Loss of Oak Woodland and Individual Native Trees as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.4.13: Disturbance of Avoided Sensitive Habitats during Construction as a Result of Short-Term Project Elements	Less-than-significant
<b>Impact 3.4.14: Loss of Airport Creek Wildlife Movement Corridor as a Result of Short-Term Project Elements</b>	<b>Significant</b>
Impact 3.4.15: Loss of Suitable Habitat for Burke's Goldfields, Sebastopol Meadowfoam, and Sonoma Sunshine Associated with Long-Term Project Elements (Impact 3.4.15)	Less-than-significant
Impact 3.4.16: Loss of Suitable CTS Habitat and Destruction or Adverse Modification of Proposed Critical Habitat for CTS Associated with Long-Term Project Elements	Less-than-significant
Impact 3.4.17: Potential Loss of Occupied Burrowing Owl Habitat Associated with Long-Term Project Elements	Less-than-significant
Impact 3.4.18: Removal or Disturbance of Nesting Birds Associated with Long-Term Project Elements	Less-than-significant
Impact 3.4.19: Potential Destruction or Disturbance of American Badger Dens Associated with Long-Term Project Elements	Less-than-significant
Impact 3.4.20: Conflicts with Approved Conservation Plans Associated with Long-Term Project Elements	Less-than-significant
Impact 3.4.21: Loss of Jurisdictional Wetlands and Other Waters of the United States and State of California Associated with Long-Term Project Elements	Less-than-significant
Impact 3.4.22: Disturbance of Avoided Wetlands during Construction of Long-Term Project Elements	Less-than-significant
<i>Cultural Resources</i>	
Impact 3.5.1: Impacts to Known Archaeological Cultural Resources as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.5.2: Impacts to Unknown Archaeological Cultural Resources and Human Remains as a Result of Short-Term Project Elements	Less-than-significant

*Table ES-3*  
**ENVIRONMENTAL IMPACTS SUMMARY MATRIX (cont.)**

<b>Impact</b>	<b>Level of Significance After Implementation of Mitigation Measures</b>
<i>Cultural Resources (cont.)</i>	
Impact 3.5.3: Impacts to Architectural Cultural Resources as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.5.4: Impacts to Paleontological Resources as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.5.5: Impacts to Archaeological Cultural Resources Associated with Long-Term Project Elements	Less-than-significant
Impact 3.5.6: Impacts to Architectural Cultural Resources Associated with Long-Term Project Elements	Less-than-significant
Impact 3.5.7: Impacts to Paleontological Resources Associated with Long-Term Project Elements	Less-than-significant
<i>Geology and Soils</i>	
Impact 3.6.1: Geologic and Seismic Impacts	Less-than-significant
Impact 3.6.2: Potential Loss of Topsoil	Less-than-significant
<i>Hazards and Hazardous Materials</i>	
Impact 3.7.1: Potential Increase in Contaminant Discharge from Existing Hazardous Materials Sites	Less-than-significant
Impact 3.7.2: Increase in Use of Hazardous Materials	Less-than-significant
Impact 3.7.3: Hazards Impacts Associated with Long-Term Project Elements	Less-than-significant
<i>Hydrology and Water Quality</i>	
Impact 3.8.1: Increase in Runoff as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.8.2: Changes to Airport Creek and Ordinance Creek as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.8.3: Construction-Related Degradation of Surface Waters	Less-than-significant
Impact 3.8.4: Runoff-Related Degradation of Surface Waters	Less-than-significant
Impact 3.8.5: Changes to Groundwater Recharge as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.8.6: Increase in Runoff and Changes to Groundwater Recharge Associated with Long-Term Project Elements	Less-than-significant



*Table ES-3*  
**ENVIRONMENTAL IMPACTS SUMMARY MATRIX (cont.)**

<b>Impact</b>	<b>Level of Significance After Implementation of Mitigation Measures</b>
<i>Land Use and Planning</i>	
Impact 3.9.1: Implications on 2001 Comprehensive Airport Land Use Plan (CALUP)	Less-than-significant
Impact 3.9.2: Implications on Local General Plans as a Result of an Amended CALUP	Less-than-significant
Impact 3.9.3: Implications for Air Transportation Element	Less-than-significant
Impact 3.9.4: Implications for Master Plan	Less-than-significant
<i>Noise</i>	
<b>Impact 3.10.1: Construction Noise Impacts as a Result of Short-Term Project Elements</b>	<b>Significant</b>
Impact 3.10.2: Change in Noise Contours for 2015	Less-than-significant
Impact 3.10.3: 2015 Traffic Noise Impacts	Less-than-significant
Impact 3.10.4: Construction Noise Impacts as a Result of Long-Term Project Elements	Less-than-significant
Impact 3.10.5: Change in Noise Contours for 2030	Less-than-significant
Impact 3.10.6: Single-Event Noise Impacts	Less-than-significant
Impact 3.10.7: 2030 Traffic Noise Impacts	Less-than-significant
<i>Safety</i>	
Impact 3.11.1: Changes to the RPZ and Land Acquisition as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.11.2: Changes to the CALUP Safety Zones as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.11.3: Land Acquisition Associated with Long-Term Project Elements	Less-than-significant
<i>Transportation and Traffic</i>	
Impact 3.12.1: Construction Traffic as a Result of Short-Term Project Elements	Less-than-significant
Impact 3.12.2: Intersection Level of Service for 2015	Less-than-significant

*Table ES-3*  
**ENVIRONMENTAL IMPACTS SUMMARY MATRIX (cont.)**

<b>Impact</b>	<b>Level of Significance After Implementation of Mitigation Measures</b>
<i>Transportation and Traffic (cont.)</i>	
Impact 3.12.3: Intersection Signal Warrant Evaluation for 2015	Less-than-significant
Impact 3.12.4: U.S. 101 Freeway Operation for 2015	Less-than-significant
Impact 3.12.5: Impacts to Pedestrian and Bicycle Facilities in 2015	Less-than-significant
Impact 3.12.6: Construction Traffic Associated with Long-Term Project Elements	Less-than-significant
Impact 3.12.7: Intersection Level of Service for 2030	Less-than-significant
Impact 3.12.8: Intersection Signal Warrant Evaluation for 2030	Less-than-significant
<b>Impact 3.12.9: U .S. 101 Freeway Operation for 2030</b>	<b>Significant</b>
Impact 3.12.10: Impacts to Pedestrian Facilities for 2030	Less-than-significant
Impact 3.12.11: Impact to Bicycle Facilities for 2030	Less-than-significant

SOURCE: RS&H, 2011  
 PREPARED BY: RS&H, 2011