

CHARLES M. SCHULZ — SONOMA COUNTY AIRPORT  
MASTER PLAN UPDATE IMPLEMENTATION PROJECT

# CITIZENS' GUIDE

to the Draft Environmental Impact Report (DEIR)

August 2011





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A Draft Environmental Impact Report (DEIR) for the Charles M. Schulz — Sonoma County Airport Master Plan Update Implementation Project has been prepared.

Federal and state laws require review and analysis of projects under consideration that may affect the environment. In accordance with the California Environmental Quality Act (CEQA), the DEIR document describes the proposed project, the existing environmental conditions, the impacts from construction and operation of the proposed project as well as mitigation measures to reduce or eliminate impacts. Information in the DEIR enables decision-makers, interested parties and the public to evaluate the proposed project and its environmental effects.

**State Environmental Policy**

CEQA requires the lead agency to assess the potential environmental impacts of the proposed project. Sonoma County, as the lead agency for CEQA documentation, has determined that preparation of an Environmental Impact Report (EIR) is required for this project.

**Federal Environment Policy**

The project also requires compliance with federal environmental laws and regulations because approval is required by the Federal Aviation Administration (FAA).

The FAA is the lead federal agency. A separate environmental review document will be prepared in accordance with National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) Regulations and FAA Orders. The separate environmental review document is an Environmental Assessment (EA) and will be available for a public review separate from the DEIR process.

**Purpose of the Citizens’ Guide**

This guide is intended to be an overview of the Charles M. Schulz — Sonoma County Airport Master Plan Update Implementation Project and key environmental considerations that would result from the proposed project. While this guide summarizes the DEIR, it is not intended to be a part of the formal DEIR. Readers who would like to review all of the information contained within the DEIR should request a copy. Page 17 of this guide provides information on how to get a copy of the DEIR. Public comments must address the contents of the DEIR and not the contents of this guide.



The Charles M. Schulz Sonoma County Airport (Airport) is a commercial service airport that serves Sonoma, Napa, northern Marin, Lake and Mendocino Counties.

In November 2005, Congress mandated that all airports with scheduled airline service be brought into conformance with FAA standards for Runway Safety Areas (RSA) by 2015. An RSA is a defined surface surrounding a runway that enhances the safety of and reduces the risk of damage to airplanes in the event of an undershoot (aircraft landing short of the runway), an overshoot (aircraft landing on the runway but not able to stop on the runway), or an excursion from the runway (aircraft moving off the runway to the right or left). RSAs also provide accessibility for firefighting and rescue equipment responding to such incidents.

The Airport has two runways in a “V” configuration. The approach ends of Runways 14 and 19 are co-located and are not in compliance with current FAA design standards regarding runway ends.

The FAA’s Runway Safety Action Team (RSAT), which is a multi-disciplinary group that is charged with identifying means of improving safety at airports, prepared a Runway Safety Action Plan that indicates that the co-located approach ends of Runways 14 and 19 could lead to pilot confusion involving departures on the wrong runway. This issue remains an ongoing, identified potential risk at the Airport. The RSAT recommends that the Airport eliminate the existing condition of the co-located approach ends of Runway 14 and Runway 19 by de-coupling the two runways.

To address the runway safety issues and the project objectives listed here, Sonoma County has prepared a Draft Environmental Impact Report (DEIR) to evaluate the environmental effects associated with implementing the improvements of the project. The DEIR analyses the project elements in the Airport Master Plan.

### Existing Airport Users

- Daily use by regional turboprops for scheduled airline service (e.g., Alaska Airlines). Piston and turboprop twin aircraft are used for small-package cargo hauling
- Seasonal use by California Department of Forestry and Fire Protection (CALFIRE) that operates fire attack aircraft from its base at the Airport
- Daily use by private business jets
- Full range of general aviation uses also based at the Airport

### Co-located Runway Ends

Runways 14 and 19 are co-located and are not in compliance with FAA design standards.



### Key Project Objectives

- Comply with the congressional mandate (Public Law 109–115) that owners or operators of commercial service airports with scheduled airline service be brought into conformance with FAA standards for Runway Safety Areas (RSAs) by 2015
- Decouple the approach ends of Runways 14 and 19 and continue to meet the runway length requirements of existing commercial and general aviation aircraft
- Provide sufficient runway length to accommodate regional jet operations

### Supporting Objectives

- 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 conforms to the Sonoma County Air Transportation Element (ATE)
- Balance future development of the Airport with the protection of the environment

The proposed project is the implementation of the 2030 Airport Master Plan. This includes a variety of project elements that would be implemented at the Airport over the course of the next twenty years. The individual project elements included in the Airport Master Plan are organized by those that would occur within the first five years (short-term project elements), and those that are planned to occur after the first five years but within a twenty-year timeframe (long-term project elements).

**Short-Term Project Elements Overview (within 5 years)**

**Extend the main runway (Runway 14/32) from 5,115 to 6,000 feet (885 feet total)**

**Airfield improvements to support the runway extension:**

- Extend the crosswind runway (Runway 1/19) 200 feet to the north and decouple the approach ends of Runways 14 and 19
- Construct connecting taxiways
- Place about 650 feet of Airport Creek into a culvert and implement related drainage improvements
- Acquire property to protect the approaches to the runways

**Long-Term Project Elements Overview (within 20 years)**

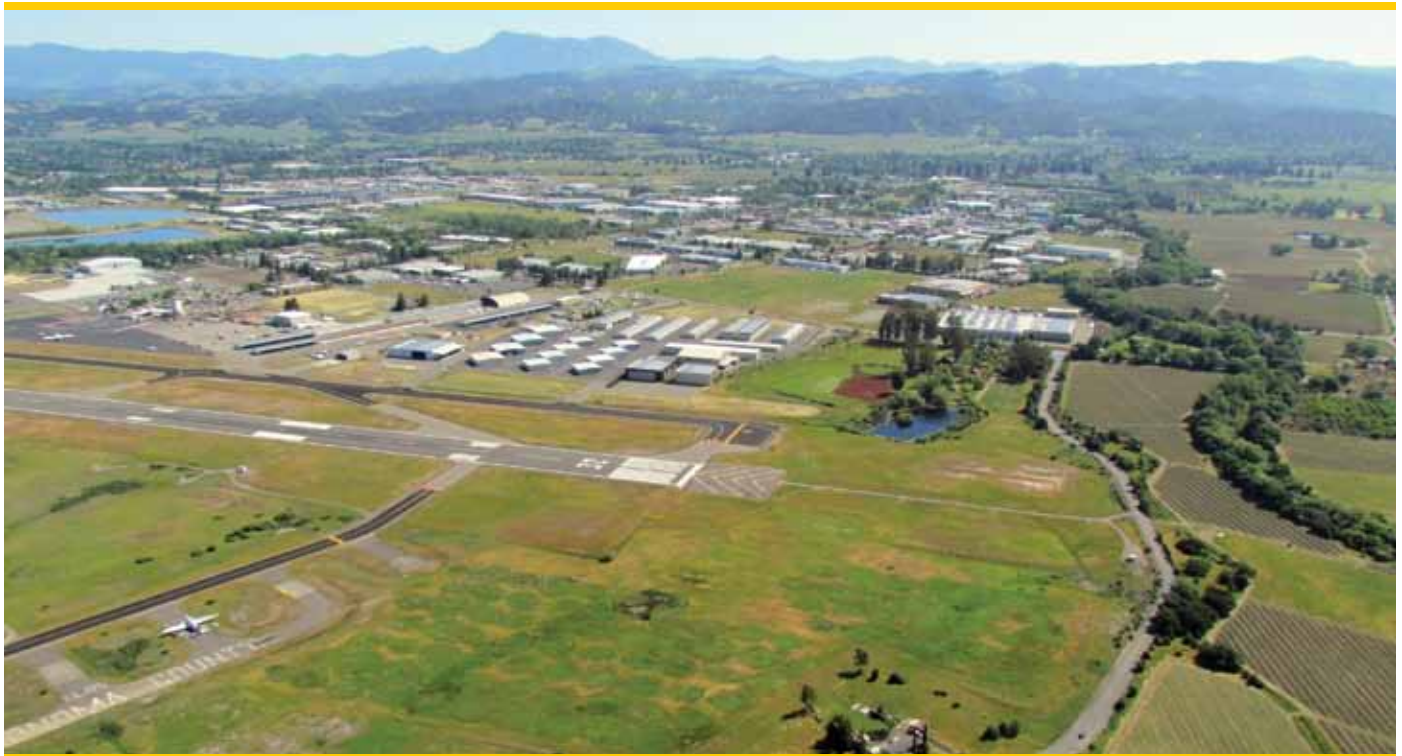
**Construct a replacement airline passenger terminal**

**Relocate the aircraft rescue and firefighting (ARFF) building**

**Relocate the air traffic control tower to another area of the Airport**

**Ongoing activities over the 20-year planning period include:**

- Pavement maintenance
- Construction of new or replacement aircraft storage hangars
- Acquisition of property to protect the approaches to the runways



The Draft Environmental Impact Report (DEIR) presents the environmental setting or affected environment, impacts from construction and operation of the proposed project and recommended mitigation measures to reduce or eliminate impacts.

This summary provides an overview of the impacts and mitigation measures identified in the DEIR for the proposed project. The information is grouped by environmental impact category and a summary is provided of impacts and mitigation measures to reduce project impacts. Four of the impacts are significant even with mitigation measures taken and are highlighted in this summary. Sonoma County would implement the mitigation measures during design, construction and operation of the proposed project.

**Environmental Impact Categories**

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Safety
- Transportation and Traffic

**Aesthetics**

The aesthetics analysis assesses the project’s potential to cause aesthetic impacts by affecting scenic vistas, scenic resources and visual character, or creating new adverse sources of light emissions or glare.

**Impact Overview**

- Changes in lighting would be consistent with the existing visual quality of the area.
- Change in lighting from temporary lighting sources used for construction activities during night time hours would occur.
- Visual signs of construction including construction vehicles, earthmoving and reduction in mature landscaping would occur.

**Mitigation Measure(s)**

- Prepare a construction management plan that reduces the affects of any lighting used for nighttime construction activities on persons at residences in the Airport vicinity. At a minimum, use downward-facing lights and shielding to ensure that no temporary sources of light affect motorists on roads in the Airport vicinity during nighttime construction activities.

**Agricultural Resources**

The agricultural resources analysis considers potential impacts to prime farmland, unique farmland, or farmland of statewide or local importance, and farmland protected by the California Land Conservation Act (Williamson Act). Farmlands of concern include all pasturelands, croplands, and forests (even if zoned for development) considered to be prime, unique, or statewide or locally important lands.

**Impact Overview**

- Conversion of prime farmland to non-agriculture use on Airport property and the termination of the Williamson Act contracts through Williamson Act Program — Easement Exchanges would be required.
- The existing environment of farmland parcels within the Airport boundary would not change because the land is not currently and would not be under cultivation and thus would not affect the future farming viability of these lands.

**Mitigation Measure(s)**

- Seek approval for a Williamson Act easement exchange for the approximately 50 acres of farmland currently under Williamson Act contracts. Review and submit the proposal to the California Department of Conservation (CDC). Once approval has been made, the County rescinds the Williamson Act contract and simultaneously places other land under an agricultural conservation easement.

### Air Quality

The air quality analysis considers long-term impacts and benefits of the proposed project with regard to regional air quality. It measures compliance with the applicable State Implementation Plan as required by the 1993 Clean Air Act.

### Impact Overview

- Temporary emission of certain air pollutants and dust could occur during construction.
- An incremental long-term increase in total air pollutant emissions and greenhouse gas (GHG) emissions would occur in 2015 but would not exceed any of the Bay Area Air Quality Management District (BAAQMD) significance thresholds.
- The total Inhalation Cancer risk due to emissions of carcinogenic toxic air contaminants (TACs) in 2015 and in 2030 would be less than the significance threshold.
- The total changes in acute non-cancer hazards TAC emissions in 2015 and 2030 would be less than the significance threshold.
- The total changes in 8-hour non-cancer hazards TAC emissions in 2015 and 2030 would be less than the significance threshold.
- The total changes in chronic non-cancer hazards due to TAC emission in 2015 and 2030 would be less than the significance threshold.
- An incremental long-term increase in total air pollutant emissions would occur in 2030 but would not exceed the Bay Area Air Quality Management District (BAAQMD) significance threshold.
- **An incremental long-term increase in total GHG emissions in 2030 would result in a significant and unavoidable impact.**

### Mitigation Measure(s)

- No viable mitigation measures are available for the incremental long-term increase in total GHG emissions in 2030. It is a significant and unavoidable impact. Emissions from aircraft cannot be substantially reduced though direct mitigation as the County cannot reasonably impose mitigation on aircraft.



## Biological Resources

The biological resources analysis describes the existing biological resources in the project area and identifies impacts that could occur to sensitive biological resources from construction and operation of the proposed project. Biological resources include common plant and animal species, special-status plant and animal species and waters of the United States and the state of California.

## Impact Overview

- Likely to cause a significant adverse effect on the pappose tarplant population as a result of short-term project elements.
- Would result in the loss of 4.4 acres of suitable habitat for Burke's goldfields, Sebastopol meadowfoam, and Sonoma sunshine as a result of short-term project elements.
- Grading and earthmoving activities associated with short-term and long-term project elements would temporarily affect 91.6 acres and permanently affect another 38.4 acres of suitable habitat for the California tiger salamander (CTS).
- Would result in the loss of western pond turtles and the loss of western pond turtle habitat as a result of short-term project elements.
- Earthmoving and grading activities in open grasslands and ruderal areas for short-term and long-term project elements could have the potential to destroy burrowing owl burrows and or disturb breeding owls.
- Earthmoving and tree removal work for short-term and long-term project elements could destroy occupied nests of native birds protected under the Migratory Bird Treaty Act and under the CDFG Code.
- Roosting bats should not be affected by short-term project elements.

(continued)

## Mitigation Measure(s)

- Assign a United States Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) approved project biologist to complete surveys where needed, monitor construction activities, produce reports and ensure adherence to the monitoring program.
- Collect seeds from stands of pappose tarplant within the Airport Study Area. Use the harvested seeds to re-establish new stands of tarplant within the Airport Study Area.
- Implement one of the following or a combination of these two actions:
  - 1) Acquire 6.6 acres of plant preservation mitigation credits from a USFWS and CDFG-approved off-site mitigation or conservation bank on the Santa Rosa Plain. The acquired credits shall consist of at least 2.2 acres of established habitat and 4.4 acres of occupied or established habitat for Burke's goldfields and Sonoma sunshine.
  - 2) Acquire at least 2.2 acres of established habitat and 4.4 acres of occupied or established habitat for Burke's goldfields and/or Sonoma sunshine at an off-site mitigation area on the Santa Rosa Plain. Prepare a 5-year mitigation and monitoring plan.
- Maintain all construction equipment in accordance with the Best Management Practices (BMPs). Locate all fueling and maintenance of vehicles and other equipment and staging areas at least 200 feet from any aquatic habitat.
- In order to avoid the potential for take of adult CTS, only conduct grading and clearing work between April 15 and October 15, depending on the level of rainfall and site conditions.
- Re-vegetate project areas temporarily disturbed by construction activities with an erosion control seed mix containing grassland species native to the Plain.

(continued)

**Biological Resources**

(continued from page 09)

- Earthmoving, grading and construction activities for short-term and long-term project elements in open grasslands and ruderal areas could have the potential to destroy American badger dens.
- Has the potential to conflict with the approved Santa Rosa Plain Conservation Strategy.
- Would result in the loss of 7.2 acres of jurisdictional wetlands and other waters of the U.S. due to short-term project elements.
- Would result in the loss of 3.7 acres of riparian woodland and 1.0 acre of non-jurisdictional willow scrub habitat due to short-term project elements.
- Would result in the loss of 0.8 acres of oak woodland due to short-term project elements.
- Earthmoving, grading and other construction work for short-term and long-term project elements has the potential to disturb sensitive habitats (i.e., wetlands, ponds, marshes, woodlands, and willow scrub) located outside the actual project development area.
- **Would result in a loss of the Airport Creek wildlife movement corridor due to short-term project elements. This is a significant and unavoidable impact.**

(continued)

- Implement one of the following or a combination of these two actions:
  - 1) Acquire 26.0 acres of CTS mitigation credits from a USFWS and CDFG-approved off-site mitigation or conservation bank on the Santa Rosa Plain.
  - 2) Preserve at least 26.0 acres of CTS habitat at an off-site mitigation area on the Santa Rosa Plain. Prepare a 5-year monitoring plan.
- Place a temporary chain link fence, two to three feet high, buried at least six inches deep between the proposed grading areas of Ponds 4 and 6 and the adjacent Ponds 3 and 5 to discourage adult female turtles from entering and nesting in the impact areas.
- Implement one of the following or a combination of these two actions:
  - 1) Purchase 4.4 acres of vernal pool creation credits from an U.S. Army Corps of Engineers (Corps)/Regional Water Quality Control Board (RWQCB)-approved off-site mitigation bank on the Santa Rosa Plain.
  - 2) Construct at least 4.4 acres of new vernal pools at a dedicated off-site location. Prepare a mitigation and monitoring plan.
- Keep the proposed project's 850 linear feet of constructed stream channel to a minimum width of 26 feet in order to allow for replacement of the 0.5 acre of impacted stream channel.
- Implement one of the following or a combination of these two actions:
  - 1) Construct at least 2.1 acres of pond and/or marsh habitat at a dedicated off-site location. Prepare a mitigation and monitoring plan.
  - 2) Purchase a total of 2.1 acres of wetland credits from a Corps/RWQCB-approved off-site mitigation bank on the Santa Rosa Plain.

(continued)

**Biological Resources**

(continued from page 10)

- May result in a loss of suitable habitat for Burke's goldfields, Sebastopol meadowfoam, and Sonoma sunshine due to long-term project elements.
  - Would result in loss of suitable CTS habitat and destruction or adverse modification of proposed critical habitat for CTS due to long-term project elements.
  - May result in the loss of jurisdictional wetlands and other waters of the United States and state of California due to long-term project elements.
- Implement one of the following or a combination of these two actions:
    - 1) Establish at least 0.2 acres of willow plantings at a suitable off-site stream channel mitigation site within the Mark West Creek/Windsor Creek watershed area.
    - 2) If sufficient suitable stream reaches for willow planting cannot be found within the Mark West Creek/Windsor Creek watershed, then other stream reaches on the Santa Rosa Plain may also be used for compensatory mitigation.
  - Prepare and implement a detailed riparian mitigation and monitoring plan.
  - Assign a certified arborist to conduct a tree survey in all oak woodland areas and other areas with native trees that would be affected by the proposed project.
  - Prepare and implement a detailed oak woodland mitigation and monitoring plan.
  - Identify and mark with flagging the boundaries of all sensitive habitats within the immediate vicinity of construction areas, prior to staging and construction/ground disturbing activities.
  - Implement appropriate measures to confine any sediment, construction materials, and site runoff to the immediate work area.
  - For work activities within the vicinity of any sensitive habitat, conduct daily pre-work inspections to ensure that all fencing is undisturbed and that no intrusions into the protected habitat areas have occurred.
  - Conduct a project-level environmental review as each new long-term project element is proposed under the Master Plan to identify any potential impacts to:
    - 1) habitat for Burke's goldfields, Sebastopol meadowfoam, and Sonoma sunshine, or wetland areas
    - 2) suitable habitat or Critical Habitat for CTS
    - 3) jurisdictional wetlands
    - 4) wetland impacts

**Cultural Resources**

The cultural resources analysis reports on archaeological and historic resources in the proposed project area, along with governing federal, state and local regulations.

**Impact Overview**

- Disturbance of known and unknown archaeological cultural resources, particularly in areas of high sensitivity may occur during construction.
- Disturbance of paleontological resources may occur during construction.

**Mitigation Measure(s)**

- Have an archaeologist on-site during earth moving activities within 50 feet of the recorded boundaries of the two identified archaeological cultural resources with the assigned responsibility to monitor construction activities.
- If human remains are discovered during project activities, redirect work within 25 feet of the discovery and notify the Sonoma County Coroner immediately. At the same time, contact an archaeologist, if not present, to assess the situation and consult with the tribal communities and the Coroner. If the human remains are of Native American origin, notify the Native American Heritage Commission within 24 hours of this identification.
- If paleontological resources are encountered during subsurface construction, redirect all ground-disturbing activities within 25 feet and contact a qualified paleontologist to assess the situation, consult with the County, and make recommendations for the treatment of the discovery.

**Geology and Soils**

The geology and soils analysis evaluates ground conditions in the study area to determine if there are potential geologic or seismic risks associated with the proposed project.

**Impact Overview**

- Impacts from geologic and seismic events would be less than significant. The proposed project would incorporate contemporary seismic engineering design and construction methods. All proposed infrastructure shall comply with the appropriate California Building Code.
- Grading, excavation, and earthwork associated with construction activities have the potential to contribute to topsoil erosion.

**Mitigation Measure(s)**

- Create a construction management and maintenance plan to ensure that the proper Best Management Practices (BMPs) are used to reduce the potential for sedimentation of adjacent water bodies and accelerated erosion of disturbed soils. Employ seasonally specific mitigation measures as soil conditions fluctuate based on climatic variables such as wind and precipitations.

### Hazards and Hazardous Materials

The hazards and hazardous materials analysis examines the likely use of hazardous materials or contamination associated with the proposed project. The analysis assesses the potential for hazardous materials release during construction, operation, and maintenance of the proposed project.

### Impact Overview

- No significant impacts to hazardous material sites in the proposed project area.
- Would cause short-term and temporary increases of hazardous materials resulting from construction activities due to the use of gasoline and diesel by construction equipment, the use of diesel fuel by trucks and other equipment accessing the construction areas, and the storage of oils, fluids, and lubricants associated with the maintenance of construction equipment. With the implementation of a centralized temporary fuel and oil storage facility and applicable Best Management Practices (BMPs), any hazard or potential impact from hazardous materials would be significantly reduced.
- Hazard impacts associated with long-term project elements cannot be quantified at this time. Future long-term project elements proposed would require additional environmental analysis.

### Mitigation Measure(s)

- None required.



**Hydrology and Water Quality**

The hydrology and water quality analysis describes the regulatory setting and existing conditions applicable to hydrology, water quality and storm water. The location of groundwater, surface water, and floodplains is documented and potential impacts that result from the proposed project are evaluated.

**Impact Overview**

- Increased surface runoff as a result of increased impervious surface would not be significant.
- Approximately 1,500 feet of Airport Creek’s natural channel would be rerouted through approximately 650 feet of straight culvert and 850 feet of constructed channel.
- Approximately 280 feet of the existing ditch that connects Airport Creek to Ordinance Creek (cross connection) would be replaced by 600 feet of culvert.
- Potential degradation of surface waters due to construction would not be significant.
- Surface water runoff quality impacts would be less than significant.
- Impact to groundwater recharge would be less than significant.
- Impacts to runoff and groundwater recharge cannot be quantified for long-term projects at this time. Future long-term project elements proposed would require additional environmental analysis.

**Mitigation Measure(s)**

- Create a construction management and maintenance plan to ensure that the proper Best Management Practices (BMPs) are used to reduce the potential for sedimentation of adjacent water bodies and accelerated erosion of disturbed soils. Update the Airport’s Industrial Storm Water Pollution Prevention Plan for Discharges of Storm Water Associated with Industrial Activities Excluding Construction Activities to recognize new impervious surfaces introduced by the Proposed Project and revise maintenance and sampling protocols to include such improvements.

**Land Use and Planning**

The land use and planning analysis identifies existing regional and local land use and development plans and policies that apply to the project area. It describes changes that would occur as a result of the proposed project and evaluates the consistency of the proposed project with local and regional planning policies.

**Impact Overview**

- Would affect the 2001 Comprehensive Airport Land Use Plan (CALUP).
- An amended CALUP would affect the General Plans of the County of Sonoma and Town of Windsor.
- Would affect the Airport Transportation Element (ATE). It would need to be updated to make it consistent with current industry structure and practices and to revise policies to implement ATE objectives in the context of current airline industry practices.
- Would affect the update of the Airport Master Plan (and associated airport layout plan). It includes proposed physical changes to the airfield and terminal area that are not included in the most recently adopted Airport Master Plan.

**Mitigation Measure(s)**

- Update the CALUP to include changes in data, policies, and maps.
- Update the County of Sonoma and Town of Windsor land use plans to be consistent with the revised CALUP.

<p><b>Noise</b></p> <p>The noise analysis considers noise levels associated with construction and future operation of the proposed project.</p>	<p><b>Impact Overview</b></p> <ul style="list-style-type: none"> <li>• <b>Noise from construction equipment would occur which would result in a significant and unavoidable impact.</b></li> <li>• Noise contours would change due to a change in fleet mix, number of operations and/or a change in the points at which the aircraft touchdown and begin the takeoff roll.</li> <li>• No significant traffic noise impacts would occur.</li> <li>• No significant impacts on sleep disturbance would occur.</li> </ul>	<p><b>Mitigation Measure(s)</b></p> <ul style="list-style-type: none"> <li>• Prior to initiation of construction, develop a construction noise control plan. Use back up beepers that adjust to ambient levels or use visual aids (e.g., flaggers or lights) for night time construction work.</li> <li>• Limit all construction to the hours of 7 am to 5 pm on weekdays with no construction permitted on weekends or holidays, unless night construction is required.</li> <li>• Develop a Runway Approach Protection Plan in accordance with the Air Transportation Element of the Sonoma County General Plan. Provide for noise monitoring where appropriate and identify appropriate mitigations to be undertaken in the event noise levels are exceeded. These mitigations may include purchase assurance, acoustical treatment, and purchase of easements.</li> </ul>
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<p><b>Safety</b></p> <p>Safety issues associated with the proposed project are identified. The analysis focuses on the risk to those on the ground near airports.</p>	<p><b>Impact Overview</b></p> <ul style="list-style-type: none"> <li>• Would result in changes to the existing Comprehensive Airport Land Use Plan (CALUP) safety zones.</li> <li>• No safety impacts associated with any short-term or long-term projects would occur. Would acquire property to ensure that incompatible land uses are not introduced within a Runway Protection Zone (RPZ) off the runway approach ends.</li> </ul>	<p><b>Mitigation Measure(s)</b></p> <ul style="list-style-type: none"> <li>• Update the CALUP to include changes in data, policies, and maps.</li> </ul>
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### Transportation and Traffic

The transportation and traffic analysis examines existing and future conditions of the project area and quantifies the long-term transportation impacts of the proposed project. It includes potential impacts on travel patterns and the transportation environment. It also describes existing and projected auto traffic, circulation, parking and pedestrian/bicycle conditions in the area.

### Impact Overview

- Temporary traffic congestion would result from construction vehicles, construction worker traffic and construction deliveries.
- Traffic associated with construction activities (including construction worker traffic and construction deliveries) could have an effect on intersections along Airport Boulevard.
- Would add four vehicles (on River Road) and exceed peak hour signal criteria levels to the unsignalized River Road/ Slusser Road intersection during both the AM and PM peak hours.
- Would add AM peak hour delay to the Shiloh Road/Skylane Boulevard intersection in Windsor.
- **Would change the volume/capacity ratio of several freeway segments including: Southbound U.S. 101 for the AM peak hour, Northbound segment U.S. 101 south of Airport Boulevard, and Southbound U.S. 101 south of Airport Boulevard. In the year 2030, this would result in a significant and unavoidable impact.**
- There is a lack of sidewalks along Airport Boulevard adjacent to the Airport.
- There is a lack of pedestrian crossing signals at the Airport Boulevard/ Skylane Boulevard North Laughlin Road intersection (when signalized).
- There are no bicycle facilities along Skylane Boulevard. The traffic increases along Skylane Boulevard due to the proposed project would increase safety concerns for bike riders.

### Mitigation Measure(s)

- Prepare a construction traffic management plan to ensure that construction worker traffic occurs outside normal commute hours (7:00–9:00 am and 4:00–6:00 pm) and that there are no more than six construction trucks making inbound or outbound trips during the AM or PM peak traffic hours. If Airport Master Plan construction truck traffic is routed to Shiloh Road and Skylane Boulevard, it may also be necessary to provide all-way stop control at the Airport Boulevard/Skylane-North Laughlin Road intersection until signalization is in place. All-way stop control at this location may also be required to mitigate extended delay on the Skylane Boulevard approach even if construction trucks are using Airport Boulevard for freeway access.
- Provide a fair share contribution towards provision of an exclusive right turn lane on the Slusser Road intersection approach to River Road.
- Provide a fair share contribution to the construction of an exclusive right turn lane on the eastbound Shiloh Road intersection approach.
- There are no feasible capacity measures to mitigate the project’s impact to the U.S. 101 mainline to a less-than-significant level in the year 2030.
- Provide a fair share contribution for sidewalks on Airport Boulevard where needed between the Airport terminal and the North Laughlin Road-Skylane Boulevard intersection.
- Provide a fair contribution to pedestrian signals at the Airport Boulevard/ Skylane Boulevard-North Laughlin Road intersection (when signalized). Design this pedestrian crossing to reduce to the extent possible, pedestrian crossing distances.
- Provide a fair share contribution toward provision of Class II bicycle lanes along Skylane Boulevard.



The Draft Environmental Impact Report (DEIR) for the Charles M. Schulz — Sonoma County Airport Master Plan Update Implementation Project is now available for public review.

Interested citizens and public agencies have until 5:00 pm PDT on September 19, 2011 to review the DEIR and submit written comments for consideration by the County of Sonoma. During the public review period, the County of Sonoma will hold a public meeting and one or more noticed public hearing(s) before the County of Sonoma Planning Commission, to allow the Planning Commission and interested parties and agencies to voice their opinions regarding the adequacy of the DEIR.

**Where can I get a copy of the DEIR?**

Download PDF files from the web site at:  
[www.sonomacountyairport.org/master-plan-update](http://www.sonomacountyairport.org/master-plan-update)

**Purchase a CD:**

You may purchase and pick-up a CD at the Sonoma County Permit and Resource Management Department (PRMD) located at 2550 Ventura Avenue, Santa Rosa, CA 95403. CDs will not be mailed.

**Review a hard copy at the following places (partial listing):**

Cloverdale Regional Library 401 N. Cloverdale Blvd. Cloverdale, CA 95425	Rohnert Park — Cotati Regional Library 6520 Lynne Conde Way Rohnert Park, CA 94928	Charles M. Schulz — Sonoma County Airport 2290 Airport Blvd. Santa Rosa, CA 95403
Guerneville Regional Library 14107 Armstrong Woods Rd. Guerneville, CA 95446	Sonoma County Library 211 E St. Santa Rosa, CA 95404	Sonoma County Permit and Resource Management Dept. 2550 Ventura Ave. Santa Rosa, CA 95403
Healdsburg Regional Library 139 Piper St. Healdsburg, CA 95448	Rincon Valley Library 6959 Montecito Blvd. Santa Rosa, CA 95409	Town of Windsor, Clerk’s Office 9291 Old Redwood Hwy., Bldg. 400 Windsor, CA 95492
Northwest Santa Rosa Library 150 Coddington Center Santa Rosa, CA 95401	Sebastopol Regional Library 7140 Bodega Ave. Sebastopol, CA 95472	City of Santa Rosa, Clerk’s Office City Hall 100 Santa Rosa Avenue, Room 10 Santa Rosa, California 95404
Petaluma Regional Library 100 Fairgrounds Dr. Petaluma, CA 94952	Windsor Regional Library 9291 Old Redwood Hwy, Bldg. 100 Windsor, CA 95492	

Comments on the DEIR may be made in a number of ways which are listed here. Note, public comments must address the contents of the DEIR and not the contents of this guide.

**How do I submit comments on the DEIR?**

E-mail: crystal.acker@sonoma-county.org  
 Fax: (707) 565-1103  
 U.S. Mail: County of Sonoma Permit and Resource Management Department  
 2550 Ventura Avenue  
 Santa Rosa, CA 95403  
 Attn: Crystal Acker

All comments must be received no later than 5:00 pm PDT on September 19, 2011.

**Attend a public meeting:**

**OPEN HOUSE MEETING**

Date: Monday, August 15, 2011  
 Time: 6:00–9:00 pm  
 Location: Wells Fargo Center for the Arts  
 Carston Caberet  
 50 Mark West Springs Road  
 Santa Rosa, CA 95403

**SONOMA COUNTY PLANNING COMMISSION MEETING**

Date: Thursday, September 1, 2011  
 Time: 6:00 pm  
 Location: Windsor High School Theater  
 8695 Windsor Road  
 Windsor, CA 95492



The DEIR will be circulated for 45 days for review and comment by the public and other interested parties, agencies and organizations. During this period there will be an open house meeting and one or more planning commission meetings where public comments will be accepted.

After the public comment period closes, the County of Sonoma will respond to comments and prepare the Final EIR (FEIR), to include all written comments received regarding the project's environmental impacts.

The Response to Comments will be prepared as a separate document from the DEIR. The FEIR will consist of the DEIR and the Response to Comments document. It will then be presented to the Planning Commission where a recommendation will be made to the Board of Supervisors (BOS). Then the DEIR will be presented to the BOS where a public hearing will be held and a straw vote taken. The Draft FEIR will return to the BOS for a final vote to be certified if it complies with California Environmental Quality Act (CEQA) Guidelines. Upon certification of the FEIR, the County of Sonoma will consider the merits of the proposed project for approval.





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