

3.9 LAND USE AND PLANNING

3.9.1 Background and Methodology

This Land Use and Planning section addresses the potential impacts of the Proposed Project on land use, on General Plan Consistency, and on consistency with other applicable land use plans, policies, or regulations of agencies with jurisdiction over the Proposed Project. Potential impacts and mitigation measures are identified and discussed.

3.9.1.1 **Regulatory Context**

There are a variety of federal, state and local regulations and guidance concerning land use and planning that are applicable at the Airport.

Federal guidance includes Federal Aviation Regulations (FAR) Part 77 (*Safe, Efficient Use, and Preservation of the Navigable Airspace*) which establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace; FAA Order 8260.3B - United States Standard for Terminal Instrument Procedures (TERPS) which prescribes standardized methods for use in designing instrument flight procedures; and Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13 which establishes standards for dimensions and other features of airport runways, taxiways, and the runway protection zone (RPZ).¹

State law, regulations and guidance include the *State Aeronautics Act*² which contains the Airport Land Use Commission (ALUC) statutes³; *California Airport Land Use Planning Handbook (Handbook)*⁴ which provides guidance to ALUCs in preparing airport land use compatibility plans; Real Estate Disclosure Laws⁵ which requires the presence of an airport nearby to be disclosed as part of many residential real estate transactions; Education Code⁶ which requires the California Division of Aeronautics to review proposals for acquisition of a school site situated within two miles of an existing or planned airport runway; and General Plan Guidelines⁷ which requires local agencies to either modify their respective general plans/specific plans consistent with the ALUC's plan or to overrule the commission.

Local policies include the Comprehensive Airport Land Use Plan (CALUP)⁸ for the County of Sonoma, which establishes noise, safety, airspace protection compatibility standards and other land use policies for six public-use airports in the county, including Charles M. Schulz - Sonoma County Airport. The general plans for the Town of Windsor and County of Sonoma include criteria for future land uses proposed within the ALUC referral area.⁹ The Air Transportation

¹ Federal Aviation Administration, Advisory Circular 150/5300-13, *Airport Design*, current edition.

² Division 9, Part I of the California Public Utilities Code (commencing with Section 21001).

³ California Public Utilities Code Section 21670 et seq.

⁴ State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, 2002.

⁵ California Business and Professions Code Section 11010; California Civil Code Subsection 1103 and 1353.

⁶ California Education Code Subsection 17215 and 81033.

⁷ California Government Code Subsection 65302(f) and 65302.3.

⁸ County of Sonoma, *Comprehensive Airport Land Use Plan*, October 2001.

⁹ ALUC referral area (also known as the CALUP referral area) is defined as the area within which noise, airspace, or safety factors may affect land use compatibility and the area within which a close look at compatibility of proposed projects is essential.

Element (ATE) of the Sonoma County General Plan is of particular relevance to the Airport. The key documents guiding development of the Airport are the 1998 *Airport Master Plan* (Master Plan), the associated *Airport Layout Plan*, and the ATE. Details on each of these regulations and guidance are presented in **Appendices K and L**.

3.9.1.2 Thresholds of Significance

For the purposes of assessing the impacts of the Proposed Project on land use and planning, the following thresholds of significance were established.

Comprehensive Airport Land Use Plan (CALUP)

The 2001 CALUP is based upon a set of aeronautical conditions (e.g., runway configuration, projected activity levels) provided in the Charles M. Schulz - Sonoma County Airport Master Plan Report dated November 1991. The threshold of significance would be whether a change in these conditions would warrant a change to the CALUP compatibility zones as a result of implementing the Proposed Project and whether the new CALUP zones would establish new or more stringent restrictions on future land uses.

Local Plans

The threshold of significance for local plans (County of Sonoma General Plan and Town of Windsor General Plan) is whether the Proposed Project would be inconsistent with any of the plans' policies or regulations.

3.9.1.3 Methodologies

Comprehensive Airport Land Use Plan

The analysis for impacts to the CALUP focuses on changes to the physical configuration of the runways, fleet mix or activity levels, instrument approach procedures, or variations to aircraft traffic patterns. For informational purposes, the sample safety zones provided in the current 2002 *Handbook* are applied to the Proposed Project to determine how the CALUP safety zones might change if current State guidance is followed. Note that the 2002 *Handbook* safety zones do not represent state standards or policy but are intended to merely provide ALUCs with general guidance. Therefore, the safety zones ultimately adopted as ALUC policy may differ significantly in shape and size from the Handbook safety zones.

Other Local Plans

The analysis of impacts to other local plans evaluates whether any policies would be changed as a result of implementation of the proposed project. The other local plans evaluated are the General Plans of the County of Sonoma and Town of Windsor, the ATE, the Master Plan, and CALUP.

3.9.2 Existing Conditions

3.9.2.1 Land Use Authority

The County of Sonoma has land use jurisdiction over the unincorporated areas surrounding the Airport. Additionally, as owner of the Airport, the County of Sonoma has control over the operation and development of the facility. The Town of Windsor has land use control over the incorporated areas within the established Town boundary. Consistent with state law, the Town may pre-zone lands designated within the Sphere of Influence so that when and if the land is annexed it can be developed according to that zoning. However, until the land has been

annexed into the Town, jurisdiction still lies with County of Sonoma. Annexation is approved by the Sonoma County Local Agency Formation Commission (LAFCO).

3.9.2.2 Existing Land Uses

The Airport is located in the unincorporated area of central Sonoma County, approximately seven miles northwest of the city center of Santa Rosa and three miles southwest of the town center of the Town of Windsor. Most of the immediate Airport environs are rural residential and agricultural lands. Immediately east of the Airport, between the Airport property and Highway 101, are several large office complexes and a light industrial/business park. Extensive residential development exists in the incorporated Town of Windsor to the north and in the unincorporated Larkfield-Wikiup community to the east (see **Figure 3.9-1** for planned land uses).

3.9.2.3 Planned Land Uses –County of Sonoma

The Sonoma County General Plan 2020¹⁰ identifies planned land uses for the unincorporated areas immediately surrounding the Airport. Planned land uses north of the Airport include Diverse Agriculture (one dwelling unit per 10 to 60 acres) and Rural Residential uses (one dwelling unit per 2.5 to 5 acres). South of the Airport, planned land uses include Land Intensive Agriculture (one dwelling unit per 20 to 100 acres) and Rural Residential (one dwelling unit per four acres). Public/Quasi-Public and Limited Industrial uses are located east of the Airport. West of the Airport, planned land uses include Rural Residential (one dwelling unit per five acres) and Diverse Agriculture.

3.9.2.4 Planned Land Uses – Town of Windsor

The Town of Windsor's General Plan¹¹ identifies a mix of planned land uses for the areas north of the Airport. The nearest point within the city limits is 0.7 miles from the existing approach ends to Runways 14 and 19. The incorporated areas of the Town of Windsor located within the ALUC referral area are extensively developed. Therefore, planned land uses reflect the uses that currently exist. Planned land uses include Low-Medium Density Residential (three to six dwelling units per acre, Medium Density Residential (five to eight dwelling units per acre), School, and a golf course. The Town's Sphere of Influence, which represents the ultimate, physical boundaries of the agency, encompasses unincorporated lands along the westerly limits of the Town's boundary. These areas are slated for Estate Residential/Low Density Residential (0.2 to 3 dwelling units per acre) and are located approximately two miles northwest of the existing Runway 19 approach end.

3.9.2.5 ALUC Authority

The California Public Utilities Code establishes airport land use commissions in counties to provide for the orderly development of air transportation and ensure compatible land uses around airports. The fundamental relationship between the ALUCs and local jurisdictions is set by the State Aeronautics Act (Public Utility Code Sections 21670 et seq.). An ALUC is not simply an advisory body for a county board of supervisors or city council in the manner that their respective planning commissions are. Rather, the ALUC is more equivalent to a Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the board of supervisors or city council. An ALUC does not need local agency approval in order to adopt an airport land use compatibility plan or to

¹⁰ County of Sonoma, *Sonoma County General Plan 2020*, September 23, 2008.

¹¹ Town of Windsor, *Town of Windsor General Plan 2015*, July 20, 2005.

carry out project review responsibilities in accordance with Public Utilities Code Section 21674. However, the ALUC must consult with the involved agencies regarding establishment of the airport influence area boundary (Public Utilities Code Section 21675(c)).

Another aspect of the relationship between the ALUC and local government agencies concerns implementation of the ALUC's plan. The ALUC has the sole authority to adopt a compatibility plan and to conduct compatibility reviews, however, the authority and responsibility for implementing the compatibility policies rests with the local governments.

Government Code Section 65302.3 establishes that, with some exceptions, each county and city affected by an airport land use compatibility plan must make its general plan and any applicable specific plans consistent with the ALUC's plan. Alternatively, local agencies can take the series of steps listed in the Public Utilities Code Section 21676 to overrule the ALUC. These steps include making findings that the agency's plans are consistent with the intent of state airport land use planning statutes, notifying the ALUC and Caltrans Division of Aeronautics of the proposed overruling, holding a public hearing, and approving the overruling by a two-thirds vote of the agency's governing body.

The Sonoma County Airport Land Use Commission is formed as an independent body in accordance with Section 21670 of the Public Utilities Code. The ALUC consists of seven members: two appointed by County of Sonoma, two appointed by the nine incorporated cities, two members appointed by the six airport managers, and one general public member appointed by the other members of the Commission.

3.9.2.6 Comprehensive Airport Land Use Plan for Sonoma County

The Sonoma County Airport Land Use Commission (ALUC) adopted the Sonoma County Comprehensive Airport Land Use Plan (CALUP) in January 2001. The plan is intended to protect and promote the safety and welfare of residents near the public use airports in the county, as well as airport users, while promoting the continued operation of the six airports covered by the plan. The CALUP sets forth referral boundaries, uses which are prohibited or discouraged, projected noise levels, noise standards, and limits on building height, population density, residential density, and lot coverage. The compatibility policies address airport-related impacts regarding noise, safety, airspace protection, and overflight concerns. In accordance with state law, the County of Sonoma and the Town of Windsor amended their respective general plans and zoning ordinances to incorporate the compatibility criteria and compatibility zones established by the ALUC for Charles M. Schulz - Sonoma County Airport.

3.9.2.7 2001 CALUP Existing Conditions for Charles M. Schulz - Sonoma County Airport

Runway Configuration

The Airport has two paved runways. Runway 14/32 is the primary runway. It is 5,115 feet long and aligned in a northwest-southeast direction. Runway 1/19 is 5,002 feet long and aligned in a north-south direction. A recently completed survey¹² indicates that Runway 14/32 is four feet longer at the north end (5,119 feet in total length) and Runway 1/19 is a foot longer at the north end (5,003 feet in total length). This marginal difference is attributed to variations in survey techniques.

¹² National Geological Survey, *LPV Survey 2008*.

Noise Contours

The noise contours in the current CALUP assume a forecast aircraft activity level of 225,000 annual operations for 2010.¹³ The forecast assumes a fleet mix distribution of six percent commercial aircraft, twenty percent general aviation business jets, one percent fire base aircraft, three percent helicopters, and 70 percent general aviation propeller aircraft. The Airport noise contours were generated using the FAA Integrated Noise Model (INM), Version 5.1.

Safety Zones

The 2001 CALUP includes six safety zones for the Airport (see **Figure 3.9-2** for a depiction of these safety zones). These zones are:

- Runway Protection Zone (RPZ);
- Inner Safety Zone (ISZ);
- Inner Turning Zone (ITZ);
- Outer Safety Zone (OSZ);
- Sideline Safety Zone (SSZ); and
- Traffic Pattern Zone (TPZ).

The RPZ is based on dimensions outlined in FAA Advisory Circular 150/5300-13.¹⁴ The other zones are based on FAR Part 77 criteria defining the Airport's airspace surfaces, and State guidance provided in the 1983 edition of the *Handbook*,¹⁵ which is now outdated.

3.9.2.6 Air Transportation Element Existing Policies

The ATE of the Sonoma County General Plan was adopted to support the orderly growth of aviation in Sonoma County while protecting other land uses in the vicinity of airports. It contains background material and land use policies applicable to all of the airports in Sonoma County. Because the Charles M. Schulz - Sonoma County Airport is a County-owned airport, the ATE also contains a number of operational limitations that apply solely to that airport. The key ATE policies that apply to the Airport include the following:

- The runway length at the Airport for the existing and any new runways shall be limited to no longer than the present length of approximately 5,000 feet. Existing runways will not be substantially strengthened except as needed to perform necessary maintenance. There are a number of policies that relate to ensuring that land uses adjacent to airports are compatible with airport operations. Compatibility policies are linked to the policies of the Sonoma County Airport Land Use Commission.
- Restricts use of the Airport to those with single-event noise impacts (i.e., Lmax) no greater than 83.2 dBA during daytime hours and 72 dBA during nighttime hours. The maximum noise levels defined in Federal Aviation Regulations Part 36 Advisory Circular shall be used to determine noise levels. Exceptions are granted for aircraft on emergency missions, aircraft of the United States Government and daytime operations by existing aircraft based at the Airport.

¹³ Ibid.

¹⁴ Federal Aviation Administration, Advisory Circular 150/5300-13, *Airport Design*, current edition.

¹⁵ State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, 2002. Metropolitan Transportation Commission 1983. *Airport Land Use Planning Handbook: A Reference and Guide for Local Agencies*. Prepared for California Department of Transportation, Division of Aeronautics by the Metropolitan Transportation Commission and the Association of Bay Area Governments. July 1983.

- A maximum of 21 daily departures by scheduled airline aircraft is permitted unless further environmental review is conducted.
- Defines the types of scheduled airline passenger service that can operate at the Airport.

3.9.2.7 Master Plan Existing Policies

Airport master plans are facility plans for airports. They identify the types of aircraft that are to be accommodated and the facilities needed to serve them. The most recent airport master plan for the Airport was adopted in 1998. The Master Plan includes an airport layout plan (ALP), which is a series of plan sheets that show existing and proposed development for the airport. The ALP set for the Airport follows the standard format. There is an ALP sheet and its associated data sheet. There are several sheets that show the airspace required to protect aircraft arriving and departing. Finally there is a property map that defines the Airport's existing property and proposed acquisitions.

The key guidance in the current, 1998 Master Plan and its associated ALP are:

- Expansion of the hangar area to the south into the area now known as Nob Hill
- Expansion of the existing airline passenger terminal.
- Creation of a new automobile parking area southeast of the passenger terminal
- Retention of the length and strength of the two runways
- Compliance with the operational limitations contained in the ATE

3.9.3 Environmental Impacts and Mitigation Measures

Impact 3.9.1: Implications on 2001 Comprehensive Airport Land Use Plan (CALUP)

The adopted CALUP would be affected by proposed modifications to the existing land use compatibility relating to runway configuration, noise contours, safety zones, airspace surfaces, and overflight areas. None of these categories would be significantly affected as a result of the project elements associated with the Proposed Project. A description of each category is discussed in further detail below.

Runway Configuration

The Proposed Project includes an 881-foot extension of Runway 14/32 to the northwest for a total length of 6,000 feet and a 199-foot extension of Runway 1/19 to the northeast for a total length of 5,202 feet. Relocating the landing thresholds to the new respective ends may warrant an amendment to the current CALUP.

Noise Contours

The Proposed Project would occur in phases from the present to the 2030 timeframe, and would reflect a new set of noise contours based on the most recent forecast data. The proposed 2030 noise contours, which represent 127,315 annual aircraft operations, were compared with the CALUP noise contours reflecting 225,000 annual operations by 2010. The 2030 contours are smaller than those of the CALUP, except in limited areas east (near North Laughlin Road and Copperhill Parkway), south (near Laughlin Road and River Road), and west (near Sanders Road and Windsor Road) of the Airport where the new noise contours are just slightly wider (less than 520 feet). Although the expanded noise contours would move previously un-impacted areas into the 2030 noise contours, the properties within the expanded noise contours include compatible types of uses such as Industrial and Agriculture. Therefore, the 2030 noise contours

would not by themselves trigger an amendment to the 2001 CALUP. See **Section 3.10** for discussion of the 2030 noise contours.

Safety Zones

The 2001 CALUP safety zones are relocated to match the proposed changes to the runway ends. The Proposed Project would necessitate modifying the six CALUP safety zones to reflect the proposed northerly runway extensions of Runways 14 and 19. See **Figure 3.9-3** for a depiction of the current CALUP zones relocated to the runway configuration associated with the Proposed Project.

As previously noted, the 2001 CALUP safety zones are based upon criteria and guidance provided in the FAA AC 150/5300-13, FAR Part 77 criteria¹⁶ and the 1983 edition of the state *Handbook*. The current 2002 edition of the *Handbook* provides sample safety zones which differ significantly in shape and size from those in the 1983 edition of the *Handbook*. The 2002 *Handbook* establishes three to six safety zones reflecting assumed accident potential. The distinct zones applicable to Charles M. Schulz - Sonoma County Airport include (see **Figure 3.9-4** for a depiction of the 2002 *Handbook* safety zones applied to the Proposed Project):¹⁷

- Zone 1 – Runway Protection Zone;
- Zone 2 – Inner Approach/Departure Zone;
- Zone 3 – Inner Turning Zone;
- Zone 4 – Outer Approach/Departure Zone;
- Zone 5 – Sideline Safety Zone; and
- Zone 6 – Traffic Pattern Zone.

As discussed in Section Impact 3.9.2, *Implications on Local General Plans*, modifications to the CALUP safety zones would likely necessitate greater restrictions on future land uses to ensure long-term compatibility with the Airport. As such, implementation of the Proposed Project would warrant that the ALUC make the following possible changes to the CALUP:

- Maintain and apply the current CALUP zones to the proposed runway configuration, shifting the zones northward; or
- Develop new or revised safety zones based upon guidance in the current version of the state *Handbook*.

Airspace Surfaces

The Proposed Project would shift the airspace surfaces to the north in proportion with the runway extensions and would warrant a change to the CALUP. Potential impacts for local height ordinances are discussed in Impact 3.9.2: *Implications on Local General Plans*.

¹⁶ Federal Aviation Administration, Advisory Circular 150/5300-13, Change 15 *Airport Design*, current edition.

¹⁷ *Ibid*.

Overflight Areas

The Proposed Project would shift the typical existing approach routes northward a distance equal to the length of the proposed runway extensions. With the altered flight routes, aircraft could potentially be flying at lower altitudes over areas north of the airport than under current conditions. As discussed in Impact 3.9.2: *Implications on Local General Plans*, the areas that would be most susceptible to changes in aircraft altitudes are those located immediately north of the Airport including the Airport property, Public/Quasi-Public lands, and agricultural properties, some of which have existing aviation easements or are slated for future Airport acquisition. These affected areas are within the established CALUP Referral Area for Sonoma County. As such, no change to the overflight area policies of the 2001 CALUP would be required.

Mitigation Measure 3.9.1

The CALUP would be updated to include changes in data, policies, and maps provided in both **Chapters 5 and 8**. Specifically, the following sections and exhibits would require changes:

- Exhibit 5A to show the jurisdictional boundary of the ALUC, Town of Windsor, City of Santa Rosa, and County of Sonoma;
- Exhibit 5B to reflect the Town of Windsor and County of Sonoma planned land uses;
- Section 5.3.1 to reference the Santa Rosa General Plan policies and planned land uses.
- Section 5.3.2 to reference the Town of Windsor 2015 General Plan policies and planned land uses;¹⁸
- Section 5.3.3 to reference the Sonoma County 2020 General Plan policies and planned land uses;¹⁹
- Section 5.4 to describe existing and planned Airport facilities;
- Exhibit 5C to illustrate the new ALP showing the future runway configuration (i.e., northerly runway extensions);
- Section 5.5 to describe established flight procedures and noise abatement procedures;
- Section 5.6 to describe the projected volume and fleet mix consistent with the Airport's 2030 forecast of 127,315 annual operations;
- Section 5.7 to describe the 2030 forecast noise contours reflecting 127,315 annual operations;
- Exhibit 5D and 5E to reflect the generalized flight tracks at the Airport and the 2030 forecast noise contours;
- Exhibit 8D to reflect future northerly runway extensions, 2030 airport noise contours and safety zones, as well as planned land uses per current local general plans;
- Section 8.4.2 to reference either: 1) that the safety zones at the north end of the Airport are established to reflect the future runway extensions of Runways 14 and 19; or, 2) the 2002 *Handbook* safety zones if the ALUC chooses to modify the safety zones in a manner similar to the sample safety zones provided in the 2002 *Handbook*;²⁰ and
- Exhibits 8L and 8M to reflect the new Airport FAR Part 77 Airspace Plan.
- Exhibit C-4 to reflect the revised safety zones.
- If the ALUC does not amend the 2001 CALUP to reflect the Proposed Project, the County of Sonoma and Town of Windsor could still modify their respective general plans and specific plans to reflect the changes noted above, but there would not be a statutory mandate to do so.

¹⁸ Town of Windsor, *Town of Windsor General Plan 2015*, July 20, 2005.

¹⁹ Sonoma County, *Sonoma County General Plan 2020*, September 23, 2008.

²⁰ State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, 2002.

Implementation of this mitigation measure would reduce the implications on the 2001 CALUP to a less-than-significant level.

Impact 3.9.2: Implications on Local General Plans as a Result of an Amended CALUP

If the ALUC were to update the CALUP to reflect the Proposed Project, the County of Sonoma and Town of Windsor may need to update their respective general plans to be consistent with the revised CALUP or take action to overrule the ALUC. Modification to local plans would be necessary if the updated CALUP would require more stringent restrictions on future land uses. Categories of impacts relating to land use compatibility include noise contours, safety zones, airspace surfaces, and overflight areas.

Noise Contours

If the ALUC were to update the CALUP noise contours to reflect the proposed 2030 noise contours, updating the Town of Windsor's General Plan to reflect those contours would not result in an impact on land uses as the proposed 2030 noise contours are smaller in size than the current contours utilized by the Town of Windsor. See **Section 3.10** for discussion of the 2030 noise contours.

Updating the County of Sonoma's General Plan would result in additional noise-based restrictions placed on 27.3 acres of land within the expanded 2030 noise contours. Applying the County of Sonoma's current noise policies to these areas would mean that noise sensitive²¹ land use development proposed in noise impacted areas exceeding 60 dB CNEL, would be required to reduce exterior noise to 60 dB CNEL or less in outdoor activity areas and interior noise levels to 45 dB CNEL or less with windows and doors closed. The expanded contours encompass Public/Quasi-Public, Limited Industrial, Diverse Agriculture, and Land Intensive Agriculture land uses. The noise-impacted areas within the expanded 60 dB CNEL or higher contours are located on the Airport or slated for airport acquisition.

Safety Zones

If the ALUC chooses to apply the current CALUP zones and criteria to the proposed runway configuration, two parcels (APN²² 066-210-077 and 066-210-078) located in an unincorporated area of the county about 1 mile northwest of the approach end of Runway 14 would be affected. Each property contains a residence, accessory buildings, and vineyards. These parcels have a planned land use designation of Rural Residential with a density of one dwelling unit per three acres (1 d.u./3 ac.). Under the County's 2020 General Plan, these parcels could be subdivided to accommodate additional dwelling units. The neighboring properties having the same land use designation range from three- to five-acre lots and could not be further subdivided. APN 066-210-077 is 13.6 acres in size with the developed areas comprising approximately 2.6 acres. APN 066-210-078 is 10.24 acres in size with the developed areas comprising approximately 1.24 acre. The vacant or underutilized portions of these two properties total approximately 20 acres (11 acres + 9 acres) of land that could be subdivided under current County zoning to accommodate additional residences. With the northerly shift in the current CALUP zones, 5 of the 11 acres of APN 066-210-077 and 3 of the 9 acres of APN 066-210-078 would move out of

²¹ County of Sonoma, *Sonoma County General Plan 2020* (September 23, 2008) defines noise sensitive uses as residences; schools; long-term care medical facilities, such as hospitals, nursing homes, etc.; places of public worship; and libraries.

²² Assessor Parcel Number (APN)

the current Outer Safety Zone-A (OSZ-A) into the more restrictive Inner Safety Zone (ISZ). The current ISZ criteria restrict residential densities to one dwelling unit per five acres, which is slightly more restrictive than the density permitted in the *Sonoma County General Plan 2020* (one dwelling unit per three acres).²³ Therefore, the maximum number of dwelling units allowed on APN 066-210-077 would be identical under the CALUP as it would be under the *2020 General Plan*. Both plans would permit one dwelling unit on the 5-acre site. For APN 066-210-078, the *2020 General Plan* would allow one dwelling unit (3 ac. ÷ 1 d.u./3 ac.), whereas the current CALUP would preclude a future residence (3 ac. ÷ 1 d.u./5 ac.).

If the ALUC chooses to apply the 2002 *Handbook* safety zones and criteria to the future runway configuration, the 9 acres of APN 066-210-077 and 9 acres of APN 066-210-078 would be affected. This 18-acre area would lie within multiple *Handbook* safety zones with varying density restrictions that would be more restrictive than currently allowed by local zoning. The 2002 *Handbook* safety zones could restrict the number of dwelling units on this 18-acre site to as low as five dwelling units instead of the six dwelling units that would be allowed under the *Sonoma County General Plan 2020* (18 ac. ÷ 1 d.u./3 ac.). The 2002 *Handbook* zone calculations are presented in **Table 3.9-1**.

The reduction of one dwelling unit caused by implementing the Proposed Project could potentially be eliminated if the ALUC were to adopt a policy allowing infill. Infill is development that takes place on vacant or underutilized land within areas that are already largely developed or used more intensively. An infill policy would allow development to occur at densities similar to those that already exist adjacent to the site even if such land use is to be prohibited elsewhere in the zone.

Table 3.9-1
2002 HANDBOOK SAFETY ZONES

Handbook Zone	Handbook Allowable Density	APN 066-210-077 Acreage in Handbook Zone	APN 066-210-077 Units Allowed Under Handbook Criteria	APN 066-210-078 Acreage in Handbook Zone	APN 066-210-077 Units Allowed Under Handbook Criteria
2	1 du/ 10 to 20 ac.	4	0	3	0
3	1 du/ 2 to 5 ac.	1	0 to 1	0	0
4	1 du/ 2 to 5 ac.	4	2	6	3
Total		9	2 or 3	9	Up to 3

SOURCE: State of California, 2002
PREPARED BY: RS&H, 2011

Airspace Surfaces

The Proposed Project would shift the airspace surfaces²⁴ northward in proportion to the proposed runway extensions. Although the airspace surfaces would shift north, the resulting height limits would not be lower than that established in the County of Sonoma's or Town of Windsor's zoning ordinances except on lands which are already owned by the Airport or are

²³ Sonoma County, *Sonoma County General Plan 2020*, September 23, 2008.

²⁴ Imaginary airspace surfaces established in accordance with Federal Aviation Regulations (FAR) Part 77 (Safe, Efficient Use, and Preservation of the Navigable Airspace) criteria with relation to each runway of an airport.

slated for Airport acquisition. Lower height limits over these lands would result from the County of Sonoma modifying its general plan and zoning ordinance to reflect the new airspace surfaces.

Overflight Areas²⁵

The general configuration and specified altitudes of the aircraft traffic pattern at Charles M. Schulz - Sonoma County Airport are not anticipated to change as a result of implementing the Proposed Project. However, the aircraft approach routes could shift an amount equal to the proposed runway extensions. That is, the Proposed Project could potentially result in aircraft flying at lower altitudes over areas along the approach routes from the north than under current conditions. For aircraft approaching on a standard 3.0-degree glide angle, the 885-foot extension to Runway 14 would place aircraft approximately 44 feet lower at any given point on the ground beneath the final approach route. For example, the Proposed Project could expose properties that are situated 2,000 feet north of the current end of Runway 14 to aircraft altitudes of as low as 56 feet above ground level (AGL) instead of the current 100 feet AGL. The areas that would be most susceptible to changes in aircraft altitudes are those located immediately north of the Airport including the Airport property, Public/Quasi-Public lands, and agricultural properties, some of which have existing aviation easements or are slated for future Airport acquisition. As for departures to the north, the added runway length will not alter aircraft altitudes over adjacent land uses for most aircraft types as aircraft would still begin their takeoff rolls and lift off from the runway in the same places as now. However, the additional runway will allow larger jets that currently use the airport to carry fuller fuel loads than currently possible. These aircraft could use the additional runway during departures. When this occurs their departure altitude would also be 44 feet lower over the departure corridor. The extension will also allow regional jets to depart with full passenger loads at most temperatures. It would be expected that their departure elevation will be about 44 lower than currently experienced. Under the Proposed Project the overflight areas would be fully encompassed in the current CALUP Referral Area²⁶ established by the ALUC and implemented by the affected local jurisdictions. As such, no change to local land use plans would be required.

Mitigation Measure 3.9.2

If the ALUC amends the CALUP based on the impacts discussed above, the following changes shall be made to the County of Sonoma's local land use plans and the Town of Windsor's land use plans:

Changes to the County of Sonoma's land use plans include the following:

- The ATE, Section 4, *Compatibility with the Community*, shall be amended to incorporate 2030 forecast noise contours for the Airport, or such other set of noise contours as may be adopted by the ALUC (see **Appendix L** for the required changes to the ATE);
- Section 4.3, *Safety on the Ground*, to reference CALUP safety zones, policies and criteria. Section also to include map depicting safety zones for Charles M. Schulz-Sonoma County Airport;
- Figure AT-9, *Project Noise Contours and ALUC Referral Area*, to reflect 2030 forecast noise contours for Charles M. Schulz - Sonoma County Airport or other set of noise contours adopted by the ALUC; and

²⁵ Locations where aircraft are flying over property at traffic pattern altitude or lower.

²⁶ County of Sonoma, *Comprehensive Airport Land Use Plan*, October 2001.

- Figure LU-2c, *Land Use Map*, to change allowable density for the 20-acre area discussed above to one dwelling unit per five acres if the CALUP zone pattern is utilized (instead of one dwelling unit per three acres). If the 2002 *Handbook* zones are utilized, the 20-acre area would need a planned land use designation that would be consistent with the density restriction of the 2002 *Handbook*. Note that the ALUC may choose to establish restrictions that vary from the *Handbook* guidance.

Changes to Town of Windsor land use plans include the following:

- Chapter 7, *Public Health and Safety*, Section G to reflect date of amended CALUP;
- Figure 7-5, *Projected Noise Contours at Charles M. Schulz - Sonoma County Airport (2010)*, to reflect 2030 forecast noise contours for Charles M. Schulz - Sonoma County Airport or other set of noise contours adopted by the ALUC; and
- Chapter 27.16.030, *Airport Safety (AS) Overlay Zoning District*, to reference date of amended CALUP.

Implementation of this mitigation measure would reduce the implications on local general plans to a less-than-significant level.

Impact 3.9.3: Implications for Air Transportation Element

The proposed modifications to the ATE are intended to update terminology 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. The proposed changes are:

- Update terminology for scheduled passenger service: *commuter airline* becomes *regional carrier*; *scheduled airline* becomes *mainline carrier*. Define regional carriers as those utilizing aircraft with less than 100 seats, and mainline carriers as those with 100 to 150 seats.
- Update airport activity statistics
- Reduce the forecast number of based aircraft, aircraft operations and annual airline passengers.
- Add anticipated changes to Charles M. Schulz - Sonoma County Airport, including the proposed extension of Runway 14/32 to 6,000 feet.
- Update references to Federal statutes and regulations.
- Update cross-references to other Sonoma County General Plan elements.
- Remove provision that allows currently based aircraft that exceed noise limits to remain on the Airport until the value of the aircraft has been amortized.
- Add a policy requiring new or expanded air cargo service provider to obtain a license, lease or operating agreement from the County.
- Allow a maximum of 21 daily departures by scheduled airlines unless further environmental review is conducted.

These changes would be made as part of the approval of the project by the Board of Supervisors. With adoption of the changes to the ATE listed above, the ATE terminology and policies would be updated to match currently airline industry terminal and structure. The proposed updates to the ATE will allow the Airport to take advantage of more modern technology, accommodating regional jets in addition to the turboprop aircraft that are currently accommodated. As shown in **Section 3.10**, the addition of these more technologically advanced aircraft would reduce the overall size of the noise contour compared to future conditions without the implementation of the Proposed Project. In addition, none of the proposed changes in the

ATE alter the permissible land use in the Airport vicinity. Therefore, these proposed changes to the ATE are consistent with current ATE goals and local land use policies and this is considered to be a less-than-significant impact.

Mitigation Measure 3.9.3

No mitigation is warranted.

Impact 3.9.4: Implications for Master Plan

The update of the Airport Master Plan (and associated ALP) includes proposed physical changes to the airfield and terminal area not included in the most recently adopted Airport Master Plan. The principal additional improvements are:

- Extension of the main runway (Runway 14/32) to 6,000 feet with associated modifications to the connecting taxiways.
- A 200-foot extension of the crosswind runway (Runway 1/19), addition of runway edge lights, and construction of a partial parallel taxiway to serve this runway.
- Construction of an expanded airline passenger terminal to replace the existing terminal and reconfiguration of existing parking lots and circulation roads near the terminal.
- Demolition or reuse of portions of the existing terminal.
- Relocation of the Aircraft Rescue and Fire Fighting (ARFF) building to permit construction of the replacement passenger terminal.
- Relocation of the air traffic control tower to a site west of the main runway.
- Removal of Taxiway Z and realignment of Taxiway D.
- Infill of additional aircraft storage hangars in existing hangar areas on the east, west and south sides of the Airport.
- Construction of a small-package cargo facility on the south side of the Airport.

These changes would be made as part of the approval of the project by the Board of Supervisors. With adoption of the changes to the Airport Master Plan listed above, the Airport Master Plan would be updated to include the proposed changes to the Airport's facilities. The proposed updates to the Airport Master Plan will allow the Airport to take advantage of more modern technology, accommodating regional jets in addition to the turboprop aircraft that are currently accommodated. As shown in **Section 3.10**, the addition of these more technologically advanced aircraft would reduce the overall size of the noise contour compared to future conditions without the implementation of the Proposed Project. In addition, none of the proposed changes in the Airport Master Plan alter the permissible land use in the Airport vicinity. Therefore, these proposed changes to the Airport Master Plan are consistent with currently defined role of the Airport and local land use policies, and this is considered to be a less-than-significant impact.

Mitigation Measure 3.9.4

No mitigation is warranted.