

APPENDIX A

INITIAL STUDY

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INTRODUCTION AND NEED FOR THE PROJECT

The Sonoma County Department of Transportation and Public Works - Airport Division (Airport) has prepared a draft Master Plan update to replace the 1998 Airport Master Plan for the Charles M. Schulz - Sonoma County Airport (STS). The Airport Master Plan (AMP) is a long-range (i.e., up to 20 years) plan to guide the development and/or improvement of the Airport, and includes descriptions of the data and analysis on which the plan is based. The master planning process considers the needs and demands of Airport tenants, users, and the general public. The guiding principle of the airport master planning process is the development of a safe and efficient airport.

Updates are often necessary as the dynamic conditions of the industry are reflected in activity and future needs. Although an AMP typically covers a twenty (20) year time period, the Federal Aviation Administration (FAA) recommends that airport sponsors, such as the County, update their master plans every 10 years. As stated above, the previous AMP for the Airport was completed in 1998.

The Sonoma County Board of Supervisors directed the Airport to develop a new Master Plan in 2004. In 2005, the Airport hired a consultant to assist with the development of the AMP. In 2006, the Airport formed a Community Advisory Committee (CAC) to advise and assist the Airport staff and master plan consulting team by communicating community feedback on potential changes and impacts from the proposed AMP. The CAC conducted six meetings between August 2006 and May 2007, at which the elements of the plan were discussed. In May of 2007, the Draft Master Plan was completed, published, and made available for public review. The plan was viewed by and commented on by the public through the Airport's website and at public informational meetings held on September 18, 19, and 20, 2007. As a result of these meetings, minor changes were incorporated into the November 2007 Draft Master Plan. This document was accepted by the Board of Supervisors as the proposed project on December 4, 2007, and henceforth, is referred to as the Master Plan (Project). The proposed Master Plan will essentially replace the older 1998 AMP (which is outdated) and function as a stand-alone document.

This Initial Study does not fully characterize potential project impacts, but instead, provides a level of information and analysis suitable to identify areas of potential environmental impact and to determine that further detailed analysis is needed in these areas. This information will be used during preparation of an Environmental Impact Report (EIR), which is the recommended environmental document for the Project.

This document is an Initial Study and was completed pursuant to section 15063 of the California Environmental Quality Act (CEQA). This document was prepared by Crystal Acker and Chris Seppeler, Environmental Specialists of the Permit and Resource Management Department (PRMD)- Environmental Review Division. Jon Stout, C.A.E., A.A.E., Airport Manager, provided additional information regarding technical aspects of the project. Technical studies

referred to in this document are available for review on the Airport's Master Plan Website at <http://sonomacountyairport.org/masterplan/index.html> and at the Permit and Resource Management Department office. For further information, call Crystal Acker at (707) 565-8357.

EXISTING FACILITY

An Airport profile summary is provided in Table 1.

Location

The Charles M. Schulz – Sonoma County Airport is located in central Sonoma County, approximately 7 miles northwest of the center of Santa Rosa and 18 miles inland from the Pacific Ocean. The Airport is accessible to most of the County via U.S. Highway 101, the region's only major north-south highway (Figure 1). The Airport terminal complex is located 1.6 miles west of Highway 101 on Airport Boulevard, which is the Airport's principal ground access route. Airport property is generally bounded by Sanders Road to the north, North Laughlin Road to the east, Laughlin Road to the south, and Slusser Road/ Windsor Road to the west.

Setting

Topography and Land Use

The Airport lies in a broad, flat valley at an elevation of 125 feet above mean sea level (MSL). Most of the immediate Airport surroundings are rural residential and agricultural lands (Figure 2). However, the City of Santa Rosa has been expanding northward toward the Airport over the past several decades. Residential development has also been occurring in the unincorporated Larkfield-Wikiup area to the east, and in the incorporated Town of Windsor to the north. Several large office complexes and one light industrial/ business park have been established east of the Airport, between the Airport boundary and Highway 101.

Area Airports

A total of six public-use airports are located within Sonoma County. Four are publicly-owned (Sonoma County Airport, Cloverdale Municipal Airport, Healdsburg Municipal Airport, and Petaluma Municipal Airport) and two are privately-owned (Sonoma Valley Airport and Sonoma Skypark). Among the publicly-owned airports, Sonoma County Airport is the only one to offer an air traffic control tower, a precision instrument approach, aircraft rescue and fire fighting, and automated surface observing system. In addition, the Sonoma County Airport is the only airport in Sonoma County capable of accommodating commercial air carrier service.

Table 1. Airport Profile

Biological Resources

The majority of undeveloped land within Airport boundaries is vegetated by non-native grasses. Portions of this grassland are used as wastewater sprinkler discharge areas.

Redwood Creek flows east to west through the northern end of the Airport property. This semi-perennial creek has a mostly contiguous riparian canopy and provides moderate habitat value within the Airport property. Airport Creek converges with Redwood Creek just inside the Airport property boundary; the short reach of Airport Creek inside the Airport property provides similar habitat value to Redwood Creek. Habitat is primarily suitable for birds, some reptiles and amphibians, and warm water fishes; neither creek supports salmonids. Ordinance Creek, which only carries seasonal runoff, flows south to north in the northern portion of the Airport, converging with Redwood Creek just outside Airport property. Ordinance Creek is vegetated by willows and blackberry and has limited habitat value for wildlife. Redwood Creek converges with Windsor Creek about one mile downstream (off Airport property), and eventually flows into Mark West Creek, a perennial stream with high value as a biological resource. Although not on Airport property, Mark West Creek flows near the southern border of the Airport, through private lands subject to avigation easements.

Other drainage swales and ditches occur throughout the Airport property. Several agricultural ponds occur on Airport property and/or on adjacent lands which are proposed for future acquisition. In addition, there are a number of seasonal wetlands and vernal pools on Airport property. Most of these are located in designated mitigation and preservation areas; some are scattered within infield areas. Some vernal pools on Airport property are known to contain a federal and state-listed Endangered plant species, Burke's goldfields (*Lasthenia burkei*).

The Airport operates a vegetation management program to maintain compliance with FAA vegetation height requirements for various safety areas on the Airport and within areas subject to easements owned by the Airport. The program includes regular mowing of infield grasses; mowing and/or vegetation removal in drainage swales, Ordinance Creek, and along Redwood Creek; and tree pruning/ topping along Mark West Creek. Mowing also occurs within the Runway 14-32 Preserve, but is restricted during certain times of year (Feb-June) to prevent impacts to listed plant species. No other mitigation or preserve areas on Airport property are mowed. The Sonoma County Consolidated Wetland Mitigation Area Preserves (SACMA I & II) are grazed according to a habitat management plan.

Facilities Management

The Airport is owned by the County of Sonoma and operated by the County of Sonoma Department of Transportation and Public Works. A seven-member Aviation Commission, appointed by the Sonoma County Board of Supervisors, meets monthly to review and advise the Board of Supervisors on aviation matters. Policy and land use decisions regarding the Airport are the responsibility of the Sonoma County Board of Supervisors. The Airport Land Use

Commission for Sonoma County provides guidance on land use compatibility issues on development proposed in the vicinity of the Airport. The FAA provides guidance in order to ensure that proposed airport facilities meet important safety standards.

Airport Classification

The FAA has established a set of airport classifications known as Airport Reference Codes (ARC) to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate on a runway, taxiway, or taxilane at the Airport. The ARC (Table 2) has two components relating to the design aircraft: aircraft approach category and airplane design group.

Table 2. Airport Reference Codes (ARC)

Aircraft Approach Category (AAC)		Airplane Design Group (ADG)	
A	aircraft approach speed < 91 knots	I	wingspan < 49 ft
B	aircraft approach speed ≥ 91 knots but < 121 knots	II	wingspan ≥ 49 ft but < 79 ft
C	aircraft approach speed ≥ 121 knots but < 141 knots	III	wingspan ≥ 79 ft but < 118 ft
D	aircraft approach speed ≥ 141 knots but < 166 knots	IV	wingspan ≥ 118 ft but < 171 ft
E	aircraft approach speed ≥ 166 knots	V	wingspan ≥ 171 ft but < 214 ft
		VI	wingspan ≥ 214 ft

The Airport is designated as an ARC C-III Airport. However, the Airport’s two runways currently have different ARC designations. Runway 14-32 is designated as an ARC C-III runway because of its use by larger, high performance aircraft. Runway 1-19 is currently designated as an ARC C-II runway, but is proposed to be upgraded to ARC C-III.

Air Carrier Service

The Airport has historically operated as a non-hub primary commercial service facility serving business and corporate aircraft, along with providing for extensive general aviation activities by private/recreational aircraft. From October 2001 until March 2007, the Airport did not have any regularly scheduled air carrier or commuter airline service and was considered to be a general aviation facility during this period. On March 20, 2007, Horizon Air instituted non-stop scheduled air service from the Airport to Los Angeles and Seattle, and has since expanded to provide additional flights to these areas, as well as service to Portland and Las Vegas. Current Horizon Air service includes two flights daily to Los Angeles International Airport (LAX), one to Seattle-Tacoma International Airport (SEA), one to Portland International Airport (PDX), and one to McCarran International Airport in Las Vegas (LAS). Horizon has also added a second seasonal daily flight to SEA from April through October. Horizon's 76-seat Q400 turboprop aircraft is used for all service at the Airport.

The current mix of aircraft operating at the Airport ranges from small single engine general aviation aircraft weighing less than 12,500 pounds, up to and including, large business aircraft of 90,000 pounds and more (e.g. Gulfstream G550), and commercial airliners used as corporate aircraft weighing as much as 174,200 pounds (e.g. Boeing Business Jet 2 [BBJ2]), although the BBJ2's landing/takeoff weight at the Airport is restricted to 145,000 lbs or less due to runway weight bearing capacity. This wide range of aircraft sizes and types is indicative of the requirements of the aviation community currently utilizing the Airport and is not be expected to change significantly in the future, even with the reintroduction of scheduled air carrier service by Horizon Air.

The General Plan Air Transportation Element allows for 21 scheduled departures per day; Horizon is currently operating 6, with an authorized maximum of 10 scheduled departures per day.

Airfield

The Airport currently occupies approximately 1,047 acres and has two runways. Runway 14-32, the Airport's primary runway, is 5,115 feet long and 150 feet wide. This runway is lighted and has an instrument landing system serving the approach end of Runway 32. Runway 1-19 is designated as the crosswind runway, and is a basic visual runway with no lighting. It is 5,002 feet long and 100 feet wide. Runways 1-19 and 14-32 form an apex that intersects at the approach ends of Runways 19 and 14. Both runways can accommodate aircraft weighing up to 145,000 pounds.

Taxiways link independent Airport facilities by providing free movement to and from runways, terminal/ cargo, and parking areas. The existing taxiway system consists of 11 taxiways designated as A through F, H, and W through Z. All taxiways are 50 feet wide. The taxiways are designed to accommodate the current mix of aircraft that utilize the Airport (i.e., airline, general aviation, business jets, and fire attack). Taxiway Y is designated as a parallel taxiway, because it links all aircraft operations from the east side building area to the primary Runway 14-32. Taxiways A, B, C, E, F, H, Y, and Z have connections to Taxiway Y and provide access from five aircraft parking/ storage aprons (designated A-E) to Runway 14-32. On the Airport's west side, Taxiways A, B, and X mainly serve Experimental Aircraft Association operations; Taxiway W is currently used by the Sonoma County Sheriff's Department and other organizations for vehicle training activities and occasionally for auto club rallies. Taxiway D is aligned in an east/ west direction and connects the two runways near their southern ends.

Additional airfield facilities include several ground-based navigational aids (e.g., the Runway 32 instrument landing system localizer antenna and glideslope antenna), lighting systems, aircraft parking aprons, and storage hangars.

Figure 3 shows locations of existing airfield and building area facilities.

Building Area

The building area of an airport encompasses all of the airport property not devoted to runways, major taxiways, required clear areas, setbacks, and other airfield-related functions. At Sonoma County Airport, building area land uses include the passenger terminal, the FAA air traffic control tower, automobile parking, rental car pick-up and drop-off, administration and Airport offices, fixed base operations facilities, based aircraft tie downs and storage hangars, transient aircraft parking, pilots' lounge / flight preparation room, fuel storage and dispensing equipment, aircraft rescue and fire fighting facility, and an aircraft washing area.

Nearly all building area facilities are situated on the east side of the Airport. Most, including the existing airline terminal building, are located south of Airport Boulevard. The terminal area supports a 7,600-square foot terminal building, short-term automobile parking lot, three rental car facilities, restrooms, a passenger boarding lounge, and a restaurant. Both short-term and long-term passenger automobile parking is located immediately to the east and north of the terminal building. There are currently about 715 automobile parking spaces at the Airport. An additional 175 will be added in early 2009, for a total of 890 parking spaces (see Related Projects). The air traffic control tower is also located within the terminal area.

The building area immediately north of Airport Boulevard consists of a long-term automobile parking lot, general aviation aircraft parking apron and terminal building, two Airport maintenance hangars, a fuel facility, fixed base operations buildings, and a helicopter parking area. The California Department of Forestry and Fire Protection air attack base is north of the Apex Aviation fixed base operator building.

Airport Tenants

A number of fixed base operators and specialty aeronautical service operators provide a wide range of general aviation-related services including aircraft rental and charter, flight instruction, aircraft sales, major maintenance and repair and fuel service. Non-aviation tenants include car rental and parking operations, and the on-airport restaurant, Sky Lounge.

PROJECT DESCRIPTION

The following rehabilitation, development, and new construction projects are anticipated to occur over the next 20 years. All of the projects proposed by the AMP are included on the current Airport Layout Plan (ALP), which is provided as Figure 3. An ALP is a set of scaled drawings of an airport required by the FAA. The ALP shows existing and proposed airport boundaries and any proposed additions or changes to areas owned or controlled by the airport. It also depicts the location and nature of existing and proposed airport facilities and structures, and current and future land uses. The ALP was conditionally approved by the FAA on April 25, 2008.

Proposed Airport Projects Summary

Due to the 20-year implementation schedule of the AMP, proposed projects are at varying stages of design and development. Where design and construction details are available, they are described in the following sections, and project impacts are analyzed at the project-level. This is the case for many of the larger short-range projects, such as the runway extensions. For other proposed projects, formal design has not yet been completed, and only planning-level analysis is possible. **For those projects receiving programmatic environmental review, further environmental review under CEQA will be required prior to construction.**

Projects Receiving Project-Level Environmental Review

Short-Range Projects (within 5 years)

- Extension of Runway 14-32 from 5,115 feet to 6,000 feet
- Extension of Runway 01-19 from 5,000 feet to 5,500 feet
- Acquisition of approximately 40 acres for approach zone protection and runway safety areas associated with the runway extensions, including relocation of residents, demolition of buildings, filling man-made ponds on these properties, and installing new perimeter fencing
- Construction of a new taxiway for Runway 1-19
- Extension and associated improvements to existing taxiways serving Runways 14-32 and 01-19
- Relocation of the instrument landing system localizer for Runway 32
- Relocation of internal airport service roads
- Installation of new lighting on Runway 1-19
- Upgrade of existing runway and taxiway lighting systems
- Airport perimeter fencing improvements
- Repair/rehabilitation and/or overlay of aprons A through F
- Construction of new terminal building and supporting infrastructure
- Siting and construction of aircraft rescue and fire fighting/maintenance building
- Drainage improvements

Projects Receiving Programmatic (Planning-Level) Environmental Review

Short-Range projects (within 5 years)

- Siting of the new air traffic control tower
- Construct new taxiways to provide access to new private-use hangars, as needed

Mid-Range projects (within 5 - 15 years)

- Construction of new air traffic control tower and supporting infrastructure
- Construction of new air cargo facility
- Overlay of Runway 14-32
- Acquisition of adjacent properties for land use compatibility and other operational and safety reasons, including relocation of residents, demolition of buildings, filling man-made ponds on these properties, and installing new perimeter fencing, as appropriate
- Construction of new taxiways to provide access to new private-use hangars, as needed
- Relocation of and/or construction of aviation support facilities

Long-Range projects (within 20 years)

- Overlay of Runway 1-19
- Acquisition of adjacent properties for land use compatibility and other operational and safety reasons, including relocation of residents, demolition of buildings, filling man-made ponds on these properties, and installing new perimeter fencing, as appropriate
- Construction of new taxiways to provide access to new private-use hangars, as needed
- Relocation or and/or construction of aviation support facilities

Airfield Projects

Runway 14-32 Extension

The primary runway, Runway 14-32, serves all of the Airport's users. The runway is constructed of asphalt-concrete. For planning purposes, the design aircraft for this runway is the Embraer Regional Jet 190 (ERJ 190). This aircraft falls within ARC C-III (refer to Table 2 for descriptions of ARC designations).

Runway length requirements for specific aircraft are primarily dependent upon airfield elevation and temperature (the average high temperature for the hottest month). Runway 14-32 currently has a length of 5,115 feet, which is sufficient for the present mix of aircraft operating at the Airport, although it does impose limitations for some jet aircraft, particularly during hot weather or for longer range operations. FAA runway design guidance and technical studies conducted during development of the AMP indicate that a runway length of 6,000 feet is needed to accommodate the 60,000+ pound regional jets that are anticipated to use the Airport over the 20-year planning horizon. The extension is proposed to occur to the north, on the Runway 14 end (see Figure 3).

Typical construction activities anticipated for the runway extension project include clearing and scarifying, excavation/fill, paving, and striping (i.e., centerlines, hold lines). Construction will include work at night to allow continued use of the runway during the day.

Extension of Runway 14 will necessitate concurrent extension the Runway Safety Area (RSA) to conform with FAA guidance. FAA design standards specify that the RSA be 500 feet wide for the full runway length and extend 1,000 feet beyond the runway end. Land within the RSA must be cleared and graded with no potentially hazardous humps, ruts, depressions, or other surface variations, must be adequately drained to prevent surface water accumulation, and must be free of objects, except for those that need to be located in the RSA because of their function, and then, to the extent practical, mounted on low impact (frangible) structures. To meet these requirements, existing surface topography and vegetation will be graded, mowed, and/or otherwise removed, and an approximately 1,500-ft long segment of Redwood Creek, which flows through the future RSA area, will be culverted (design not yet determined - may be an arch, box, or open bottom).

In addition to the RSA, the Runway Protection Zone (RPZ) will need to be extended onto lands which the Airport does not currently own (see Land Acquisition discussion below). The RPZ is a trapezoidal-shaped area extending outward into the approach area beyond each runway end. The purpose of the RPZ is to enhance the protection of people and property by clearing them of incompatible objects and activities. Specifically prohibited land uses within the RPZ include: residences, places of public assembly, fuel storage facilities, and proposed uses that can potentially attract wildlife (i.e. ponds) or generate dust/smoke. The RPZ does not need to be graded or cleared of vegetation (other than tall trees which might be an aircraft obstacle).

Runway 1-19 Extension

Runway 1-19 is constructed of asphalt-concrete, and was previously classed ARC C-III, but is currently classed as ARC C-II (refer to Table 2 for descriptions of ARC designations). The runway was re-classed due to the presence of seasonal wetlands within runway set-back areas, which was determined to be in non-compliance with ARC C-III standards. The Project proposes to return Runway 1-19 to ARC C-III standards. This can be accomplished without any physical changes to the runway, but will require some runway set-back modifications, including filling of seasonal wetlands within the set-back. Runway 1-19 is currently 5,002 feet long. The AMP proposes to extend Runway 1-19 to 5,500-feet (with a 700-foot displaced landing threshold on the north (Runway 19 approach) end. A “displaced threshold” is a landing threshold located at a point on the runway other than the physical end of the runway.

Typical construction activities anticipated for the runway extension project include clearing and scarifying, excavation/fill, paving, striping and signing. Construction will include work at night to allow continued use of the runway during the day.

Extension of Runway 19 will require that the RSA be extended to 1,000 ft beyond the runway end to conform with FAA guidance. The current width of the Runway 1-19 RSA is 400 feet; this will be widened to 500 feet in order for the runway to be upgraded to ARC C-III. As described above, existing surface topography and vegetation will be graded, mowed, and/or otherwise removed. Extension of the RSA for Runway 1-19 will not require any physical modifications to

Redwood Creek, but may require some vegetation maintenance of the riparian zone to comply with FAA height restrictions (i.e., topping to a certain height). The RPZ will also need to be extended, requiring acquisition of off-Airport land.

Land Acquisition

The Airport currently owns 1,046.6 acres and controls (i.e., height restrictions, right of overflight) another 62.4 acres under avigation easements. To ensure an efficient and logical pattern of airfield development at the Airport over the long term and to avoid future incompatibilities, the Airport will continue to acquire additional land as needed for approach protection, land use compatibility, and other operational and safety reasons. The existing ALP designates 140.2 acres for future fee title acquisition with 57 acres of avigation easements (some lands currently held under easement are proposed for purchase), bringing total Airport-controlled land to 1,243.8 acres. Of this proposed land acquisition, approximately 12.5 acres are needed to encompass existing RPZs which are currently off-Airport. Approximately 27.5 additional acres (for a total of approximately 40 RPZ acres) would be needed for RSA and RPZ areas associated with the proposed extensions of Runways 14 and 19.

Any existing structures on acquired parcels (not parcels under easement) will be removed. In addition, man-made ponds will be filled, if present, and tall trees will be removed or pruned to comply with FAA safety zone regulations. The existing Airport perimeter fence will also be expanded, as needed, to include new parcels.

Taxiway Construction and Improvements

The Project proposes development of a new inboard parallel taxiway and connector on the west side of the Airport to facilitate more efficient movement of aircraft to facilities on the east side of the Airport. This proposed taxiway, tentatively designated Taxiway "V," would link Taxiways B and D on the inboard (east) side of Runway 1-19. The new taxiway would terminate at a new run-up area and connector proposed at the end of Runway 1, south of existing Taxiway D (Figure 3). Portions of this construction work (i.e., connectors within the RSA) will be conducted at night to allow continued use of the adjacent runway during the day.

The County plans to extend Taxiway Y approximately 1,285 feet to the northwest to allow aircraft access to the proposed end of extended Runway 14. Construction will include work at night to allow continued use of the runway during the day.

Taxiway Z between Taxiway Y and Runway 32 was constructed at a sharp angle (see Figure 3), which no longer meets the FAA recommended standard for runway/taxiway intersections. The FAA recommends that all runway/taxiway intersections (except for high speed exits) connect at a 90 degree angle to minimize the likelihood of runway incursions. Therefore, this segment of Taxiway Z will be decommissioned and replaced with a new segment connecting Taxiway D to Taxiway F at a right-angle to Runway 32. Taxiway F will be redesignated Taxiway D. Also, a

new run-up area will be constructed south of the new Taxiway D. This run-up area will be large enough to allow ARC C-III aircraft to pass one another, but not so large as to allow wingtip encroachment into the RSA. Portions of this construction work (i.e., work within the RSA) will be conducted at night to allow continued use of the adjacent runway during the day.

In addition, it is anticipated that future development will include construction of new private-use hangars, which will require taxiway access.

Instrument Landing System Localizer Relocation

The existing instrument landing system localizer antenna serving Runway 32 is located about 850 feet northwest of the departure end of Runway 32 and within the RSA, a location that is not in compliance with FAA standards. In addition, the large wooden structure (which is not airway-marked and is not frangible) that the localizer antenna is mounted on is considered to be an obstruction/ potential hazard to aircraft operations. The localizer antenna must be relocated outside the RSA on a frangible structure to comply with FAA standards, even if the runway is not extended. However, in anticipation of the proposed Runway 14-32 extension project, it is recommended that it be relocated to a position that would serve both the existing and proposed future runway configurations. For planning purposes, the recommended location for the localizer antenna is depicted on the ALP (Figure 3), about 1,950 feet northwest of the current runway departure end. The actual relocation position may deviate from that shown on the ALP.

Typical construction activities associated with relocation of the localizer antenna would include grading, excavation/fill, and paving. A new utility line will also need to be trenched to the selected location to provide the antenna with power.

Airport Service Road Relocation

The existing gravel service road around the north end of Runway 14 will need to be relocated and extended after the runway is extended. A new controlled entrance gate is also proposed to connect the service road to Sanders Road on the northern boundary of the Airport. No nighttime construction work is anticipated to be necessary.

Airfield Lighting Improvements

For purposes of this section, airfield lighting consists of the airport beacon, approach lighting, visual approach aids, runway lighting, taxiway lighting, and miscellaneous airfield lighting.

The airport beacon is an integral part of an airfield lighting system. The main function of the beacon is to indicate the location of a lighted airport (i.e., runways, taxiways etc.). The beacon is controlled by the Air Traffic Control Tower and is located on top of the control tower. The beacon will be relocated when a new tower is constructed.

Runway 1-19 is currently unlighted. Medium intensity runway lights are proposed for Runway 1-19. Medium intensity taxiway lights are also proposed for the new Taxiway V. Installation of new runway and taxiway lighting would require some utility line trenching to supply a power source.

No changes are recommended to any other approach, runway, or taxiway lighting systems, other than routine maintenance and electrical upgrades, as needed.

Miscellaneous airfield lighting, such as obstruction lights, may be required in accordance with any airspace evaluations performed for obstacles penetrating navigable airspace. (Obstruction lights are used to show the presence of man-made or natural objects that present a threat to air traffic during hours of darkness and during periods of limited daytime visibility).

Airport Perimeter Fencing

As a security measure, FAA requires that the Airport perimeter be fenced. Access is allowed only through a secure key system through several gates. As the Airport acquires property in the future, the perimeter fencing will need to be relocated and extended to encompass the new property. Additional future perimeter fence improvements may include installing lighting at all gate entrances and security cameras at key access points. All security lights installed at gate entrances will be low intensity, downward casting and fully shielded to prevent glare to adjacent properties.

Paving Improvements

Various existing paved surfaces (aprons, taxiways, parking lots) will require rehabilitation and/or overlay within the next 5 to 10 years. In addition, both runways will require overlay in 15 to 20 years.

Drainage Improvements

The AMP will result in construction of a variety of new impervious surfaces, including runway extensions, taxiways, service roads, parking aprons, and buildings. Various storm water drainage improvements will be constructed in association with these projects, including new (and replaced) subsurface drain system components and a new storm water detention basin. The new detention basin is proposed to be constructed north of Taxiway A, immediately east of Ordinance Creek. The basin will discharge into Redwood Creek, after a relatively short detention time. The detention basin will function to reduce peak storm water discharge and sediment input into Redwood Creek. Drainage improvements will be designed to meet requirements of the Standard Urban Storm Water Mitigation Plan program (see Section 8a for more details).

Building Area Projects

Not all portions of the Airport are suitable for development. The building restriction line, depicted on the ALP (Figure 3), generally defines the limits of development of on-airport structures, except facilities required by their function to be located near runways and taxiways (e.g., approach aids). Areas not suitable for building include existing and ultimate runway protection zones, runway and taxiway object free areas, runway visibility zones, navigational aid critical areas, instrument approach obstacle clearance surfaces and air traffic controller line-of-sight. In the absence of other restrictions, the building restriction line at the Airport has been established at a minimum distance of 750 feet from the centerline of Runway 14-32, and 500 feet from the centerline of Runway 1-19.

The following building area projects are anticipated to occur over the next 20 years:

- Construction of a new air passenger terminal
- Relocation of the air traffic control tower
- Relocation of the aircraft rescue and fire fighting building
- Construction of new aircraft parking areas and storage hangars
- Construction of a new air cargo facility
- Relocation and/or construction of aviation support facilities

Airline Terminal Building

The existing Airport terminal building is a single-story building located at the western end of Airport Boulevard. The passenger terminal has a total gross floor area of approximately 10,000 square feet in two buildings: a 7,600 square foot lobby and a 2,400 square foot passenger holdroom (this figure does not include overhangs or covered walkways). The lobby area includes the airline ticket office, bag check area, Transportation Security Administration (TSA) offices and checked bag screening area, rest rooms, three rental car counters, and a restaurant. The restaurant takes up 3,900 square feet, or over 51 percent of the existing terminal building. There are approximately 715 existing automobile parking spaces associated with the terminal area, with an additional 175 to be constructed in early 2009 (see Related Projects).

The existing terminal building and passenger holdroom are currently operating at close to their functional capacity levels. The existing terminal building has a capacity of about 75,000 annual enplaned passengers, although more could be accommodated at a lower level of service and comfort. Horizon Air's current service with three flights per day using 76-seat aircraft is equivalent to about 66,500 annual passenger enplanements at an average 80% load factor. However, should two or more aircraft need to load or unload passengers at the same time, substantial overcrowding of both the terminal building and the holdroom would result. In addition, the existing terminal does not offer a full range of typical services and amenities and has only a limited amount of support space available. A terminal three times the size of the

existing terminal would be necessary to provide these functions for the existing peak hour passenger number (152).

The AMP forecasts approximately 200,000 annual passenger enplanements by the year 2010 and up to 262,373 by 2020. Based on these projected passenger numbers, preliminary new terminal concept designs have ranged from approximately 49,000 square feet to 78,000 square feet. Both designs would provide a comparably higher level of passenger amenities and services, including Airport support space (e.g., administrative offices) and public service spaces (e.g., meeting rooms), than what exists currently, and would be more in line with industry standards.

The final design of the new terminal will be determined through a separate study, as will its ultimate space requirements and construction phasing. All terminal design concepts presently under evaluation are located on the east side of the Airport, near the location of the existing terminal. The final design will be required to go through the PRMD Design Review Process to address aesthetics and lighting. The existing terminal building will be demolished, and the study will determine the best use for the space. Possible uses to be evaluated include space for rental car agencies, a Federal Inspection Services facility for international (Mexico, Canada) flights, and a stand-alone restaurant.

In association with the new terminal site, the existing access roadway will be reconfigured to facilitate easier curb access. The reconfigured access roadway will likely consist of two one-way lanes into the terminal area from Airport Boulevard, expanding to three lanes in front of the terminal(s) to allow for bus and taxi access to the terminal curbsides, as well as passenger drop-off and pickup. The Airport administration office would be relocated to a space inside the new terminal building, and a separate rental car pick-up/drop-off and storage lot is envisioned for the space where the administrative office building is currently located.

The terminal design study included an analysis of parking space requirements which evaluated the projected number of passengers to go through the terminal in one year and anticipated public use of amenities (i.e., meetings rooms, restaurants). The study determined that 1,500 spaces would be adequate to serve the existing and future parking needs of the Airport. Therefore, existing parking lots will be reconfigured and expanded to provide parking for up to 1,500 cars in a combination of short-term and long term parking lots, which will result in an increase of 610 spaces over existing conditions (890 spaces, inclusive of the 175 to be completed in early 2009). All parking lot and street lights would be downward casting to prevent light impacts to nearby commercial and industrial properties.

In addition, both the existing aircraft rescue and fire fighting building and the air traffic control tower are proposed to be relocated when the new terminal is constructed.

Air Traffic Control Tower Relocation

The air traffic control tower, owned by the County and operated by the FAA, provides ground and local air traffic control services from 7AM to 8PM daily. Air traffic controllers must have a clear view of all arrival paths, departure paths, and all ground (aircraft and vehicle) movements under their jurisdiction. In this regard, air traffic controller line-of-sight is an important factor for evaluating and locating airport improvements and certain off-airport development projects.

The control tower is presently located immediately south of the existing airline terminal building. During heightened threat levels, the FAA requires a 300-foot clear area around the tower, which results in the closing of the terminal access roadway and much of the short-term parking lot. In addition, the current tower location will not provide an optimal line-of-sight following construction of other proposed Airport improvements (e.g., runway extensions, construction of new terminal). Therefore, for operational, safety enhancement, and security reasons, relocation of the tower is proposed. The likely location would be a point between the runways or, alternatively, west of Runway 1-19, to enhance visibility between the tower, movement areas, and aircraft arriving or departing from the Airport. The tower relocation project will be analyzed at the programmatic level in this Initial Study. Additional project-level environmental review will be conducted after the best location is determined through an independent site selection and analysis study.

Aircraft Rescue and Fire Fighting Building

Because commercial airline service occurs at the Airport, fire fighting personnel, equipment, and vehicles are required to be located on Airport property. The existing aircraft rescue and fire fighting building is located north of the existing terminal building, and will need to be relocated when the new terminal is constructed. A potential location has been selected for this building north of Apron A, between Taxiways A and H (Figure 3).

Aircraft Parking and Storage

Aircraft parking and hangar storage constitutes the most extensive aviation-related use of building area land at the Airport. Airports need paved apron areas for parking the portion of their based aircraft fleet that is not hangared, as well as for short-term use by transient aircraft visiting the Airport. Facilities are available for approximately 596 based and transient aircraft Airport-wide. Additional space will be required to meet future demands. It is estimated that 57 additional based aircraft will require hangar space over the next 20 years.

Including the airline apron (B), there are six apron areas at the Airport designated as A, C, D, E, and F. Within these aprons, the Airport currently has five types of storage hangars, including T-hangars, rectangular “executive” hangars, conventional “corporate” hangars, shade hangars, and individual “portable” hangars. Potential hangar development space is very limited within existing apron areas. Apron F is currently built out; some infill and redevelopment opportunities

exist around aprons D and E. Both of the full service FBOs have advised the Airport of plans to develop additional hangar facilities on their leaseholds adjacent to apron B, and two private developers are looking into the feasibility of building some new hangars south of Flightline Boulevard, immediately east of Sonoma Jet Center and north of apron D. The only other on-Airport area suitable for hangar development is the area around apron F. This site has enough available land to accommodate virtually all projected hangar demand. Alternatively, an 18-acre site immediately south of apron E has been proposed for acquisition. If acquired, this parcel would logically serve as an extension to apron E and would be ideal for hangar development or cargo operation.

Future development of new hangar facilities in areas designated as non-aeronautical in the current AMP would require a change in land use designation.

Generally, new hangars are constructed by private entities on leased Airport property, and these facilities revert to the County after the lease ends.

Aviation Support Facilities

Among the aviation support facilities that exist and/or may be necessary at the Airport are the following:

Airport Administration Building

The Airport administration offices are currently located in a building at 2290 Airport Boulevard, east of the terminal parking lot. The Airport administration offices will be relocated into the new terminal building as a part of the Project. The existing administration building may be demolished as part of the overall terminal development program and the space used as a rental car storage lot, or the building may be retained for another purpose. The ultimate use will be determined during the terminal design process.

Fixed Base Operations Facilities

Fixed base operators (FBOs) constitute the commercial side of general aviation business. FBOs provide a wide variety of facilities and services for pilots and their aircraft, including aircraft rental and charter, flight instruction, flight preparation room, pilots' lounge and rest rooms, pilots' supplies, aircraft maintenance and repair, fuel facilities, based aircraft hangar and tiedown space rental, and transient aircraft parking. The Airport has two full service (Sonoma Jet Center and Apex Aviation) and several specialty fixed base operators.

Plans for long-term development of the Airport's building area should allow for expansion of the existing full service FBOs, as well as establishment of additional specialty FBOs.

Air Cargo Facility

At present, there is no designated air cargo handling facility at the Airport. Two sites on the Airport (on aprons D and F) are used by United Parcel Service (UPS) and FedEx, respectively, for small package shipments. As cargo volumes and security regulations increase, some of the cargo will be transported as belly cargo in the baggage compartments of air carrier aircraft. The integrated cargo carriers (e.g., FedEx and UPS) should have their own consolidated air cargo operations area, particularly if strict TSA cargo security requirements are implemented. An area in the vicinity of apron F has been proposed for this purpose. This portion of the Airport currently has no wastewater or sewer service. The Airport has allotted capacity to service this facility, but new pipelines would need to be installed to connect to the existing system, which would require trenching.

Aircraft Fueling Facilities

Pilots can obtain fuel from both of the full service FBOs on the Airport through means of above-ground equipment.

Aircraft Wash Rack

The Airport has one designated aircraft washing facility that meets current standards for runoff pollution control. An additional state-of-the-art aircraft wash rack is proposed in combination with any significant new apron development.

Policy Changes Related to Adoption of Airport Master Plan Update

Sonoma County General Plan Air Transportation Element

The purpose of the Air Transportation Element (ATE) of the Sonoma County General Plan is to establish policies that will guide future growth and development of aviation activity and airport facilities in the County through the year 2005 in a manner consistent with the goals and policies established in other elements of the General Plan.

Sonoma County is currently in the process of updating its County General Plan (*Sonoma County General Plan 2020*) to provide policy guidelines for the unincorporated areas of the County to direct growth and development to the year 2020. Included in the General Plan update process is an updated ATE. A review of the Public Hearing Draft 2020 Air Transportation Element (undated) indicates that virtually all of the previous commuter and scheduled airline service assumptions, goals, and objectives used in the currently adopted ATE (Revised 1992) and analyzed in the EIR for the ATE have been carried forward unchanged, with the exception of the 2005 date, which has been changed to 2020.

Although the AMP's air passenger service projections do not exceed those of the 1992 or the Draft 2020 ATE (which are the same: 15,200 annual operations and 573,000 annual passengers¹), the AMP does propose some changes that would not be consistent with the ATE, such as runway length and aircraft operating weight limits. In addition, the noise contour maps included in the ATE will need to be revised to reflect the new runway configuration and possible shift of flight paths after runway extension. Also, some definitions used in the ATE are not consistent with current industry and FAA terminology. And finally, for reasons of consistency, the assumptions developed in the Sonoma County Airport Master Plan and the 2020 Sonoma County General Plan Update must be the same. Therefore, an ATE amendment addressing all of the preceding items is necessary.

Comprehensive Airport Land Use Plan

Sections 21670-21678 of the California Public Utilities Code require formation, under certain conditions, of an Airport Land Use Commission (ALUC). ALUCs are required to formulate an airport land use compatibility plan that will provide for the orderly growth of airports and their surrounding areas, ALUCs are required to formulate an airport land use compatibility plan that will provide for the orderly growth of airports and their surrounding areas, and will achieve compatible land uses in the areas adjacent to airports within an ALUC's jurisdiction. The ALUC has no authority over the Airport itself. The ALUC for Sonoma County has adopted an Airport Land Use Policy Plan, entitled the *Sonoma County Comprehensive Airport Land Use Plan* (CLUP, formerly CALUP) which defines compatible land uses and outlines policies related to noise, airspace, and safety for six public use airports, including Sonoma County Airport. The current version of the CLUP was adopted in January 2001 (amended October 2001).

The CLUP establishes geographic boundaries for referral of projects. Referral areas encompass lands which are either beneath or near the typical aircraft flight tracks and/or are projected to be affected by future noise levels of 55 CNEL or greater (Community Noise Equivalent Level, measured in decibels). Within these referral areas, the compatibility of existing and proposed land uses was evaluated by the ALUC. Uses determined to be compatible are illustrated on the *Airport Noise and Safety Zones Map* (Exhibit 8D) for the Sonoma County Airport (2001 CLUP). The map includes CNEL noise contours based on forecast activity in the year 2010. Noise policies were linked to the 55 CNEL noise contour produced for the 2001 CLUP. The safety zones used in the 2001 CLUP were defined to encompass areas that are regularly overflown at and below traffic pattern altitude. Safety policies were based on safety compatibility standards presented for each mapped safety zone. Airspace policies were tied to the airspace surfaces defined in Federal Aviation Regulations Part 77.

¹ The annual passengers projection of 573,000 will not be exceeded during the life of the 2020 General Plan; however, they are projected to exceed this level in 2023.

The written policies in the 2001 CLUP were consistent with the State guidance contained in the *California Airport Land Use Planning Handbook* (December 1993 edition) at that time. However, the Handbook was updated in 2002 and the recommended safety zone configurations were revised. As a result of these revisions, the 2001 CLUP may no longer be consistent with State guidance.

State ALUC law requires that the ALUC review and determine whether the AMP is consistent with the CLUP. In addition, the ALUC must review any amendments made to the General Plan ATE to determine consistency with the CLUP. Should the ALUC find that either the AMP or the General Plan ATE is inconsistent with the CLUP, then the CLUP should be amended to achieve consistency. The amendment would consider the safety zone configuration recommendations of the newest Handbook.

The Project proposes the extension of Runways 1-19 and 14-32, and consequently, an increase in the number of acres of Airport property. The CLUP should be updated to address any resulting changes in referral area, noise contours, safety zones, and/or land use type or density policies within ALUC jurisdiction for the Sonoma County Airport. The CLUP amendment should also include revision of the *Airport Noise and Safety Zones Map* for the Sonoma County Airport.

RELATED PROJECTS

Environmental review for CEQA compliance has begun or been completed for several lease agreements at the Airport, which typically include the construction of new hangar buildings or modification of existing hangars. These hangar projects are located in areas consistent with Sonoma County planning documents for the Airport, and are independent of the AMP. A new service road proposed for construction around the end of Runway 32 is currently undergoing environmental review. The service road project is part of an overall safety plan to get vehicles off runways and out of safety zones. In addition, environmental review has been completed for a new Airport parking lot. The new parking lot will add 175 automobile parking spaces to meet an existing need, and is planned to begin construction in late 2008. Both of these projects are independent of the AMP, as they are responding to existing safety and parking needs. Various other minor projects, such as security fencing upgrades, are also planned and are already undergoing independent environmental review. Some of these projects may be constructed prior to completion of environmental review for the AMP; others may be constructed after.

It is anticipated that several road improvement projects will be constructed in the project vicinity at some point in the future. These include widening Airport Boulevard, widening/reconfiguration of the Airport Boulevard/ Highway 101 interchange, and extension of Brickway Boulevard to connect Airport Boulevard to River Road via Laughlin Road. The interchange project is part of the larger Sonoma County Transportation Authority (SCTA)/ California Department of Transportation (Caltrans) Highway 101 HOV Lane Widening and Improvements Project, which is currently in construction and anticipated to be completed in 2011. There are

no known time frames for the other projects. However, all of these will be generally addressed in the EIR's cumulative impacts analysis.

RESPONSIBLE AND TRUSTEE AGENCIES

Grading and building permits- **Sonoma County Permit and Resource Management Department.** Sonoma County will require that a grading permit be obtained prior to movement of substantial amounts of soil. The Airport will submit grading and drainage plans and obtain the permits prior to construction of individual projects which involve grading. County building permits will also be required prior to construction of new structures; buildings must undergo design review as part of the permit process.

The **U. S. Army Corps of Engineers (ACOE)** will require a Nationwide Permit or Individual Permit under Section 404 of the Clean Water Act for impacts to any jurisdictional wetlands or waters that will be filled by the Project. Permits will likely be obtained on a project by project basis as they are constructed over time.

The **Regional Water Quality Control Board (RWQCB)** will require either a Section 401 Water Quality Certification, Waiver of Waste Discharge Requirements, Waiver of Waste Discharge Requirements with Additional Conditions or Waste Discharge Requirements to ensure that State water quality standards are met for any impacts to jurisdictional waters. Permits will likely be obtained on a project by project basis as they are constructed over time.

The **State Water Resources Control Board (SWRCB)** has an existing General Industrial Storm Water Permit (WDID# 1 49I000836) with the Airport, which will need to be amended to include proposed improvements. A Notice of Intent (NOI) must also be filed with their agency to be covered under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared.

The **U. S. Fish and Wildlife Service (USFWS)** will require consultation under Section 7 of the federal Endangered Species Act (ESA) for potential impacts to federal listed species (Burke's goldfields and California tiger salamander).

The **California Department of Fish and Game (CDFG)** will require a Lake and Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code and a Consistency Determination with the California Environmental Quality Act for impacts to jurisdictional ponds and streams and associated wildlife species. CDFG will also participate, with USFWS as the lead, in the consultation process for Burke's goldfields and California tiger salamander, which are state-listed as well as federal-listed.

INITIAL STUDY CHECKLIST

This checklist is taken from Appendix G of the State CEQA Guidelines. For each item, one of four responses is given:

No Impact: The project would not have the impact described. The project may have a beneficial effect, but there is no potential for the project to create or add increment to the impact described.

Less Than Significant Impact: The project would have the impact described, but the impact would not be significant. Mitigation is not required, although the project applicant may choose to modify the project to avoid the impacts.

Potentially Significant Unless Mitigated: The project would have the impact described, and the impact could be significant. One or more mitigation measures have been identified that will reduce the impact to a less than significant level.

Potentially Significant Impact: The project would have the impact described, and the impact could be significant. The impact cannot be reduced to less than significant by incorporating mitigation measures. An environmental impact report must be prepared for this project.

Each question on the checklist was answered by evaluating the project as proposed, that is, without considering the effect of any added mitigation measures. The checklist includes a discussion of the impacts and mitigation measures that have been identified. Sources used in this Initial Study are numbered and listed on pages 71-73. Following the discussion of each checklist item one or more sources used are noted in parentheses.

The Sonoma County Department of Transportation and Public Works - Airport Division has agreed to accept all mitigation measures listed in this checklist as conditions of approval of the proposed AMP and to obtain all necessary permits prior to construction of individual projects.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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1. AESTHETICS Would the project:

- a) Have a substantial adverse effect on a scenic vista? G G G O

The project site does not currently provide views over a large area and the proposed project would not establish those types of views. Because the Airport is located in a relatively flat landscape, there are no scenic vistas on Airport property or on nearby properties which overlook the Airport. The viewshed of the project area as seen from adjacent public roads will not substantially change; therefore, the Project will have **No Impact** on a scenic vista. Therefore, no further analysis is warranted in the EIR. (1)

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? G G G O

There are no state scenic highways in the vicinity of the project area. Highway 101 to the east and River Road to the south of the project area are designated Scenic Corridors by the Sonoma County General Plan. The Airport is not visible from either of these roadways. The River Road Scenic Landscape Unit is immediately south of Airport property, but the proposed Project would have **No Impact** on this adjacent scenic resource. Therefore, no further analysis is warranted in the EIR. (1, 2)

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? O G G G

Sonoma County has developed Visual Assessment Guidelines for use in the preparation of CEQA documents. The procedure requires establishing the level of visual sensitivity of the project site using pre-selected criteria, such as zoning, land use, and topography. The visual dominance of the proposed project is also characterized by comparing the project with its surroundings, again using pre-selected criteria (i.e., form, line, color, texture, and lighting). The guidelines include thresholds of significance, which identify an acceptable level of visual dominance for a given site sensitivity. A project is determined to have a significant visual impact if its visual dominance within its surroundings would exceed an acceptable level for the applicable site sensitivity, as set forth by the guidelines.

Existing Airport Property

One of the existing Airport parcels adjacent to Laughlin Road (APN: 059-260-010) has a Scenic Resources combining district overlay due to its location adjacent to the River

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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Road Scenic Landscape Unit for which it supplies a scenic backdrop. However, this parcel is primarily composed of the east side building area, containing the existing terminal and other buildings, hangars, a control tower, runways, taxiways, and parking lots. Only a small portion of the parcel south of Taxiway D is undeveloped. All construction projects currently proposed in this parcel would be minimally visible from Laughlin Road. Although the visual sensitivity of this parcel along Laughlin Road is considered to be high due to its zoning as a Scenic Resource, the visual dominance of the project in this area is subordinate (minimally visible from public view). Therefore, impacts to the visual character of this area from currently planned projects would be **Less Than Significant**. Therefore, no further analysis is warranted in the EIR. (1, 2, 3, 4)

It is anticipated that hangar development might be proposed in the southern portion of this parcel (south of Taxiway D) at some point in the future, possibly during the 20-year time-span of this AMP. Development of this area would be visible from Laughlin Road, and could result in a **Potentially Significant** visual impact, which will be further evaluated in the EIR.

No other Airport parcels are zoned as Scenic Resources. In addition, most of the Airport is closed to the general public, the primary exception being the terminal area. The proposed new terminal building would be larger than the existing building, but would not significantly alter the visual character of the already developed east-side building area. The appearance of the Airport from other public access roads around the perimeter of the Airport would not substantially change from pre-project conditions. The primary construction projects proposed as a part of this AMP are the runway extensions, taxiway improvements, and the new terminal building, including associated roadway and parking improvements (see next paragraph for discussion on control tower relocation). The runway extensions and taxiway improvements would not be visible from public roads. The relocated localizer antenna may be visible from Sanders Road, but would not substantially alter the existing view. The new terminal and associated infrastructure would be visible from Airport Boulevard, but regardless of the exact location and size of the building (still to be determined) it would not result in a substantial change from the already developed character of the east-side building area. Lighting improvements proposed in the infield would be minimally visible outside the Airport (if at all). The visual dominance of various development projects proposed by the AMP would be co-dominant (e.g., new terminal) to subordinant (e.g., new perimeter fencing) to inevident (e.g., various infield projects) depending on specific location and visibility from public roadways. However, because the visual sensitivity of the remaining Airport parcels is low (in developed areas, i.e., east-side building area) or moderate (in primarily undeveloped areas, i.e., infield, west and north sides), project impacts in these parcels

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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would be **Less Than Significant**. Therefore, no further analysis is warranted in the EIR (1, 2, 3, 4)

The existing air traffic control tower will be relocated when the new terminal is constructed. Two potential locations within the infield have been identified on the ALP (Figure 3); the actual location will be determined by an independent site selection and analysis study. If the selected location is in the central infield in the vicinity of the area illustrated on the ALP, the tower would be only minimally visible from Laughlin Road, and therefore, would result in a **Less Than Significant** visual impact. However, if a west-side location near the corner of Mark West Station Road and Windsor Road is selected, the tower would be clearly visible from these roadways, and may also be visible from the residential neighborhood in this area. This location could result in a **Potentially Significant** visual impact, which will be further evaluated in the EIR.

See 1d below for a discussion of potential light or glare impacts.

Future Airport Property

Two parcels (APN: 057-070-043 & -044) adjacent to the southwest corner of the Airport are proposed for acquisition and are located within the River Road Scenic Landscape Unit. These are also in the Scenic Resources combining district. These parcels are proposed for acquisition to provide an open space buffer for the Runway 1 protection zone. The parcels are currently planted with grapevines, and likely would continue to be leased to the existing grower. If at some point in the future the vineyard land use is no longer viable, the Airport would convert the land to another compatible agricultural/open space land use. No development would occur in this area. The visual appearance of the parcels would not change substantially. Therefore, project impacts in this area would be **Less Than Significant**, and no further analysis is warranted in the EIR. (1, 2, 3, 4)

Additional properties adjacent to the Airport are proposed for future acquisition to provide approach zone protection for the proposed runway extensions or other non-developed open space buffer areas (APN: 059-200-010, 066-210-061 & -46; 066-250-017, -018, -020, -022; 164-170-004, -006, -007, -008, -009, 010, -011, -012, -013). Existing land uses on these properties are primarily agricultural/pastoral, and none are zoned as Scenic Resources. Existing residences would be removed (see Section 5 for a discussion of potential impacts to historical resources). If present, tall trees considered to be airspace or visual obstructions would be removed or pruned, and any open water bodies (i.e., stock ponds) would be filled, as required by the FAA. (See Section 4 for discussion of potential impacts to biological resources). Airport perimeter fencing would be installed around the properties. However, the overall visual character of these areas

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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would not change substantially from pre-project conditions. The visual sensitivity of these parcels is considered to be moderate due to their relatively natural rural setting. The visual dominance of the project (new fencing) is subordinate (minimally visible from public view). Therefore, the impact of the project in these parcels is **Less Than Significant**, and no further analysis is warranted in the EIR. (1, 2, 3, 4)

Two parcels (APN: 059-200-002 & 018) adjacent to Laughlin Road on the southern border of the Airport are proposed for acquisition to provide an area for future aeronautical development. Such development could include new aircraft hangars, FBO facilities, or other aeronautical uses. The existing land use of these parcels is agricultural/pastoral. Neither is zoned as a scenic resource. Converting these relatively natural agricultural parcels to a commercial use could result in a substantial change to the visual character of the area. However, such development is not proposed over the life of this 20-year AMP. At this time, it is not known when Airport growth might necessitate development of these parcels. This AMP proposes acquisition only, including removal of structures, tall trees and water features, as described above. Acquisition of the parcels alone, as proposed by the Project, would be a **Less Than Significant** impact to aesthetic resources. Therefore, no further analysis is warranted in the EIR². (1, 2, 3, 4)

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

O G G G

The proposed Project does include lighting upgrades and new lighting. Most of the proposed lighting improvements would be located adjacent to runways and taxiways, and therefore, would not introduce new sources of light or glare outside the Airport. Additional lighting improvements would include lighting at access gates around the Airport perimeter, in parking lots, and associated with new building construction. Security lights at access gates would need to meet security standards, but are typically low intensity, downward casting, and fully shielded to prevent glare to nearby properties. New parking lots and building construction would be located on the east side of the Airport in already developed areas adjacent to industrial uses where no residences occur. These sorts of lights may be visible to the public, but would not substantially affect day or nighttime views in the area. Therefore, Project lighting improvements would be a **Less Than Significant** impact, and no further analysis is warranted in the EIR. (1, 4)

² It is reasonably foreseeable that a future AMP would propose buildout of one or both of these parcels. Additional CEQA review will be required to analyze potential project impacts to aesthetics at that time, but such review is not warranted under the current AMP Project.

The air traffic control tower will be relocated during construction of the new terminal building. The tower constitutes an existing light source, which would be moved to a new location. In general, the relocation is not expected to result in new lighting impacts, because the light beam is directed upward, not outward towards receptors. In addition, light emitted from the existing tower is already visible to all of the nearby receptors (the existing beam is visible for up to 2 miles). Two potential locations for the tower have been identified in the AMP (Figure 3). The ultimate location of the relocated tower will be determined through an independent site selection study. Depending on its ultimate location, the relocated tower could result in a **Potentially Significant** new source of light or glare, which will be further evaluated in the EIR.

It is likely that temporary construction lighting would be used during some of the proposed projects, and could result in a **Potentially Significant** impact. At this time, details on location and need of construction lighting are not available, but will be addressed in the EIR.

2. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

O G G G

Existing Airport Property

The majority of the existing Airport is mapped as Urban & Built Up Land. However, portions of the Airport are mapped as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland of Local Importance is also present). A small amount of Farmland would be paved or graveled over by the proposed runway extensions and internal service roads. None of this area is currently under cultivation due to the incompatibility it would create with existing aircraft operations. Furthermore, this land

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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cannot be farmed in the future as long as the Airport remains active. Therefore, the Project would not result in the loss of any active Farmland and there would be no change in existing land use, as the land would not be farmed in the foreseeable future with or without the proposed Project. Nevertheless, conversion of mapped Farmland to a paved or gravel surface could result in a **Potentially Significant** impact to Farmland, and will be further evaluated in the EIR. (1, 5)

Future Airport Property

Most of the parcels proposed for acquisition to provide approach zone protection are mapped as Farmland. The existing land use of these areas would not change. In many cases, these lands would continue to be leased to active agricultural operations. In others, they would not be actively cultivated, but would be maintained as fallow agricultural land, not converted to a non-agricultural land use. Therefore, impacts to Farmlands on these future Airport properties would be **Less Than Significant**, and no further analysis is warranted in the EIR. (1, 5)

One parcel (APN: 059-200-018) adjacent to the southeast corner of the Airport is proposed for acquisition to provide an area for future aeronautical development. This parcel is mapped as Farmland of Statewide Importance. Converting this agricultural parcel to a commercial use could result in a loss of Farmland. However, such development is not proposed over the life of this 20-year Master Plan. At this time, it is not known when Airport growth might necessitate development of this parcel. This Master Plan proposes acquisition only, including removal of structures, tall trees and water features, as described above. Acquisition of the parcel alone, as proposed by the Project, would result in a **Less Than Significant** impact to Farmland resources, as the property would either be leased to an agricultural operation or be maintained as fallow agricultural land. Therefore, no further analysis is warranted in the EIR³. (1,3, 5)

Additional parcels mapped as Farmland of Local Importance are proposed for acquisition. These lands are not considered to be important Farmland by the California Department of Conservation. Therefore, impacts to these parcels would be **Less Than Significant**, and no further analysis is warranted in the EIR.

³ It is reasonably foreseeable that a future AMP would propose buildout of this parcel, resulting in a permanent loss of Farmland. Additional CEQA review will be required to analyze potential project impacts to Farmlands at that time, but such review is not warranted under the current AMP Project.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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b) Conflict with existing zoning for agricultural use, or Williamson Act contract?	O	G	G	G
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Several existing Airport parcels, as well as those proposed for acquisition on the north and south borders of the property, have agricultural zoning designations (DA- Diverse Agriculture and LIA- Land Intensive Agriculture). These parcels would either be leased to an agricultural operation or be maintained as fallow agricultural land to provide approach zone protection for runways and a buffer between the active Airport and adjacent lands. Such use would be consistent with current zoning regulations and would have **No Impact** on existing agricultural zoning. Therefore, no further analysis is warranted in the EIR. (1, 6)

No existing Airport property is protected under a Williamson Act contract. However, three parcels proposed for acquisition are under Williamson Act contract (Type I). The two SW corner parcels (APN: 057-070-043 & -044) are proposed for acquisition to provide approach zone protection for Runway 1. These parcels are currently planted with grapevines and it is the Airport's intent to continue to lease this land to the current grower. The SE corner parcel (APN: 059-200-018) is proposed for acquisition to provide an area for future aeronautical development.

Although an agricultural land use may be maintained on some of these parcels (i.e., APN: 057-070-043 & -044), it is the Airport's intent to terminate all Williamson Act contracts on publicly acquired land. Contract termination may result in a **Potentially Significant** impact to Williamson Act agricultural preserves. Further analysis is required and will be included in the EIR. (1, 3, 6)

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	G	G	G	O
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See items 2a and 2b above.

Although portions of Airport property are mapped as Farmland, none of this area is currently under cultivation due to the incompatibility it would create with existing aircraft operations. This land cannot be farmed in the future as long as the airport remains active, with or without the proposed AMP Project. Many of the parcels adjoining the Airport to the north and south (including those proposed for acquisition) are used for pasture or vineyards. The Project would not affect the farming viability of these lands, and therefore, has **No Impact**, outside those issues discussed above under 2a and 2b. Therefore, no further analysis is warranted in the EIR. (1, 5)

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? O G G G

Air emissions at airports are most commonly associated with the following general source categories: aircraft, ground support equipment, and other vehicles moving about the airport site; fuel storage and transfer facilities; stationary sources (e.g., backup generators); aircraft maintenance activities; routine airfield, roadway, and building maintenance activities (e.g., mowing, painting, cleaning, repair, etc.); and periodic construction activities for new projects or improvements to existing facilities. Mobile source emissions produced by traffic coming to and from an airport also affect local air quality.

The project is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD does not meet the federal or state standards for ozone, and has adopted an *Ozone Attainment Plan* (2005) and a *Clean Air Plan* (2000) in compliance with Federal and State Clean Air Acts. The goal of these plans is to reduce emissions of certain air pollutants that lead to the formation of ozone, or “smog”, in the lower atmosphere. Ozone is not emitted directly, but is formed in the atmosphere through chemical reactions between nitrogen oxides (NOx) and reactive organic gases (ROG) in the presence of sunlight. The principal sources of NOx and ROG, often termed ozone precursors, are various combustion processes (including aircraft and motor vehicle engines). These plans include measures to achieve compliance with ozone standards by reducing emissions of these ozone precursors from both stationary and mobile sources. The plans also recommend various transportation control measures (TCMs) which may be incorporated to reduce transportation emissions. (7,8)

The AMP Project is not a growth-inducing project. However, it does include a potential new stationary source of pollution, a backup generator for the new terminal building. The AMP also projects that commercial air carrier services will increase over time to accommodate the growing regional demand. An increase in services could result in an increase in mobile source emissions from increased aircraft flights and from increased passenger vehicle trips, although the increase is expected to be relatively small (see 3b below for more discussion).

Transportation control measures recommended by the local air plans have been considered by the proposed Project. Applicable TCMs include improved transit service and coordination and transit access to airports. The proposed Project contains elements which would encourage the use of transit services at the Airport, such as reconfiguring the existing terminal access road to have additional lanes and a longer curb, allowing easier curbside bus pick-up and drop-off. Transit access to the Airport is available through several public and private providers, including Sonoma County Transit, Mendocino Transit Authority, and Airport Express. Encouraging the use of public transportation compliments the recently constructed and planned future High Occupancy Vehicle (HOV) lanes on Highway 101 through Santa Rosa, and may reduce project-related vehicle trips on Highway 101. (1, 7, 8)

In addition, the Airport is planning to obtain Leadership in Energy and Environmental Design (LEED) certification of the new terminal complex to reduce emissions from building construction and operation. The LEED Green Building Rating System™ is a nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

The EIR for the current ATE did not address compliance with local air plans, nor does the Draft 2020 ATE. Although the Project incorporates many of the measures set forth in the two local air plans, a detailed analysis of the AMP's compliance with these plans has not been conducted, nor has a comprehensive evaluation of potential Airport emissions compared to federal and state standards. If the AMP were to be in conflict with either of these local air plans, it could result in **Potentially Significant** impact. A detailed air quality analysis will be conducted in the EIR. (1, 2, 10)

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

O G G G

State and Federal standards have been established for the following "criteria pollutants": ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulates (PM₁₀ and PM_{2.5}).

The Project would result in an increase in criteria pollutants, primarily mobile source emissions (carbon monoxide and ozone precursors- ROG and NO_x) from motor vehicles and aircraft. Aircraft emissions can affect ground level pollutant concentrations not only when operating on the ground, but also during flight due to atmospheric mixing.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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The Project would also result in an increase in particulates (primarily PM₁₀). Of the PM₁₀ emissions associated with aircraft/motor vehicle use, some would be exhaust pipe and tire wear emissions, but greater quantities would result from resuspended road dust, especially on unpaved service roads used by ground support equipment. PM₁₀ emissions are also associated with construction activities which include earthwork and/or demolition, both of which are proposed by the Project. (1, 7, 8, 9)

Aircraft Emissions: Scheduled air carrier service through Horizon Air currently consists of 6 average daily departures (ADD) with a maximum of 10 ADD. The AMP Project forecasts up to 13.33 ADD by the year 2030, approximately 7 more than are currently operating, but about 7 less than are currently allowed under the County’s ATE (which allows up to 21 ADD). Additional commercial flights could result in emissions that would exceed applicable air quality standards, and therefore, could result in a **Potentially Significant** impact, which will be addressed in the EIR. Although only 13.33 ADD are projected by the AMP, the EIR will analyze a maximum of 21 ADD. (1, 7, 8)

General aviation activity forecasts in the AMP are actually less than the current ATE projected. General aviation aircraft are not held to the same emission standards as commercial aircraft, and typically, emissions from general aviation activities are not quantified or analyzed. However, the EIR will include an assessment of general aviation emissions.

Transportation Emissions: The 13.33 ADD forecast by the AMP (year 2030) includes service by both air carrier (8.44 ADD) and commuter (4.89 ADD) airlines, and would result in an estimated total of 938 daily enplaned passengers⁴ requiring transportation to the Airport. Under current conditions, approximately 351 daily enplaned passengers⁵ require transportation to the Airport. The 2030 projected aviation activity forecast would increase the number of daily enplaned passengers by approximately 587; however, this increase would translate to a relatively small number of additional vehicle trips (see Section 15 for more discussion of potential traffic impacts).

According to the BAAQMD CEQA Guidelines, a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day is not required, because this amount of additional traffic would not generate significant emissions under most conditions. It is unlikely that transportation of airline passengers resulting from the projected 13.33 ADD

⁴ Based on 101 average seats for air carrier aircraft and 76 average seats for commuter aircraft at standard FAA boarding load factor growth rates (77.2% for air carrier and 75.4% for commuter in 2030).

⁵ Based on 6 ADD using 76-seat aircraft at a 77% load factor.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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would generate greater than 2,000 vehicle trips per day. However, passenger vehicle trips associated with 21 ADD, in addition to general aviation and employee vehicle trips, may approach or exceed 2,000 vehicle trips per day. This level of traffic could result in emissions that would exceed applicable air quality standards, and therefore, could result in a **Potentially Significant** impact. A transportation study will be conducted for the EIR to determine the number of vehicle trips that might be generated by the Project, based on a maximum activity level of 21 ADD. The results of the traffic study will determine whether a detailed air quality analysis of transportation emissions in the EIR is warranted. (1, 9)

Airport Operations: Mobile source emissions from Airport support equipment are not anticipated to increase substantially over present conditions. Emissions may actually decrease over time as equipment is upgraded to be more energy efficient (i.e., electric, alternate fuel), as is the Airport’s intent. Other Airport operations, such as aircraft maintenance activities, and routine airfield, roadway, and building maintenance activities (e.g., mowing, painting, cleaning, repair, etc.) would emit only a small amount of criteria pollutants. The air traffic control tower’s existing backup generator would be replaced and upgraded to a low emission, energy efficient model during construction of the new tower. However, a new backup generator would be installed when the new terminal building is constructed (the existing terminal does not have a generator), and emissions from this new stationary source have not been quantified or analyzed. In addition, growth of the Airport over time may require the use of more service vehicles or other support equipment, which could result in an increase in emissions that could be **Potentially Significant**. Emissions from Airport operations will be included in the air quality study to be conducted by the EIR.

Construction: Construction-related emissions (vehicle and equipment exhaust and dust generation) would be short-term in duration, but could cause substantial increases in localized pollutant concentrations during construction. The primary construction projects that would require demolition, grading, and/or the use of heavy machinery are the runway extensions, taxiway improvements, construction of the new terminal building, relocation of the air traffic control tower and aircraft rescue and fire fighting building, and roadway/parking lot improvements. The runway extension projects, in particular, could require a large amount of fill to be trucked onto the site. Vehicle emissions from construction equipment, which would include diesel exhaust, could result in a **Potentially Significant**, although temporary, project-level impact to air quality, and could also contribute to a cumulative impact (see 3c below). Vehicle emissions from construction equipment will be analyzed in the EIR. (1)

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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Dust generation during construction is a concern, especially when construction projects would require a substantial amount of earthwork, as is the case for the proposed runway extensions and new taxiway construction. The BAAQMD's approach to CEQA analyses of construction emissions of PM₁₀ is to emphasize implementation of effective and comprehensive dust control measures rather than conducting a detailed quantification of emissions. With the implementation of the following mitigation measures, Project impacts from construction emissions of PM₁₀ would be **Less Than Significant**. Therefore, no further analysis is warranted in the EIR. (1, 9)

Generation of PM₁₀ during building demolition is discussed in Section 7.

Mitigation Measure 3.1:

The following mitigation measures shall be implemented, as appropriate, during construction activities that involve grading, excavation, or soil disturbance, or when site access will occur along unpaved roadways.

- *Trucks hauling soil, sand or other loose materials shall cover the loads, or shall keep the loads at least two feet below the level of the sides of the container, or shall wet the load sufficiently to prevent dust emissions.*
- *Water or dust palliative shall be sprayed on all active construction and staging areas, unpaved access roads, and unpaved parking areas during construction, as directed by the County.*
- *All paved surfaces (roads, runways, taxiways, parking areas) shall be swept (preferably with water sweepers) as needed to remove soil that has been carried onto them from the construction site.*
- *Exposed stockpiles of wind-susceptible material (dirt, sand, etc.) shall be enclosed or covered, or water or other dust palliative shall be applied as needed to control dust.*
- *Vehicle speeds on unpaved access roads shall be limited to 15 mph.*
- *Disturbed surfaces that are to remain unpaved (i.e., infield areas) shall be reseeded or a non-toxic soil stabilizer shall be applied as soon as possible following construction activities.*

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

O G G G

The Bay Area is a non-attainment area for two criteria pollutants- ozone and particulates (PM₁₀ and PM_{2.5}).

Ozone: As described above in 3b, the Project could result in a **Potentially Significant** level of ozone precursor emissions at the project-level, and could also contribute to a cumulatively considerable net increase of this criteria pollutant. The potential cumulative impact will be analyzed in the EIR. (1)

Particulates: The Project would have no long-term effect on PM₁₀ dust generation, because all disturbed surfaces would be paved or stabilized following construction activities, with the exception of internal dirt and gravel service roads which receive limited use. In addition, the dust control mitigation measures presented above (Mitigation Measure 3.1) would reduce the potential cumulative impact of dust generation during construction to a **Less Than Significant** level. However, PM₁₀ is also generated by aircraft emissions. Because the number of flights is projected to increase, it could result in a cumulatively considerable net increase of PM₁₀, which may be **Potentially Significant**. Aircraft emissions of PM₁₀ will be analyzed in the EIR. (1)

Greenhouse Gases: Greenhouse gases (GHG) are not technically considered to be “criteria pollutants,” although some are or interact with ozone precursors. Nevertheless, GHG have come under close scrutiny in California since the enactment of Executive Order No. S-3-05 and Assembly Bill 32, the California Global Warming Solutions Act of 2006 (AB 32). In response, CEQA lead agencies have begun to address the potential cumulative impact of a project’s GHG contribution.

GHG are produced primarily from the burning of fossil fuels. The proposed terminal building would be designed to minimize use of fossil fuels as one of the steps to obtain LEED certification. However, GHG emissions from other Airport sources (i.e., aircraft and vehicle engines, backup generators, other support equipment) have not been analyzed. No significance thresholds have yet been set for GHG emissions; therefore, a determination of potential significance cannot be made at this time. However, the EIR will include an analysis of GHG emissions. (1)

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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plants, and generally exists as a result of disturbance. At the Airport, such disturbances include previous grading activities (most of the Airport was leveled during construction) and current land uses (i.e., wastewater irrigation, frequent mowing). The Airport does provide potentially suitable habitat for a number of special status plant species associated with vernal pool and other wetland habitats. Protocol-level plant surveys were conducted in 2002-2004 in the infield between the runways and taxiways, parcels adjacent to the existing runways and taxiways, and small parcels to the east of the eastern taxiway (wastewater irrigation areas were not surveyed due to habitat unsuitability). Survey results determined that special status plant species are absent from most of the Airport. However, the Project could result in a **Potentially Significant** impact to special status plant species, as discussed below. Additional analyses to quantify potential impacts to special status plants and to develop appropriate avoidance and mitigation measures will be required, and will be included in the EIR. (1, 11, 12, 13)

Burke's Goldfields: Burke's goldfields (*Lasthenia burkei*) is an annual species in the sunflower family (Asteraceae) that occurs in vernal pools and other seasonal wetlands. It is federal and state-listed as Endangered; the California Native Plant Society (CNPS) includes it on List 1B (rare, threatened, or endangered in California and elsewhere). There are several known occurrences of Burke's goldfields on Airport property; all of them are located within designated preserves (Goldfields Preserve, SACMA Preserve, SACMA II Preserve, Runway 14-32 Preserve). The Project proposes work in two of these Preserves (SACMA II, Runway 14-32). A service road is proposed to be constructed through SACMA II; Taxiway Z/B improvements will occur in the Runway 14-32 Preserve (Figure 3). These construction projects could result in a **Potentially Significant** impact to Burke's goldfields and occupied habitat, which will be addressed in the EIR. In addition, because the Airport is located within the Santa Rosa Plain, all seasonal wetlands are considered to be potential habitat for Burke's goldfields under the *Programmatic Biological Opinion* (PBO)⁶ between the USFWS and the ACOE, particularly because there are historic occurrences documented in other locations on Airport property. Therefore, any impacts to wetlands may be considered a **Potentially Significant** impact to potential rare plant habitat, and will be addressed in the EIR. (1, 11, 12, 13, 14, 15)

⁶ The Airport is also within the boundaries of the *Santa Rosa Plain Conservation Strategy*, a local conservation plan published by an inter-agency task force and implemented by local jurisdictions (i.e., the County). However, for projects which require a federal permit from the ACOE, the federal jurisdiction has precedence over the local jurisdiction. The PBO is not applicable to projects which may impact greater 2,000 plants, in which case, individual consultation would be required.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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Sebastopol Meadowfoam: Sebastopol meadowfoam (*Limnanthes vinculans*) is an annual species in the meadowfoam family (Limnanthaceae) that occurs in vernal pools and other seasonal wetlands. It is federal and state-listed as Endangered, and included on CNPS List 1B (rare, threatened, or endangered in California and elsewhere). No Sebastopol meadowfoam was observed on the Airport during surveys. However, because the Airport is located within the Santa Rosa Plain, all seasonal wetlands are considered to be potential habitat under the PBO, and there is one historic occurrence of Sebastopol meadowfoam on Airport property. Therefore, any impacts to wetlands may be considered a **Potentially Significant** impact to potential rare plant habitat, and will be addressed in the EIR. (1, 11, 12, 13, 14, 15)

Sonoma Sunshine: Sonoma sunshine (*Blennosperma bakeri*) is an annual species in the sunflower family (Asteraceae) that occurs in vernal pools and other seasonal wetlands. It is federal and state-listed as Endangered, and included on CNPS List 1B (rare, threatened, or endangered in California and elsewhere). No Sonoma sunshine was observed on the Airport during surveys, and there are no documented occurrences (extant or historic) in the vicinity of the Airport. However, because the Airport is located within the Santa Rosa Plain, all seasonal wetlands are considered to be potential habitat for Sonoma sunshine under the PBO. Therefore, any impacts to wetlands may be considered a **Potentially Significant** impact to potential rare plant habitat, and will be addressed in the EIR. (1, 11, 12, 13, 14, 15)

Other Special Status Plant Species: Additional special status plant species with potential to occur in Airport habitats are known to occur within one mile of the Airport: many-flowered navarretia (*Navarretia leucocephala* ssp. *plieantha*, FE, SE, CNPS List 1B); dwarf downingia (*Downingia pusilla*, CNPS List 2); and Baker's navarretia (*Navarretia leucocephala* ssp. *bakeri*, CNPS List 1B)⁷. All of these occur in vernal pools and seasonal wetlands, although the navarretias are usually associated with unique soil types (Baker's - adobe clay or alkaline soils; many-flowered - volcanic soils). None of these were observed on the Airport during 2002-2004 surveys. However, this survey data is now several years old, and may no longer be adequate to conclusively support a determination of species absence. Therefore, the EIR will evaluate whether the Project could result in a **Potentially Significant** impact to other special status plant species, and whether new surveys are warranted. (11, 12, 13)

⁷ FE = Federal Endangered; SE = State Endangered; CNPS List 1B = rare, threatened, or endangered in California and elsewhere; CNPS List 2 = rare, threatened, or endangered in California, but more common elsewhere

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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Recently Acquired and Future Airport Property: Plant surveys were not conducted on recently-acquired or proposed acquisition properties adjacent to the existing northern boundary of the Airport (between Redwood Creek and Sanders Road and immediately west of Windsor Road). This land is primarily agricultural/pastoral (grazing) and rural residential; some areas contain seasonal wetlands. These properties may provide suitable habitat for rare plant species. Properties proposed for acquisition adjacent to the existing southern boundary of the Airport (adjacent to Laughlin Road) were also excluded from surveys. Current land uses on these properties is intensive agriculture (vineyards) and rural residential. Although the southern areas are less likely to support rare plants due to a higher degree of disturbance and limited wetland habitat, rare plants may be present. (1, 11, 12, 13)

Most of this land has been or would be acquired in order to provide approach zone protection for the runways. The land would not be developed but would be maintained as fallow agricultural land or other compatible land use (i.e., continued agriculture), and therefore, acquisition of the land for approach protection is not likely to result in an impact to rare plants or their habitats. Acquisition of these properties would include removal of structures, tall trees and water features, as needed, in compliance with FAA regulations. For properties without wetland or water features proposed for filling, potential impacts to rare plants and/or their habitat would be **Less Than Significant** as long as ground disturbance work occurs only within existing building envelopes and landscaped areas, and access occurs only along existing roads. No further EIR analysis related to rare plants is warranted for these properties. (1)

However, removal of wetlands or water features and/or disturbance of non-landscaped ground surfaces could result in a **Potentially Significant** impact to rare plants or rare plant habitats. Therefore, on properties where such activities would occur, additional environmental review of potential impacts to rare plants will be required and will be addressed in the EIR (1)

One parcel (APN: 059-200-018) adjacent to the southeast corner of the Airport has not been previously surveyed and is proposed for acquisition to provide an area for future aeronautical development. At this time, it is not known when Airport growth might necessitate development of this parcel. This AMP proposes acquisition only⁸, including removal of structures, tall trees and water features in compliance with FAA regulations.

⁸ It is reasonably foreseeable that a future AMP would propose buildout of this parcel. Additional CEQA review, including plant surveys, will be required to analyze potential project impacts to rare plants at that time, but such review is not warranted under the current AMP Project.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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As described above, potential impacts to rare plants and/or their habitat would be **Less Than Significant** as long as ground disturbance work occurs only within existing building envelopes and landscaped areas, and access occurs only along existing roads. However, removal of wetlands or water features and/or disturbance of non-landscaped ground surfaces could result in a **Potentially Significant** impact to rare plants or rare plant habitats. Potential impacts to rare plants on acquired properties where such activities would occur will be addressed in the EIR (1)

Potential Impacts to Special Status Wildlife Species

As described above, most of the Airport is developed; undeveloped areas are primarily composed of non-native grassland subjected to a high level of disturbance. The only relatively undisturbed areas which might provide suitable habitat for special status wildlife species are wetland and riparian areas.

Three federal-listed animal species have been identified as potentially present within the Airport during baseline studies: California freshwater shrimp, Central California Coast steelhead, and California tiger salamander. However, habitat assessments and/or surveys conducted for these species during baseline biological studies determined that none are present within the Airport due to a lack of suitable habitat. (1, 11, 12)

California freshwater shrimp: California freshwater shrimp (*Syncaris pacifica*) are endemic to Napa, Marin, and Sonoma Counties, and occur in low gradient, perennial streams with a moderate to heavy riparian canopy. The shrimp is federal and state-listed as Endangered. Although both Redwood Creek and Airport Creek are perennial under current conditions, neither provides suitable habitat for California freshwater shrimp due to a lack of high flow refugia (i.e., undercut banks or cavities) and a shortage of foraging habitat (i.e., exposed roots, low-hanging branches or other vegetation within the stream fringe). There are no known occurrences of California freshwater shrimp within five miles of the Airport. Therefore, the Project would have **No Impact** on individuals or habitat of California freshwater shrimp, and no further analysis is warranted in the EIR. (1, 11, 12, 13)

Central California Coast steelhead: Central California Coast steelhead (*Oncorhynchus mykiss*) occur in cold-water perennial streams with coarse, clean, well-oxygenated gravel bottoms for spawning and riffle-pool series for rearing. Central California Coast steelhead are federal-listed as Threatened. In the Airport vicinity, steelhead occur in the Laguna de Santa Rosa, Mark West Creek, and Windsor Creek. Redwood and Airport Creeks drain to Windsor Creek, but these small drainages do not contain suitable spawning, rearing, or migration habitat for steelhead as both creeks are slow-moving and

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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soft-bottomed. Although the Project would not impact steelhead individuals or habitat on-site, it could have an impact downstream if water quality were to be affected. Impacts to water quality are **Potentially Significant**, and will be addressed in the EIR. See Section 8 for more discussion of potential water quality impacts. (1, 11, 12, 13)

California tiger salamander: The California tiger salamander (*Ambystoma californiense*) is associated with vernal pools and seasonal wetlands on the Santa Rosa Plain. The salamander is federal-listed as Endangered and is a CDFG Species of Special Concern. The Airport is within the potential range of the salamander, and does contain suitable vernal pool and seasonal wetland habitat. However, no tiger salamanders have ever been observed north of Mark West Creek, and the only known site north of Santa Rosa Creek is an established population at the Alton Lane mitigation site (about 3 miles to the south). The Alton Lane site is a mitigation/restoration site which contains translocated CTS; it is not a naturally-occurring population. Since it is a transplanted population, it is not likely that an established migration corridor exists between the preserve and potential habitat within the Airport property. It is probable that Santa Rosa Creek and Mark West Creek form barriers to CTS migration. No CTS have been observed on the Airport during multiple years of surveys conducted by the County and consulting biologists. Therefore, CTS are not thought to be present and no impacts to the species are anticipated.

Nevertheless, the Airport will comply with procedures set forth in the *Santa Rosa Plain Conservation Strategy* (Strategy) and the PBO for projects located within the Santa Rosa Plain. The Strategy and PBO require mitigation for impacts to CTS breeding and upland habitat at ratios determined by distance from a known breeding site or documented adult occurrence. For projects greater than 1.3 miles from a known breeding site and greater than 500 feet from an adult occurrence (the Airport is about 3 miles from both), mitigation is required for all non-hardscape land at a ratio of 0.2 (replacement) to 1 (impact). This mitigation agreement was designed to provide funding for various long-term conservation actions, including land or easement acquisition, restoration on public lands, and habitat management, monitoring and improvement on preserved lands that do not have other funding for management and/or enhancement. Mitigation credits may be purchased from an approved mitigation bank, or a comparable payment may be made into a Species Fund managed by the California Wildlife Foundation, at the discretion of the USFWS. The Airport will implement the Strategy and/or PBO prior to initiation of any grading work by purchasing appropriate mitigation, as authorized by the Service, and therefore, would have a **Less Than Significant** impact on the California tiger salamander. No further analysis is warranted in the EIR. (1, 11, 12, 13, 14, 16)

Other Special Status Wildlife Species: Several species of raptors and other nesting birds are known or expected to occur on the Airport, primarily in riparian areas along Redwood and Airport Creeks. These birds are not federal- or state-listed, but are protected under the Migratory Bird Treaty Act and some are considered to be Species of Special Concern by CDFG. Construction of the proposed runway extensions would require removal of a substantial amount of riparian vegetation along Redwood Creek. Removal of vegetation during the nesting season could result in a **Potentially Significant** impact to special status and nesting birds. Impacts will be quantified and appropriate compensatory mitigation will be developed in the EIR. (1, 11, 12, 13)

In addition, western pond turtle (*Actinemys marmorata*), a CDFG Species of Special Concern, may be present, at least as an occasional migrant, in Redwood or Airport Creeks, or in agricultural ponds proposed for filling on acquired parcels. Although impacts are not likely to occur, they could be **Potentially Significant**, and will be addressed in the EIR. (1, 11, 12, 13)

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? O G G G

The proposed extension of Runway 14 would require an approximately 1,500-ft long segment of Redwood Creek to be culverted and all woody vegetation removed in order to obtain a barrier-free level surface for the RSA. Extension of the RSA for Runway 19 would not require any physical modifications to Redwood Creek, but may require some vegetation maintenance of the riparian zone to comply with FAA height restrictions (i.e., topping to a certain height). Redwood Creek is classified as an Urban Riparian Corridor by the County General Plan. Impacts to riparian habitat are **Potentially Significant**. Appropriate permits will be required from the ACOE, RWQCB, and/or CDFG prior to construction. Potential impacts to riparian habitat will be quantified and appropriate compensatory mitigation will be developed in the EIR. (1)

Seasonal wetland and vernal pool habitats are also considered to be sensitive natural communities. These are discussed in 4c below.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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removal filling, hydrological interruption, or other means?

O G G G

Vernal pools and seasonal wetlands are present on the Airport; some of these may be located in areas where construction is proposed. A wetland delineation has been conducted on portions of the Airport, but a comprehensive study has not been conducted or verified by the ACOE. Wetlands may also be present on properties proposed for acquisition. Several of these parcels are known to contain agricultural ponds, which may or may not be jurisdictional under Section 404 of the Clean Water Act. Wetlands not under federal Section 404 jurisdiction may still be jurisdictional under the state Porter-Cologne Water Quality Control Act. Impacts to jurisdictional wetlands would be **Potentially Significant**. Appropriate permits will be required from the ACOE, and/or RWQCB prior to construction. Potential impacts to wetlands will be quantified and appropriate compensatory mitigation will be developed in the EIR. (1, 11, 12)

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

O G G G

The Airport perimeter is currently fenced to preclude the movement of large terrestrial wildlife onto the property to the extent feasible. Wildlife moving through the property can be a safety hazard when they cross runways and taxiways, and the Airport operates a wildlife hazard management program to minimize populations of animals which pose a threat to aviation safety. Culverting of approximately 1,500 feet of Redwood Creek may have a **Potentially Significant** impact on the migratory or dispersal movements of native wildlife, and will be addressed in the EIR. (1)

- e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

G G G O

The County has several tree preservation ordinances, including the Valley Oak Protection Ordinance, the Tree Protection and Replacement Ordinance, and the Heritage or Landmark Tree Ordinance. None of these ordinances apply to public projects of the County. Therefore, there would be **No Impact**, and no further analysis is warranted in the EIR. Although these ordinances do not apply, tree removal is still considered a potentially significant impact (discussed in 4b above). (1)

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan? G G G O

The *Santa Rosa Plain Conservation Strategy* is a local conservation plan which includes the Airport property. As described in 4a above, the Airport will follow the Strategy where applicable, and therefore, would have **No Impact** on a local conservation plan. No further analysis is warranted in the EIR. (1, 16)

5. CULTURAL RESOURCES Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? O G G G

Some of the existing Airport structures may have historical significance due to their association with World War II military use. Cultural resource surveys have been conducted on most of the existing Airport property, but studies have not been conducted on lands proposed for acquisition. In addition, studies conducted to date have not included a detailed evaluation of the Project’s potential impacts to cultural/historical resources. Therefore, the Project could result in a **Potentially Significant** impact. A comprehensive cultural resource study will be conducted and potential impacts to cultural/historical resources will be addressed in the EIR. (1, 11)

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? O G G G

Cultural resource surveys have been conducted on portions, but not all, of the areas proposed for improvement in the AMP. One prehistoric archaeological site (CA-SON-1322) has been identified on Airport property in an area which may be subject to grading or other disturbance. In addition, the Airport has the potential to contain unidentified prehistoric archaeological deposits due to its proximity to Laguna de Santa Rosa tributaries and its location in central Sonoma County. Unidentified historical archaeological deposits may also be present underlying contemporary development, since 19th century buildings were once located in the area. Studies conducted to date have not included a detailed evaluation of the Project’s potential impacts to cultural/archaeological resources. Therefore, the Project could result in a **Potentially Significant** impact. A

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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comprehensive cultural resource study will be conducted and potential impacts to cultural/archaeological resources will be addressed in the EIR. (1, 11)

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

G O G G

A fossil locality search and literature review for the project area did not identify any paleontological resources within or adjacent to the Airport property. The geologic units underlying the Project may contain fossils. However, proposed excavation activities would be relatively shallow and would not reach bedrock where paleontological resources would likely to be found. Nevertheless, the project could uncover such materials during construction. The following mitigation measure would reduce the potential impact to **Less Than Significant**. Therefore, no further analysis is warranted in the EIR. (1, 11)

Mitigation Measure 5.1:

If paleontological materials are discovered during project construction, all work within 25 feet of the discovery shall cease until a qualified paleontologist is consulted to determine the significance of the find, and has recommended appropriate measures to protect the resource. Further disturbance of the resource shall not be allowed until those recommendations deemed appropriate by the County have been implemented.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

G G O G

No burial sites are known to occur in the vicinity of the Airport, and most of the Airport has already been disturbed by past construction. In the event that human remains are unearthed during construction, the following mitigation measure would reduce the potential impact to **Less Than Significant**. Therefore, no further analysis is warranted in the EIR. (1, 11)

Mitigation Measure 5.2:

State law requires that the County Coroner be notified to investigate the nature and circumstances of the discovery of any human remains. At the time of discovery, work in the immediate vicinity shall cease until the Coroner permits work to proceed. If the remains are determined to be prehistoric, the find shall be treated as an archaeological site. All work within 25 feet of the discovery shall cease until a qualified archaeologist is consulted to determine the significance of the find, and has recommended

appropriate measures to protect the resource. Further disturbance of the resource shall not be allowed until those recommendations deemed appropriate by the County have been implemented.

6. GEOLOGY AND SOILS Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

G G O G

The Airport is not within an Alquist-Priolo Earthquake Fault Zone. The nearest such zone (Healdsburg-Rodgers Creek Fault) is about 2.5 miles east of the Airport. A second, unnamed fault zone present about 2 miles to the southeast of Airport property is considered to be potentially active, but it does not fit the criteria used to identify an Alquist-Priolo Earthquake Fault Zone. The Project does include construction of a new terminal building, which would be occupied by people on a daily basis. Construction of the terminal would meet the standards of the Uniform Building Code for seismic resistance, site stability, grading, and geologic studies. Because the building would be designed to withstand seismic-related damage, and because of the distance between the Airport and the nearest fault (Healdsburg Fault), it is not expected that the proposed terminal building (or other structures) would be affected by fault rupture. Therefore, this would be a **Less Than Significant** impact, and no further analysis is warranted in the EIR. (1, 17, 18)

- ii) Strong seismic ground shaking?

G G O G

All of Sonoma County is subject to seismic shaking that would result from earthquakes along the San Andreas fault system. Predicting seismic events is not possible, nor is providing mitigation that can entirely reduce the potential for injury and damage that can occur during a seismic event. However, as described above, construction of the terminal (and all structures) would meet the standards of the Uniform Building Code for seismic resistance, site stability, grading, and geologic studies. Therefore, little or no risk to

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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people or structures created by the Project would occur, and this impact would be **Less Than Significant**. No further analysis is warranted in the EIR.

iii) Seismic-related ground failure, including liquefaction? G G O G

According to studies conducted by the U.S. Geological Survey, most of the Airport has a very low susceptibility for liquefaction, including the east-side building area where the new terminal and other structures are proposed. Alluvial floodplain soils surrounding Redwood and Airport Creeks north of the existing runways have moderate or high susceptibility (very high in the creek itself). The localizer antenna would be relocated to this area; however, no buildings or public structures are proposed here. Therefore, little or no risk to people or structures created by the Project would occur, and this impact would be **Less Than Significant**. No further analysis is warranted in the EIR. (1, 19)

iv) Landslides? G G G O

The Airport does not have a history of landslides or earth flows, and due to the generally flat nature of the site, landslides are not likely to occur. Therefore, the Project would have **No Impact** on people or structures as a result of landslides. No further analysis is warranted in the EIR. (1, 20)

b) Result in substantial soil erosion or the loss of topsoil? O G G G

The majority of the Airport is mapped as Huichica loam by USGS, with Zamora silty clay loam surrounding Redwood and Airport Creeks. Both of these soils have a slight to moderate potential for erosion (depending on slope). The AMP proposes a number of projects which would require grading and earthwork. The runway extensions and associated RSA improvements, in particular, would involve a large amount of earthwork in close proximity to Redwood Creek. Work may be conducted during winter months. Without implementation of appropriate erosion control measures, the Project could result in a **Potentially Significant** loss of topsoil. The potential of individual projects to result in soil erosion will be evaluated in the EIR and appropriate mitigation measures will be developed. (1, 21)

See Section 8 below for a discussion of potential impacts to water quality.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

G G G O

As described above under 6a, soils underlying the Airport have a low potential for landslide, liquefaction, or other geologic instability. The Project would not cause geologic instability on- or off-site. Therefore, there would be **No Impact**, and no further analysis is warranted in the EIR.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

G G O G

Table 18-1-B of the Uniform Building Code is an index of the relative expansive characteristics of soil as determined through laboratory testing. The expansion index typically is not determined until site-specific geological investigations are conducted. Portions of the Airport are known to contain old fill material and porous natural surface soils that may require amending prior to construction of buildings or paving. The expansion index will be determined through project-specific geological studies as each individual project proposed by the AMP is designed and developed, and all construction will be designed to meet the Building Code. Therefore, little or no risk to people or property would occur as a result of the Project, and this impact would be **Less Than Significant**. No further analysis is warranted in the EIR. (1)

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

G G G O

The Airport is and will continue to be serviced by public sewer. The Project would not have any effect on the function of existing waste water systems, and therefore, would have **No Impact**. No further analysis is warranted in the EIR. (1)

See Section 16 below for a discussion of available capacity of existing utilities and service systems.

7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

G G O G

A variety of common petrochemical and chemical products are routinely used at the Airport, including avgas, Jet A, solvents, cleaning products, and various lubricants. The Airport is a licensed hazardous waste generator, and follows all State and Federal laws applicable to the transport and storage of these materials. In addition, the Airport has an existing General Industrial Storm Water Permit with the Regional Water Quality Control Board (WDID# 1 49I000836). This permit requires inspections and monitoring of Airport facilities. The AMP does not propose any modification to existing Airport operations related to transport, use, or storage of hazardous materials, and therefore, would result in a **Less Than Significant** impact. No further analysis is warranted in the EIR.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

G G O G

During construction there could be spills of hazardous materials. In addition, buildings proposed for removal (e.g., the existing terminal) may contain asbestos or lead paint. Hazardous materials use, storage, and disposal are controlled by state and federal laws. The Airport will follow all of the appropriate laws regarding use, storage and transport of hazardous materials into the environment during construction, and therefore, would result in a **Less Than Significant** impact. No further analysis is warranted in the EIR

Accidents involving release of routinely used hazardous materials, including avgas, Jet A, solvents, cleaning products, and various lubricants could also result in an impact to the public or the environment. However, the AMP does not propose any changes to existing operations, which might result in an increase in the potential for accidents. Therefore, the Project will result in a **Less Than Significant** impact, and no further analysis is warranted in the EIR. See also 7a discussion above. (1)

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

G G G O

There are no existing or proposed schools within 0.25 mile of the Airport. The nearest school (Sonoma County Day School) is located about 0.8 mile to the east of the Airport's east property boundary. Therefore, the Project will have **No Impact** on hazardous emissions within 0.25 mile of a school. No further analysis is warranted in the EIR. (1)

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

O G G G

There are multiple Cortese list hazardous materials sites in the vicinity of the Airport; several occur on Airport property. Most are associated with old underground storage tanks. However, buried chemical ordnance is also known to occur on portions of Airport property from its prior use as a military base (the former Santa Rosa Army Airfield). During World War II, the former Airfield was used to complete training for fighter pilots and crews in gunnery, bombing, and chemical warfare training. This training took place near Ordinance Road, north of Airport Boulevard. The site was remediated by the Army in the mid-1980s; however, additional ordnance could still exist in this location. Other areas of the Airport are not expected to contain buried ordnance. However, the possibility that future construction projects might encounter hazardous materials and expose these materials to the public or the environment would be a **Potentially Significant** impact, which will be addressed in the EIR. (1, 11, 22)

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

G G G O

The purpose of the AMP is to provide a planning document to guide future development of a safe and efficient airport. The AMP does not propose to change flight patterns, fleet mix, or aircraft type from those already allowed by the existing AMP and ATE, and therefore, would not result in a new or increased safety hazard for people working or residing in the project vicinity. The Project would have **No Impact**, and no further analysis is warranted in the EIR. (1)

- f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

G G G O

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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Sonoma County Airport is a public-use airport. See item 7 (e), above.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? G G G O

The project would not impair implementation of, or physically interfere with the County’s adopted emergency operations plan. There is no separate emergency evacuation plan for the County. The Airport has staff to respond to emergencies on Airport property. The AMP would not interfere with existing Airport or County emergency response operations, and therefore, would have **No Impact**. No further analysis is warranted in the EIR. See item 15e for a discussion of emergency access during construction. (1)

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? G G G O

The Airport is not within a High or Very High Fire Hazard Severity Zone as mapped by the California Department of Forestry and Fire Protection (CAL FIRE). Airport land is mapped as Moderate in the infield; most of the rest of the property is Unzoned (i.e., urban development). The Airport has a vegetation maintenance program, which includes regular mowing of grassed infield areas, thereby reducing the fuel load of grassed areas and decreasing the likelihood of fire. In addition, the Airport has aircraft rescue and fire fighting staff on the Airport to contain any aviation-related fires. The Project would not construct buildings that would be affected by wildland fires or expose people to a significant risk of wildland fire, and therefore, would have **No Impact**. No further analysis is warranted in the EIR. (1, 23, 24)

8. HYDROLOGY AND WATER QUALITY Would the project:

- a) Violate any water quality standards or waste discharge requirements? O G G G

The Airport complies with operational waste discharge requirements of the National Pollutant Discharge Elimination System (NPDES) permit program through an existing General Industrial Storm Water Permit from the State Water Resources Control Board (WDID# 1 49I000836). This permit regulates discharges associated with broad

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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categories of industrial activities, and requires annual monitoring of Airport facilities and operations. The Airport’s permit would need to be amended to incorporate Project improvements. The NPDES permit program also regulates construction discharges. Therefore, a General Construction Storm Water Permit would also be required. In addition, any impacts to jurisdictional waters or wetlands that would occur during construction would require permits from the ACOE and/or North Coast RWQCB to ensure that federal and state water quality standards are met. Applicable permits will be identified in the EIR.

The Project would result in construction of new impervious surfaces, including runways, taxiways, service roads, and aircraft aprons in the infield, and buildings and parking areas in the east-side building area. An increase in impervious surface area would result in an increase in storm water runoff which may contain pollutants. The Airport is within the boundary of the Standard Urban Storm Water Mitigation Plan (SUSMP) program. New development and significant redevelopment projects that are determined to be “applicable projects” must comply with requirements of the Standard Urban Storm Water Mitigation Plan (SUSMP). Projects proposed by the AMP would be evaluated for SUSMP applicability and would be designed to meet SUSMP requirements if determined to be applicable projects.

In addition, the Project would include large-scale grading during construction of the runway extensions and associated clearing of the RSA. Most of this work would be in close proximity to Redwood Creek, and in some cases, will occur in the creek. (An approximately 1,500-ft portion of Redwood Creek will need to be culverted to meet FAA RSA requirements). Redwood Creek is a tributary to the Russian River, via Mark West Creek and Windsor Creek. The Russian River system is listed as impaired for sediment and temperature by the SWRCB⁹. Earthwork could result in soil erosion and discharges of sediment or other pollutants into the creek. In addition, various hazardous materials are used during operational activities, such as aircraft and building maintenance. Accidents or improper use of these materials could result in a release of pollutants into the storm drain system, and ultimately, to an impaired waterway. Project-related discharges of polluted storm water or hazardous materials could result in a **Potentially Significant** impact to water quality. Potential impacts to water quality will be analyzed in the EIR and appropriate mitigation measures will be developed for both construction and operational impacts. (1, 25, 26)

⁹ CWA Section 303(d) List

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) ?

G G G O

The Airport does not currently use groundwater, nor are any groundwater wells proposed. The Airport is not within a groundwater recharge area identified by the County General Plan. The Project would include additional pavement, but would not interfere substantially with groundwater recharge and would have **No Impact** on the local groundwater supply. No further analysis is warranted in the EIR. (1, 2)

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

O G G G

An approximately 1,500-ft segment of Redwood Creek would be culverted (design not yet determined - may be an arch, box, or open bottom) to allow for a level, obstacle-free runway safety area for Runway 14. This activity is not expected to result in erosion or siltation downstream (erosion control mitigation measures will be implemented during construction; see 6b above), as the course of the stream itself will not be substantially altered. However, the County has not yet completed design for this work, and not enough information is available to make a determination of potential impact. Further CEQA review will be required and will be included in the EIR.

Some drainage improvements would also be conducted in association with construction of runways, taxiways, aprons, and service roads. A new storm water detention basin is proposed to be constructed north of Taxiway A, immediately east of Ordinance Creek. The basin would discharge into Redwood Creek. The detention basin would function to reduce peak storm water discharge and sediment input into Redwood Creek, and therefore, is expected to reduce erosion and siltation in the creek. However, a comprehensive evaluation of proposed drainage improvements, and their potential impact on erosion and siltation will be included in the EIR. (1)

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

O G G G

The Project proposes construction of additional impervious surfaces. This would result in an increase in the amount of runoff over existing conditions, although the increase is not expected to be substantial. In addition, the Project includes drainage improvements to process on-site runoff (i.e., the new detention basin) and minimize post-project peak discharge rates. However, other Project components, such as culverting approximately 1,500 feet of Redwood Creek and filling of seasonal wetlands and man-made ponds, could affect on-site surface water drainage patterns resulting in flooding. This would be a **Potentially Significant** impact, and will be addressed in the EIR. (1)

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

O G G G

The Project includes construction of a storm water detention basin to process additional runoff generated by new impervious surfaces, and would not generate runoff in excess of planned drainage system capacity. In addition, all storm water drainage systems would be designed to meet SUSMP standards. However, because design has not yet been completed, not enough information is available to make a determination of significance. The EIR will include a review of the drainage plan and will address any identified potentially significant impacts. (1)

- f) Otherwise substantially degrade water quality?

O G G G

As described in 8a and 8c above, Project-related discharges of polluted storm water, sediments, or hazardous materials, could result in a **Potentially Significant** impact to water quality, which will be addressed in the EIR.

- g) Place housing within a 100-year hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

G G G O

Redwood and Airport Creeks are both mapped as F1 waterways with F2 floodplains. However, the Project would not construct any housing within the flood zone, and therefore, has **No Impact**. No further analysis is warranted in the EIR. (1, 27)

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? O G G G

An approximately 1,500-ft segment of Redwood Creek would be culverted to meet FAA RSA requirements for the proposed extension of Runway 14. The structure would be designed to avoid impeding flood flows; however, not enough information is currently available to make a determination of significance. The potential of the Redwood Creek culvert to impede or redirect flood flows will be analyzed in the EIR. (1)

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? G G G O

No structures sheltering people would be constructed in a flood zone. There are no levees or dams upstream of the Airport. Therefore, the Project would have **No Impact**, and no further analysis is warranted in the EIR. (1)

- j) Inundation by seiche, tsunami, or mudflow? G G G O

The Airport is not subject to seiche, tsunami, or mudflows. Therefore, the Project would have **No Impact**, and no further analysis is warranted in the EIR. (1, 20)

9. LAND USE AND PLANNING Would the project:

- a) Physically divide an established community? G G G O

The Project would not physically divide a community. All construction projects are proposed on land within the boundaries of the AMP. Therefore, the Project would have **No Impact**, and no further analysis is warranted in the EIR. (1)

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

O G G G

Section 65402 of the California Government Code of Regulations requires that public and private projects be reviewed for conformity with the applicable County General Plan. The proposed AMP is not consistent with some policies of the General Plan ATE, including runway length and aircraft operating weight limits. In addition, some figures (i.e. noise contour maps) and terminology used in the ATE will need to be revised. A General Plan Amendment would be required after approval of the AMP. The EIR will include a consistency determination and an evaluation of potential impacts associated with the proposed General Plan Amendment. (2, 6, 10)

Although the ALUC does not have jurisdiction over the Project itself, the Project proposes the extension of Runways 1-19 and 14-32, and consequently, an increase in the number of acres of Airport property. Where applicable, the CLUP would need to be updated to address any resulting changes in referral area, noise contours, safety zones, and/or land use type or density policies within ALUC jurisdiction for the Sonoma County Airport. The CLUP amendment would also include revision of the Airport Noise and Safety Zones Map for the Sonoma County Airport. The amendment would consider the safety zone configuration recommendations of the newest version of the *California Airport Land Use Planning Handbook*.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

G G G O

The Airport is located within the boundaries of the Santa Rosa Plain Conservation Strategy. The Strategy provides recommended avoidance and mitigation measures for impacts to three federal-listed Santa Rosa Plain plant species and California tiger salamander. Potential impacts to these species are discussed in Section 4a, and will be further evaluated in the EIR. All mitigations proposed in the EIR will follow the Strategy guidelines, and therefore, would not be in conflict with an applicable habitat conservation plan. The Project would have **No Impact** on a habitat conservation plan, and no further analysis is warranted in the EIR. (1, 16)

10. MINERAL RESOURCES Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

G G G O

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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There is no known mineral resource on the Airport. Therefore, the Project would have **No Impact**, and no further analysis is warranted in the EIR. (1, 2, 10, 28)

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

G G G O

The project site is not a mineral resource recovery site. Therefore, the Project would have **No Impact**, and no further analysis is warranted in the EIR. (1, 2, 10, 28)

11. NOISE Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

O G G G

Noise levels are typically measured in one of two ways, as the Community Noise Equivalent Level (CNEL) or the Day-Night Average Level (L_{dn}). Both methods provide a measurements of total noise exposure at a given location for an average day. The most common unit of sound measurement is the decibel (dB). Because the human ear is more sensitive to some sound wave frequencies than others, different sound weighting scales have been developed. The "A" weighting scale is the most commonly used for environmental noise assessment, as it correlates well with the human response to noise sources such as aircraft and traffic (A-weighted decibels is abbreviated as dBA).

The Noise Element of the 1989 *Sonoma County General Plan* contains standards for both transportation and operational noise. Noise levels are rarely constant, but typically vary over time. Under General Plan criteria for operational noise, the louder the noise, the shorter the duration of time that it is allowed to occur. The General Plan operational noise performance standards specify a daytime and nighttime noise level and the permissible duration of that noise level as measured at the exterior property line of any adjacent noise sensitive land use. Such uses include residences, schools, long-term care medical facilities, places of worship, and libraries.

For transportation noise, the General Plan indicates that the noise level should not exceed 60 dBA L_{dn} as measured in outdoor activity areas (e.g., patio or back yard) of sensitive receptors.

The Project is not in the vicinity of a private airstrip. It is located on a public airport. (1)

12. POPULATION AND HOUSING Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- | | | | | |
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The Project would have no direct or indirect effect on population growth. All of the improvements proposed in the AMP are in response to the existing demand for aviation services and/or forecasts of aviation demand projected to 2030. The Project would not result in construction of new homes or businesses, nor would it induce a significant number of new passengers or new employees to move to the area. Therefore, the Project would have a **Less Than Significant** impact on population growth, and no further analysis is warranted in the EIR. (1)

- b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?
- | | | | | |
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The AMP proposes acquisition of several properties adjacent to the Airport, primarily to provide approach protection for existing and extended runways. Many of these properties have existing residences, which would be removed following acquisition, in which case the residents would require replacement housing. The General Plan allows purchase of properties identified in the ATE to reduce the land use incompatibility created by low overflight and resulting noise impacts to residences. Current policy does not support condemnation of these parcels, thus acquisition is by fee ownership when properties are offered for sale by owners. General Plan 2020 (Policy AT-1h) does propose to allow eminent domain to protect approach zones if authorized by the County Board of Supervisors. However, the relocation of a few residential households would not constitute a substantial displacement, and is therefore, a **Less Than Significant** impact. Therefore, no further analysis is warranted in the EIR. (1, 2, 10)

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
- | | | | | |
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| | G | G | O | G |
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As described in 12b above, a small number of people will be displaced from existing residences on properties to be acquired. This would result in a **Less Than Significant** impact on local housing. (1)

13. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection? G G G O

The project would not affect fire services. The Airport has fire suppression equipment, and has the primary responsibility for responding to aviation crash incidents with mutual aid support by local fire districts. Primary fire protection for non-aircraft fires is provided by the Rincon Valley Fire District. The Project would not result in construction of a substantial number of new buildings that would require additional fire protection (most AMP proposed projects involve relocation or redevelopment of existing facilities, not creation of additional ones), and therefore, would have **No Impact** on fire protection services. No further analysis is warranted in the EIR. (1)

Police protection? G G G O

The Sonoma County Sheriff will continue to serve the Airport and the Airport vicinity. There would be no increased need for police protection resulting from the proposed AMP as the project does not include development of new residential or business communities. Airport security within the passenger terminal is provided by the TSA, and would have **No Impact** on local police forces. Therefore, no further analysis is warranted in the EIR. (1)

Schools, parks, or other public facilities? G G G O

The AMP would not result in the need for new schools, parks, public facilities or utilities, but it is possible that existing public utilities buried within construction areas could be affected during construction activities. Standard contract language requires that the construction contractor call Underground Service Alert (USA) and provide them with all

necessary data relative to the proposed work so that participating agencies with utilities in the area will mark their locations in the field using USA standard colors and codes to identify the facility. The contractor is then required to work around public utilities and other improvements that are to remain in place within construction areas. Therefore, the

Project would have **No Impact** on public facilities, and no further analysis is warranted in the EIR. (1)

14. RECREATION

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| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | G | G | G | O |
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The project would have no effect on population growth or the distribution of the population, and therefore, would have **No Impact** on park use. Therefore, no further analysis is warranted in the EIR. (1)

- | | | | | |
|---|---|---|---|---|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | G | G | G | O |
|---|---|---|---|---|

The Airport is not open to the public and does not provide recreational opportunities, except for general aviators with access through controlled gates. No public recreational facilities would be constructed by the Project, and therefore, it would have **No Impact** on public recreation. Therefore, no further analysis is warranted in the EIR. (1)

15. TRANSPORTATION/TRAFFIC Would the project:

- | | | | | |
|---|--|--|--|--|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity | | | | |
|---|--|--|--|--|

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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ratio on roads, or congestion at intersections)?

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Existing Conditions

Traffic congestion in the Airport vicinity already exists, primarily as a result of increasing traffic related to development of the Airport Business Center. The Airport Boulevard/ Highway 101 southbound ramp intersection is currently operating at level of service (LOS) F during AM peak hour traffic¹⁰. Airport Boulevard east of Regional Parkway also experiences recurring congestion due to back-ups at the unsignalized interchange. This road segment currently operates at LOS D-F during AM peak and LOS F during PM peak hour traffic¹¹. Several road projects to improve LOS and decrease congestion are anticipated to be constructed in the Airport vicinity at some point in the future. These include widening Airport Boulevard, widening/ reconfiguration of the Airport Boulevard/ Highway 101 interchange, and extension of Brickway Boulevard to connect Airport Boulevard to River Road via Laughlin Road. The interchange project is part of the larger Caltrans/ SCTA Highway 101 Project currently in construction and anticipated to be completed in 2011. There are no known time frames for the other projects. However, it is likely that Airport-related traffic would begin to increase prior to the completion of all of these projects.

AMP Traffic Generation

Commercial air service at the Airport is expected to increase over time to accommodate the growing demand. The AMP forecasts 13.33 average daily departures (ADD) by year 2030, resulting in an estimated total of 938 daily enplaned passengers requiring transport to the Airport¹². Under current conditions, approximately 351 daily enplaned passengers require transportation to the Airport¹³. The 2030 projected aviation activity forecast

¹⁰ Highway 101 HOV Lane Widening and Improvements Project- From Steel Lane to Windsor River Road, Environmental Assessment/ Final Environmental Impact Report. State of California Department of Transportation and Sonoma County Transportation Authority. October 2007. Table H-3.

¹¹ Sonoma County General Plan 2020 - General Plan Update, Final Environmental Impact Report. Sonoma County Permit and Resource Management Department. June 12, 2007 (EIR will not be certified until the Board of Supervisors adopts the General Plan). Exhibits 4.2-7, 4.2-8 & 4.2-10.

¹² Based on 8.44 ADD and 101 average seats for air carrier aircraft and 4.89 ADD and 76 average seats for commuter aircraft at standard FAA boarding load factor growth rates (77.2% for air carrier and 75.4% for commuter in 2030).

¹³ Based on 6 ADD using 76-seat aircraft at a 77% load factor.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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would increase the number of daily enplaned passengers by approximately 587; however, this increase would translate to a relatively small number of additional vehicle trips in relation to the existing traffic load on the local road system.

Although implementation of the AMP is not expected to generate a substantial number of additional vehicle trips, the County of Sonoma Traffic Guidelines require a traffic study for any project area where one or more streets or intersections are currently operating at LOS D or worse. Therefore, additional analysis, including a new traffic study, is necessary. The EIR will include a new traffic study, after which a determination of significance will be made. Although only 13.33 ADD are projected by the AMP, the EIR will analyze traffic associated with a maximum of 21 ADD. (1, 10, 30, 31)

Construction activities would also generate a temporary increase in traffic because workers would drive to and from work sites and building materials would be transported to the site. In particular, construction of the runway extensions may require a significant amount of fill material to be imported. Potential impacts from construction-generated traffic will be evaluated in the EIR.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

O G G G

There is no regional congestion management agency which includes Sonoma County. Therefore, LOS standards are set by local jurisdictions. The County General Plan has established LOS standards for unincorporated areas of Sonoma County. The County's level of service standard on roadways is LOS C or better. However, lower LOS standards have been adopted for specific roadway segments in the General Plan. Airport Boulevard is one of these segments; the adopted standard on Airport Boulevard is LOS D. The County's level of service standard for intersections is LOS D.

As described above in 15a, the primary Airport access road, Airport Boulevard, is already operating at LOS F during peak hour traffic, as is the Highway 101 southbound ramp intersection. In cases where existing conditions already exceed the adopted LOS, a project is considered to have a significant traffic impact if it would further decrease the average travel speed by 0.5 miles per hour (mph) on LOS F roadways and/or increase the delay at LOS E or F intersections by five seconds or more. The EIR will include a new traffic study, after which a determination of significance will be made. (1, 10, 30, 31)

16. UTILITIES AND SERVICE SYSTEMS Would the project:

- | | | | | |
|---|---|---|---|---|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | G | G | G | O |
|---|---|---|---|---|

The Project is within the jurisdiction of the North Coast Regional Water Quality Control Board, which issues discharge permits for wastewater treatment facilities. Wastewater treatment for the Airport is provided by the Airport-Larkfield-Wikiup Sanitation Zone managed by the Sonoma County Water Agency. The Sanitation Zone has adequate capacity to serve the project (see 16b for more details); therefore, the Project would have **No Impact** on the Sanitation Zone’s ability to meet wastewater treatment requirements. Therefore, no further analysis is warranted in the EIR. (1)

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|--|---|---|---|---|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | G | G | O | G |
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Proposed AMP improvements would generate greater amounts of wastewater than the existing Airport, due primarily to expansion of visitor-serving facilities in the new terminal complex (i.e., additional restrooms and food-serving establishments). The Airport is within the Airport-Larkfield-Wikiup Sanitation Zone. Airport operations currently use 78 Equivalent Single Family Dwelling (ESD) units; 150 more ESD units are available to the Airport for future needs. The proposed expanded facilities associated with the new terminal complex are anticipated to require 25-30 additional ESD units, which would not approach or exceed the Airport’s ESD allotment, and therefore, would have a **Less Than Significant** impact. Therefore, no further analysis is warranted in the EIR.

The south side of the Airport currently has no wastewater service. In order to construct the proposed cargo facility, wastewater service would need to be expanded to include this area. The Airport has adequate ESD units to accommodate the facility, and therefore, would have a **Less Than Significant** impact on available wastewater treatment capacity. Potential impacts associated with pipeline trenching will be further analyzed in the EIR under other sections, such as Biological Resources, Soils, and Water Quality.

- | | | | | |
|--|--|--|--|--|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of | | | | |
|--|--|--|--|--|

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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which could cause significant environmental effects?

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The AMP would result in construction of a variety of new impervious surfaces, including runway extensions, taxiways, service roads, parking aprons, and buildings. Various storm water drainage improvements would be constructed in association with these projects, including new (and replaced) subsurface drain system components and a new storm water detention basin. Potential impacts related to the construction of storm water drainage facilities are addressed in other sections of the Initial Study and will be included in the EIR, where appropriate. Potential impacts are primarily related to hydrology and ground disturbance activities, discussed under biology (Sec 4), cultural resources (Sec 5), geology/soils (Sec 6), and hydrology (Sec 8). However, construction of proposed drainage improvements will have a **Less Than Significant** impact on public utilities and service systems. Therefore, no further analysis is warranted in the EIR.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

G G O G

Water for the Airport is provided by the City of Windsor. The AMP proposes expanding some facilities that would require additional water consumption, such as restrooms and food-serving establishments, and aircraft wash facilities. However, these uses would not require a substantial increase in water use, and the available water supply is adequate to serve the needs of the Project. No new or expanded water entitlements are needed for the AMP Project. Therefore, the Project would have a **Less Than Significant** impact on the available water supply, and no further analysis is warranted in the EIR.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

G G O G

See item 16a and 16b, above. The Project would not exceed the available capacity of the wastewater treatment provider, the Airport-Larkfield-Wikiup Sanitation Zone. The Airport has an additional 150 ESD units available for future needs, and is not expecting to require more than 30 ESD for proposed improvements. Therefore, the Project would have a **Less Than Significant** impact, and no further analysis is warranted in the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

G G O G

The AMP proposes improvement projects which would result in greater generation of solid waste than under current conditions, primarily due to expansion of visitor-serving facilities (e.g., restrooms, restaurants) in the new terminal complex and the projected increase in the number of airline passengers anticipated to use these facilities. Sonoma County has a solid waste management program in place that provides solid waste collection and disposal services for the entire County. The program can accommodate the permitted collection and disposal of the waste that would result from the proposed Project. Therefore, the Project would have a **Less Than Significant** impact, and no further analysis is warranted in the EIR.(1)

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

G G G O

The Project would comply with applicable federal, state, and local statutes and regulations related to solid waste during operation and construction, and therefore, would have **No Impact**. No further analysis is warranted in the EIR. (1)

17. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

O G G G

Project implementation could result in potential adverse impacts on: aesthetics, primarily as a result of new light or glare; agricultural resources; air quality; biological resources; cultural resources; geology and soils (soil erosion); hazardous materials (possible buried ordnance); hydrology and water quality; land use and planning (General Plan Amendment); noise; and traffic (vehicular and aircraft). PRMD Environmental Review staff recommend that these impacts be evaluated in an EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

O G G G

The AMP was created and is being updated to guide long-range planning and development on Airport property, in part to identify potential project-level impacts likely to occur within the 20-year life of the AMP which could contribute to a cumulative impact. The Initial Study has identified potential cumulative impacts in air quality and traffic. PRMD Environmental Review staff recommend that these impacts be evaluated in an EIR.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

O G G G

The AMP proposes projects which could result in direct and/or indirect adverse effects to humans in the areas of noise, and land use compatibility. PRMD Environmental Review staff recommend that these impacts be evaluated in an EIR.

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ACRONYMS

AAC	Aircraft Approach Category
ACOE	Army Corps of Engineers
ADD	Average Daily Departures
ADG	Airplane Design Group
ALP	Airport Layout Plan
ALUC	Airport Land Use Commission
AMP	Airport Master Plan
APN	Accessor Parcel Number
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
ATCT	Air Traffic Control Tower
ATE	(Sonoma County General Plan) Air Transportation Element
BAAQMD	Bay Area Air Quality Management District
BBJ2	Boeing Business Jet 2
BRL	Building Restriction Line
CAC	Community Advisory Committee
CAL FIRE	California Department of Forestry and Fire Protection
CALUP/CLUP	Comprehensive Airport Land Use Plan
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CLUP/CALUP	Comprehensive Airport Land Use Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
DA	Diverse Agriculture- County zoning designation
dB	Decibel(s)
dBA	A-weighted decibel(s)
EIR	Environmental Impact Report
ERJ 190	Embraer Regional Jet 190
ESA	(Federal) Endangered Species Act
ESD	Equivalent Single Family Dwellings
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FE	Federal-Listed as Endangered under the ESA
GHG	Greenhouse gases
HOV	High Occupancy Vehicle
ILS	Instrument Landing System
LAS	Las Vegas International Airport
LAX	Los Angeles International Airport

LEED	Leadership in Energy and Environmental Design
LIA	Land Intensive Agriculture- County zoning designation
MALSR	Medium-Intensity Approach Lighting System
MIRL	Medium Intensity Runway Lights
MITL	Medium Intensity Taxiway Lights
MSL	Mean Sea Level
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
ODALS	Omnidirectional Approach Lighting System
PAPI	Precision Approach Path Indicator
PDX	Portland International Airport
PRMD	(Sonoma County) Permit and Resource Management Department
RAIL	Runway Alignment Indicator Lights
REILS	Runway End Identifier Lights
ROG	Reactive Organic Gases
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RWQCB	Regional Water Quality Control Board
SACMA	Sonoma County Consolidated Wetland Mitigation Area preserve
SCTA	Sonoma County Transportation Authority
SE	State-Listed as Endangered under the CESA
SEA	Seattle-Tacoma International Airport
STS	Charles M. Schulz - Sonoma County Airport
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCM	Transportation Control Measure
TSA	Transportation Security Administration
UPS	United parcel Service
USFWS	United States Fish and Wildlife Service
VASI	Visual Approach Slope Indicator