

APPENDIX C

SCOPING REPORT

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CHARLES M. SCHULZ – SONOMA COUNTY AIRPORT MASTER PLAN UPDATE ENVIRONMENTAL ASSESSMENT AND ENVIRONMENTAL IMPACT REPORT SCOPING REPORT

Introduction

The Sonoma County Department of Transportation and Public Works - Airport Division (Airport) has prepared a draft Airport Master Plan (AMP) to replace the 1998 AMP for the Charles M. Schulz - Sonoma County Airport. The Federal Aviation Administration (FAA), as lead agency in accordance with the National Environmental Policy Act (NEPA), has determined that an Environmental Assessment (EA) is required for compliance with NEPA. The County, as Lead Agency in accordance with the California Environmental Quality Act (CEQA), has prepared an Initial Study for the AMP project. An Initial Study is a preliminary analysis prepared by the Lead Agency to identify potentially significant environmental effects of the project and to determine whether an Environmental Impact Report (EIR) or a Negative Declaration must be prepared. Based on the results of this Initial Study, the County has determined that the project could have significant environmental effects, and that an EIR must be prepared. In making the determination that an EIR is necessary, the County's Environmental Review Committee (ERC) held a public meeting and accepted comments as part of its review process. Comments received by the ERC are on file with Crystal Acker at the Sonoma County Permit Resource Management Department (PRMD) (telephone number 707.565.8357) and with Jon Stout at the Sonoma County Airport (telephone number 707.565.7243).

The environmental review documentation will be presented in one volume that contains both the EA in compliance with NEPA and an EIR in compliance with CEQA. Together, this volume will be called "EA and EIR".

On June 6, 2008, the County published a Notice of Preparation (NOP) indicating that an EIR would be prepared. This NOP was sent to a variety of interested agencies, organizations, and individuals. Interested agencies, organization, and individuals were invited to provide comments on the scope of work for the EA and EIR. The County received comments on the NOP for a period of 30 days (from June 9, 2008 through July 9, 2008).

In addition, the County met with government agency representatives on July 1, 2008 to discuss the proposed action and the County held a scoping meeting on July 1, 2008 to provide information regarding the AMP and the EA and EIR. Copies of the sign-up sheets at the agency meeting and the scoping meeting are on file with Crystal Acker at the PRMD (telephone number 707.565.8357) and with Jon Stout at the Sonoma County Airport (telephone number 707.565.7243). At the scoping meeting, comments were accepted in written format as well as the opportunity to provide oral comments to a stenographer.

During the 30-day scoping period (ending July 9, 2008), 20 written comments were received. In addition, six written comments were received after the close of the 30-day scoping period. Copies of all written comments are on file with Crystal Acker at the PRMD (telephone number 707.565.8357) and with Jon Stout at the Sonoma County Airport (telephone number 707.565.7243). No comments were provided to the stenographer during the scoping meeting on July 1, 2008 (see Appendix A).

The comment topic areas include a wide range of issues. The majority of comments received pertained to issues related to aircraft noise, air quality, compatible land use, and natural resources. In addition, numerous comments were received that are not related to the proposed action being studied in the EA and EIR.

A summary of all comment themes is provided in Table 1. Comments relevant to the EA and EIR are divided by environmental issue area and several other categories. A column is provided to indicate where in the EA and in the EIR the issue is planned to be addressed. For comments not relevant to or within the scope of the EA or the EIR, this is noted in the table.

It is important to remember that neither NEPA nor CEQA requires an analysis of cost, economic or other non-environmental issues. Therefore, some of the scoping comments were not appropriate topics to address in the EA and EIR.

Written Scoping Comments

Public Agencies / Organizations

The following is a listing of the public agencies / organizations that submitted written comments.

California Department of Transportation	June 20, 2008
California Department of Conservation, Division of Land Resource Protection	July 3, 2008
California Regional Water Quality Control Board – North Coast Region	July 8, 2008

California Department of Fish and Game	July 8, 2008
Town of Windsor	July 8, 2008
Sonoma County Airport Land Use Commission	July 9, 2008
County of Sonoma Department of Health Services	July 14, 2008
Sonoma County PRMD Comprehensive Planning Division	July 29, 2008

Community / Special Interest Groups

The following is a listing of the community / special interest groups that submitted written comments.

California Native Plant Society – Milo Baker Chapter	July 9, 2008
Sierra Club	July 9, 2008

Individuals

The following is a listing of the individuals that submitted written comments.

David Oliver	July 1, 2008
Robert E. Hopkins	July 1, 2008
Jim Lindgren	July 1, 2008
Fred Ortmann	July 2, 2008
Laurie Stroupe	July 2, 2008
Michele Moses	July 2, 2008
Leah Gilseth	July 3, 2008
Charles Bartley	July 7, 2008
Bud and Elizabeth Giacomelli	July 8, 2008
Elisabeth Bollman	July 9, 2008
Dave and Barbara Gusmer	July 9, 2008
Marc C. and Sandra LaMantia	July 9, 2008

Dee Jeffers-Kalder	July 10, 2008
Doug D	July 11, 2008
Jean Sasso	July 11, 2008
Jutta Eintoss	July 14, 2008

Oral Comments

A scoping meeting was held on July 1, 2008. During the scoping meeting, a stenographer was available to transcribe oral comments. However, no oral comments were received during the scoping meeting (see Appendix A).

Scoping Comments Summary Table

Table 1 presents a summary of the scoping comments that have been provided.

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Purpose and Need	
<ul style="list-style-type: none"> • Explain why the airport should be expanded now, especially with a weak economy and fewer flights. • There is no information that demonstrates that there is a need for airport expansion in the immediate future or in the long-term. 	<p>Section 2 of the EA and Section 2 of the EIR.</p>
Alternatives	
<ul style="list-style-type: none"> • Identify any alternate regional airport locations that are preferable. • Indicate whether the extension to Runway 1/19 will be to the north or to the south. 	<p>Section 3 of the EA and Section 2 of the EIR.</p>
Air Quality	
<ul style="list-style-type: none"> • Include an analysis of the effects of the project on greenhouse gas emissions. • Include an analysis of the impacts to air quality as a result of an increase in air passengers traveling to the airport. • Evaluate the use of recycled water instead of potable water for dust control during construction. 	<p>Section 5.1 of the EA and Section 3.1 of the EIR.</p>

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Compatible Land Use	
<ul style="list-style-type: none"> • Include a discussion of the need for an amendment to the Sonoma County Comprehensive Airport Land Use Plan. • Discuss the consistency of the Airport Master Plan with the Sonoma County Comprehensive Airport Land Use Plan and the Town of Windsor General Plan and Zoning Ordinance. • Develop the EIR so that it can be used as the environmental document required to approve any needed amendments to the General Plan. 	<p>Section 5.3 of the EA and Section 3.3 of the EIR.</p>
Farmlands	
<ul style="list-style-type: none"> • Identify the location and value of prime farmland, farmland of statewide importance, unique farmland, and other types of farmland in the vicinity of the Airport. • Describe the impacts of the proposed action on farmlands and recommend measures to mitigate these impacts. • Identify any Williamson Act contract lands and the impacts associated with cancelling any Williamson Act contracts. 	<p>Section 5.6 of the EA and Section 3.6 of the EIR.</p>

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Fish, Wildlife, and Plants	
<ul style="list-style-type: none"> • Include an assessment of the habitats of flora and fauna (including endangered, threatened, and locally unique species and sensitive habitats) in the vicinity of the Airport. Discuss the impacts of the proposed action on Burke’s goldfields preserves and on California tiger salamander habitat. • Identify impacts to riparian resources and include obtaining a Lake and Streambed Alteration Agreement if any vegetation clearing in riparian areas is proposed to occur. • Include the property acquisition areas in the surveys of biological resources in the vicinity of the Airport. Include a discussion of the impacts to the California Native Plant Society list 3 and list 4 taxa. • Identify mitigation measures that can be a catalyst for the creation of a collaborative satellite preserve within the Windsor Plant Conservation Area of the Santa Rosa Plain Conservation Strategy. 	<p>Section 5.7 of the EA and Section 3.7 of the EIR.</p>
Floodplains	
<ul style="list-style-type: none"> • Identify all new impervious surfaces and indicate how the increase in peak flow stormwater will be attenuated. 	<p>Section 5.8 of the EA and Section 3.8 of the EIR.</p>
Hazardous Materials, Pollution Prevention, and Solid Waste	
<ul style="list-style-type: none"> • Discuss the impacts should contaminated soils be encountered during construction activities. 	<p>Section 5.9 of the EA and Section 3.9 of the EIR.</p>
<ul style="list-style-type: none"> • Discuss the impacts of the proposed action on the closed landfill on Airport property. 	<p>Section 5.9 of the EA and Section 3.9 of the EIR.</p>

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Light Emissions / Visual Impacts	
<ul style="list-style-type: none"> Discuss the effects that new lighting will have in the vicinity of the Airport. 	Section 5.11 of the EA and Section 3.11 of the EIR.
Noise	
<ul style="list-style-type: none"> Estimate and map the noise levels associated with aircraft operations and analyze the exposure of persons to or generation of noise levels in excess of the established noise compatibility standards. Evaluate the noise impact of jet aircraft compared to turboprop aircraft including aircraft that are currently limited by weight restriction but would not be limited after the proposed action. Provide a comparative analysis of existing data for 2008 and proposed data for 5, 10, 15, and 20 years in the future for noise impacts that would include frequency of flights, types of aircraft, times of day for aircraft operations, flight tracks, runway usage, and seasonal differences in frequency. Include an analysis of noise controls for the operation of aircraft at the Airport. Include noise measurements as part of the analysis. Discuss the reduction in noise impacts if flight paths were shifted to the west. 	Section 5.13 of the EA and Section 3.13 of the EIR.

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Noise (cont.)	
<ul style="list-style-type: none"> Complete a Part 150 Study and a Part 161 Study for the Airport. 	Both a Part 150 Study and a Part 161 Study are not a part of the NEPA or CEQA process. These studies are possible mitigation measures that may be considered if significant noise impacts occur as a result of the proposed action.
Safety	
<ul style="list-style-type: none"> Assess the probability of aircraft failure and crashes around the Airport and the resulting safety hazards to aircraft and to the people working and residing in the vicinity of the Airport. 	Section 3.23 of the EIR.
Utilities	
<ul style="list-style-type: none"> Assess the adequacy of the water distribution system throughout the Airport property. 	Section 3.21 of the EIR.
<ul style="list-style-type: none"> Design and construct all future irrigation facilities at the Airport for the use of recycled water and incorporate water-saving measures in design and construction. 	Section 3.21 of the EIR.
Water Quality	
<ul style="list-style-type: none"> Evaluate the impacts associated with the quality of stormwater runoff from new impervious surfaces. Discuss the impacts of groundwater contamination resulting from new sewer, water, storm drain and utility line work. 	Section 5.16 of the EA and Section 3.16 of the EIR. Section 5.16 of the EA and Section 3.16 of the EIR.

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Wetlands	
<ul style="list-style-type: none"> • Evaluate the impacts of the proposed action to wetlands and waters of the United States. • Identify measures to mitigate the impacts to wetlands and waters of the United States. 	<p>Section 5.17 of the EA and Section 3.17 of the EIR.</p>
Use of Area Navigation (RNAV)	
<ul style="list-style-type: none"> • Is it possible to delay any expansion of the Airport until the RNAV capability is mandated in 2016 allowing instrument flights to deviate from the current flight paths. 	<p>The proposed action would have no impact on the Instrument Landing System (ILS) approach to Runway 32 or its associated flight paths. Therefore, no analysis of this topic will be presented in the EA and EIR. Changes to the existing RNAV approach to Runway 14 will be analyzed as a part of this proposed action and will be included in the EA and EIR.</p>

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Fiscal Impacts	
<ul style="list-style-type: none"> Discuss the fiscal responsibility of proceeding with the proposed action. Describe the fiscal impact on Sonoma County if the projected increase in flights fails to materialize. 	<p><i>CEQA Guidelines</i> Section 15131(a) states the following: “Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain or cause and effect. The focus of the analysis shall be on the physical changes.” Therefore, the fiscal impacts of the proposed action are not considered to be a physical change of the environment and will not be discussed in the EA and EIR.</p>

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Acquisition of Air Rights	
<ul style="list-style-type: none"> Discuss the consideration being given to acquire air rights to mitigate the impacts associated with aircraft overflights. 	<p>The Airport currently has avigation easements on properties in the Airport vicinity. The proposed action does not include any changes to existing avigation easements or the process for the granting of avigation easements in the Airport vicinity. Therefore, the EA and EIR will not include any discussion on air rights.</p>
Opposition to Proposed Action	
<ul style="list-style-type: none"> The proposed action is not needed and there is general opposition to the proposed action. 	<p>The comment is to register opposition to the proposed action and is not directed at the scope of the EA and EIR.</p>

**Table 1. Charles M. Schulz – Sonoma County Airport Master Plan Update EA and EIR
 Scoping Comments Summary**

Environmental Issue / Project Component	Notes / Where Planned To Be Addressed in EA and EIR
Scoping Meeting Format	
<ul style="list-style-type: none"> The format for the public open house did not provide for the public to hear all comments from other members of the public. 	<p>The comment is about the format for the public meetings associated with the EA and EIR process. It is important to note that NEPA and CEQA do not require a scoping meeting as part of the EA or EIR process. The County decided to go above and beyond what is required and held the scoping meeting to provide the public with an opportunity to obtain information, ask questions, and provide input into the process. As such, no specific format for a public meeting is required and the format is at the discretion of the lead agency.</p>
Support for Proposed Action	
<ul style="list-style-type: none"> The proposed action is needed and there is general support for the proposed action. 	<p>The comment is to register support for the proposed action and is not directed at the scope of the EA and EIR.</p>

APPENDIX A
LETTER FROM STENOGRAPHER



Mountainview Center
3754 Round Barn Drive, Suite 381
Santa Rosa, CA 95403
707.526.2705 800.368.6833

July 23, 2008

RECEIVED

JUL 30 2008

MEAD & HUNT, INC.

Mead & Hunt, Inc.
Attn: Michael R. McClintock, AICP
133 Aviation Boulevard, Suite 100
Santa Rosa, CA 95403

Re: EA/EIR Scoping Meeting, Public Information Meeting July 1, 2008

Dear Mr. McClintock:

This letter is to confirm that I was present at the Public Commentary, Charles M. Schulz Sonoma County Airport Master Plan Update, EA/EIR Scoping Public Information Meeting on July 1, 2008 at the Santa Rosa Hilton Hotel. I arrived at 6:30 p.m. and was prepared at 7:00 p.m. to receive and report statements from the public regarding the meeting. I remained there until 9:00 p.m. and no one approached me to have me report a statement.

Thank you for using Redwood Reporting for these meetings.

Sincerely,

Shar Nordstrom, CSR # 2861, CCRR