



COUNTY OF SONOMA

PERMIT AND RESOURCE MANAGEMENT DEPARTMENT

2550 Ventura Avenue, Santa Rosa, CA 95403-2829
(707) 565-1900 FAX (707) 565-8358

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title: Charles M. Schulz - Sonoma County Airport Master Plan Project

Lead Agency: Sonoma County Dept. of Transportation and Public Works - Airport Division

NOP/Initial Study Review Period: June 9, 2008 through July 9, 2008

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 County, as Lead Agency, 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.

This Notice of Preparation (NOP) serves two purposes: 1) to notify interested agencies and members of the public either residing within 1 mile of the Airport or who have filed a written request for notice that the County will prepare a Draft EIR to further assess any potential adverse environmental impacts that may result from implementing the proposed project, and 2) to solicit comment on the scope of the environmental analysis.

Attached are a project description, figures, and a list of probable environmental effects of the proposed project. The Initial Study is available for review and download on the Airport's Master Plan website at <http://sonomacountyairport.org/masterplan/index.html>. Hard copies are also available for in-office review at the Permit and Resource Management Department file counter at the below address.

Written Comment: If you wish to submit written comments focusing on your area of expertise, your agency's area of jurisdiction, or other issues related to the scope of the environmental analysis that should be included in the EIR, written responses may be mailed to: **Crystal Acker, Environmental Specialist, Sonoma County PRMD, 2550 Ventura Avenue, Santa Rosa, CA 95403**, or faxed to her attention at (707) 565-8358. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

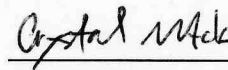
Scoping Meeting: The County will hold a scoping meeting to provide an opportunity for agency staff and members of the public to submit comments, either written or through the meeting stenographer, regarding the scope of the environmental issues to be addressed in the EIR. All public comments will be considered by the County during preparation of the EIR. The meeting will be held at **The Hilton Sonoma Wine Country Hotel at 3555 Round Barn Blvd., Santa Rosa, 95403, in the Nagasawa Room (C/D) from 7:00 pm to 9:00 pm on Tuesday, July 1, 2008.**

If you would like additional information on the project or the environmental review process, please call Crystal Acker, at (707) 565-8357.

Date: June 6, 2008

Attachments:

Project Description
Probable Environmental Effects
Figure 1. Location map
Figure 3. Airport Layout Plan



Crystal Acker

Environmental Specialist

Phone: (707) 565-8357

FAX: (707) 565-8358

Project Description:

The AMP is a long-range (i.e., up to 20 years) plan to guide the development and/or improvement of the Airport. It includes descriptions of proposed improvement projects, in addition to 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.

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, project impacts will be analyzed at the project-level in the EIR. 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.**

The following rehabilitation, development, and new construction projects are anticipated to occur over the next 20 years. Locations of existing and proposed airport facilities and structures are shown on Figure 3.

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
- Construction of 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 of and/or construction of aviation support facilities

Probable Environmental Effects:

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; traffic (vehicular and aircraft); and cumulative impacts from past, present, and foreseeable future projects. Additional issues may be identified during the scoping process.