SECTION 3
ADDENDA TO THE DRAFT EIR

The following corrections and changes are made to the Draft EIR and are incorporated as part of the Final EIR. New language is double-underlined (e.g., new text). Deleted text is shown with strikethrough (e.g., ~~deleted text~~). Where a change is made as part of a response to a comment on the Draft EIR, the comment number is noted in brackets.

Page ii, last item on page is revised to read:

M. ~~Surface Traffic Technical Study~~ Noise

Page iv, figure numbers are revised as follows (3-XX – denotes page number found in this document):

Figure 3.12-6	2015 AM Peak Hour Project Increment Volumes (3-21)
Figure 3.12-7	2015 PM Peak Hour Project Increment Volumes (3-22)
Figure 3.12-8	2030 AM Peak Hour Project Increment Volumes (3-23)
Figure 3.12-9	2030 PM Peak Hour Project Increment Volumes (3-24)
Figure 3.12-10	Existing AM Peak Hour Volumes with 2015 Project Increment (3-25)
Figure 3.12-11	Existing PM Peak Hour Volumes with 2015 Project Increment (3-26)
Figure 3.12-12	Existing AM Peak Hour Volumes with 2030 Project Increment (3-27)
Figure 3.12-13	Existing PM Peak Hour Volumes with 2030 Project Increment (3-28)
Figure 3.12-14	Existing + 2015 Project Increment Lane Geometrics and Intersection Control Mitigations (3-33)
Figure 3.12-15	Existing + 2030 Project Increment Lane Geometrics and Intersection Control Mitigations (3-38)
Figure 3.12-~~6~~ 16	2015 AM Peak Hour Volumes Without Proposed Project (3-44)
Figure 3.12-~~7~~ 17	2015 PM Peak Hour Volumes Without Proposed Project (3-46)
Figure 3.12-~~8~~ 18	2015 Lane Geometrics and Intersection Control (3-47)
Figure 3.12-~~9~~ 19	2030 AM Peak Hour Volumes Without Proposed Project (3-52)
Figure 3.12-~~10~~ 20	2030 PM Peak Hour Volumes Without Proposed Project (3-53)
Figure 3.12-~~11~~ 21	2030 Lane Geometrics and Intersection Control Without Proposed Project (3-54)
Figure 3.12-~~12~~ 22	2015 AM Peak Hour Volumes with Proposed Project (3-60)
Figure 3.12-~~13~~ 23	2015 PM Peak Hour Volumes with Proposed Project (3-61)
Figure 3.12-~~14~~ 24	2030 AM Peak Hour Volumes with Proposed Project (3-62)
Figure 3.12-~~15~~ 25	2030 PM Peak Hour Volumes with Proposed Project (3-63)
Figure 3.12-~~16~~ 26	2015 PM Peak Hour Proposed Project Increment Volumes (3-64)
Figure 3.12-~~17~~ 27	2015 PM Peak Hour Proposed Project Increment Volumes (3-65)
Figure 3.12-~~18~~ 28	2030 AM Peak Hour Proposed Project Increment Volumes (3-66)

Figure 3.12-~~19~~ 29 2030 PM Peak Hour Proposed Project Increment Volumes (3-67)
Figure 3.12-~~20~~ 30 2015 Intersection Mitigation (3-71)
Figure 3.12-~~20~~ 31 2030 Intersection Mitigation (3-74)

Page vii, table numbers are revised as follows:

Table 3.12-5 Increase in Charles M. Schulz – Sonoma County Airport Trip Generation – 2015 Project Traffic Increment (3-18)
Table 3.12-6 Increase in Charles M. Schulz – Sonoma County Airport Trip Generation – 2030 Project Traffic Increment (3-19)
Table 3.12-7 Charles M. Schulz – Sonoma County Airport – Trip Generation Summary for Proposed Project (3-20)
Table 3.12-8 Trip Distribution for the Proposed Project (3-29)
Table 3.12-9 Intersection Level of Service – Existing + 2015 Project Increment – AM and PM Peak Hour (3-31)
Table 3.12-10 Intersection Level of Service – Existing + 2030 Project Increment – AM and PM Peak Hour (3-36)
Table 3.12-11 Freeway Level of Service Existing + 2030 Project Increment (3-40)
Table 3.12-~~5~~ 12 Increase in Charles M. Schulz – Sonoma County Airport Trip Generation by 2015 Without Proposed Project (3-42)
Table 3.12-~~6~~ 13 Intersection Level of Service – Year 2015 (3-43)
Table 3.12-~~7~~ 14 Freeway Level of Service – Year 2015 (3-48)
Table 3.12-~~8~~ 15 Increase in Charles M. Schulz – Sonoma County Airport Trip Generation by 2030 Without Proposed Project (3-49)
Table 3.12-~~9~~ 16 Intersection Level of Service - Year 2030 (3-50)
Table 3.12-~~10~~ 17 Freeway Level of Service - Year 2030 (3-55)
Table 3.12-~~11~~ 18 Increase in Charles M. Schulz – Sonoma County Airport Trip Generation by 2015 with Proposed Project (3-57)
Table 3.12-~~12~~ 19 Increase in Charles M. Schulz – Sonoma County Airport Trip Generation by 2030 with Proposed Project (3-58)
Table 3.12-~~13~~ 20 Charles M. Schulz- Sonoma County Airport Trip Generation Summary for Proposed Project (3-59)
Table 3.12-~~14~~ 21 Trip Distribution for the Proposed Project (3-68)

Page 2-5, paragraph 1, sentence 2 of the Draft EIR is revised to read:

The FAA's Runway Safety Action Team (RSAT), which is a multi-disciplinary group that is charged with identifying means of improving safety at airport, prepared a Runway Safety Action Plan that was issued on ~~March 12, 2010~~ February 22, 2011 and is included as **Appendix F**.

Page 2-14, paragraph 8, sentence 1 of the Draft EIR is revised to read:

Three stormwater basins (one north of Taxiway A, one ~~west~~ east of the approach end of Runway 14, and one in the southeastern portion of the Airport would be constructed (see 1S7 in **Figure 2-3** for ~~a~~ project element locations).

Page 3.3-23, paragraph 6, sentence 2 of the Draft EIR is revised to read [Comment #C97-27 submitted by Planning Commissioner Carr at the 22 September 2011 Planning Commission Hearing]:

> Aviation activity (take offs and landings) represents the largest contributor of emissions at the Airport, however, ~~this~~ an increase is anticipated to occur with or without the implementation of the Proposed Project.

Pages 3.4-15 to 3.4-23, Table 3.4-1 has been revised to add the following [Comment #B5-4 submitted by the California Native Plant Society Milo Baker Chapter]:

Species	Status	Habitat	Occurrence or Potential for Occurrence in Airport Study Area
Heerman's tarweed *Holocarpha heermannii*	--	Valley and foothill grasslands and woodlands.	Suitable habitat in grasslands and oak woodlands; occurs in one location in the Airport Study Area.
Hogwallow starfish *Hesperevax caulescens*	4	Mesic, clay grasslands; mud flats and shallow areas of seasonal wetlands and vernal; pools.	Suitable habitat in seasonal wetlands and vernal pools in the Airport Study Area; occurs in four locations in the Airport Study Area.

Page 3.4-37, Mitigation Measure 3.4.1, Draft EIR has been revised to read as follows [Comment #B5-4 submitted by the California Native Plant Society Milo Baker Chapter]:

Impact 3.4.1: Loss or Disturbance of a Special-status Plants ~~Pappose Tarplant~~ Populations as a Result of Short-Term Project Elements

Grading for the RSA associated with the approach end of Runway 14 would occur within an area that supports one the Airport's two populations of pappose tarplant, which is a CRPR 1B species (see **Figure 3.4-9**). ~~As a consequence, the Proposed Project is likely to cause a significant adverse affect to this species.~~ Grading for project elements 1A8, 1A9, 2A4, 2A5, 1S4 and 1S6 would have the potential to occur within areas that support hogwallow starfish (a CRPR 4 species), depending on the precise location of populations of this plant species. Grading for project elements 1S4 and 1S7 would have the potential to occur within an area that supports Heerman's tarweed (a locally rare plant species) depending on the precise location of populations of this plant species. The loss or disturbance of any of these special- status or rare plant populations would be a significant impact.

Mitigation Measure 3.4.1

Following seed-set in the late summer/early fall (September - November), prior to the year in which construction is scheduled, seeds shall be collected from stands of pappose

tarplant within the Airport Study Area. The harvested seeds shall be properly stored and shall be used to re-establish one or more new stands of tarplant within the Airport Study Area, within one year of ~~following~~ completion of grading. The Project Biologist[1] shall supervise and document compliance with the mitigation measure and shall subsequently prepare a report summarizing compliance to the County. Additional monitoring and/or management of the new tarplant stands will be conducted, if required by DFG.

Appropriately-timed pre-construction botanical surveys shall be conducted for the presence of hogwallow starfish and Heerman's tarweed within the areas to be disturbed for grading for project elements 1A8, 1A9, 2A4, 2A5, 1S4, 1S6 and 1S7. If occurrences of these species are observed within the areas to be graded, then topsoil shall be salvaged from the affected areas following seed set for each species. Collected topsoil shall be used to re-establish populations of these species within suitable areas selected by the Project Biologist following completion of grading. The Project Biologist shall supervise and document compliance with the mitigation measure and shall subsequently prepare a report summarizing compliance to the County. Additional monitoring and/or management of the new plant populations will be conducted, if required by DFG.

Page 3.4-41, first bullet of the Draft EIR is revised to read [Comment #A2-1 submitted by the California Department of Fish and Game]:

Pre-construction Surveys. The Project Biologist shall conduct pre-construction surveys within grasslands and within all potential human-made structures (e.g., culvert, debris piles) that will be affected by proposed project construction work. Surveys shall be conducted toward the end of the non-breeding season (January) ~~during the breeding season (February 1 to August 31), no more than 30 days prior to the anticipated start of construction~~. Surveys shall be conducted from one hour before to two hours after sunrise or two hours before to one hour after sunset in order to maximize the opportunity of observing owls on the site. ~~If ground-disturbing work is delayed or suspended for more than 30 days following the preconstruction survey, the Project Biologist shall re-survey the site within seven days of the start of construction. Work outside the breeding season does not require any pre-construction survey.~~

Page 3.4-41, Mitigation Measure 3.4.4, new bullet of the Draft EIR is added as follows [Comment #A2-6 submitted by the California Department of Fish and Game]:

Other Mitigation. If western pond turtle nests are found within the fenced exclusion area during the pre-construction surveys, additional measures will be identified and implemented subject to the approval of DFG, in order to ensure that all western pond turtle impacts are mitigated to the level of less-than-significant.

[1] A designated Project Biologist, subject to the approval of CDFG and USFWS shall be responsible for supervising and verifying compliance with all mitigation measures contained in Section 3.4.3.

Page 3.4-42, paragraph 1, new bullet of the Draft EIR is added as follows [Comment #A2-1 submitted by the California Department of Fish and Game]:

> **Other Mitigation.** If occupied burrowing owl burrows are observed within the project disturbance area during the pre-construction surveys, additional measures will be identified and implemented, consistent with DFG guidance and subject to the approval of DFG, in order to ensure that all burrowing owl impacts are mitigated to the level of less-than-significant.

Page 3.4-43, second bullet of Mitigation Measure 3.4.6 is revised to read [Comment #A2-2 submitted by the California Department of Fish and Game]:

> **Buffer Zones.** If birds are observed nesting, the Proposed Project shall avoid construction activity within a buffer zone around the nest (typically 50 to 250 feet of the nest) until ~~the breeding season has ended, or~~ the Project Biologist has confirmed that the young have fledged and are no longer reliant upon the nest or parental care for survival. The size of the nest buffer shall be determined by the Project Biologist, in consultation with CDFG, based on the location of the nest, the nesting species present, and types of construction activities that may cause potential nest abandonment.

Page 3.4-44, Mitigation Measure 3.4.8, new bullet of the Draft EIR is added as follows [Comment #A2-8 submitted by the California Department of Fish and Game]:

> **Other Mitigation.** If occupied American badger dens are found during the pre-construction surveys, additional measures will be identified and implemented subject to the approval of DFG, in order to ensure that all American badger impacts are mitigated to the level of less-than-significant.

Page 3.4-47, Mitigation Measure 3.4.10B, new sentence of the Draft EIR is added as follows [Comment #A2-9 submitted by the California Department of Fish and Game]:

> The mitigation ratio provided hereunder constitutes a minimum required ratio that may be modified during the negotiation process with the regulatory agencies under the applicable permitting processes.

Page 3.4-47, Mitigation Measure 3.4.10A, new bullet of the Draft EIR is added as follows [Comment #B3-12 submitted by the Sonoma County Water Coalition]:

> **Additional Mitigation.** The mitigation ratio provided hereunder constitutes a minimum required ratio that may be modified by the regulatory agencies under the applicable permitting processes. If such additional mitigation is required, one option that may be considered would be to develop a comprehensive long-term monitoring and adaptive management program for wetlands and associated species in the Airport's designated preserves. The plan would be designed to help maintain the quality and quantity of existing wetland habitat in the preserves, consistent with FAA guidelines under AC

150/5200-33, and consistent with airport operational requirements. The plan would be subject to the review and approval of the regulatory agencies.

Page 3.4-48, Mitigation Measure 3.4.10D, new paragraph 2 of the Draft EIR is added as follows:

The mitigation acreage listed above allow for replacement at a 1:1 ratio. The mitigation ratio provided hereunder constitutes a minimum required ratio that may be modified during the negotiation process the regulatory agencies under the applicable permitting processes.

Page 3.4-49, Mitigation Measure 3.4.11, new paragraph 2 of the Draft EIR is added as follows:

The mitigation acreage listed above allows for a replacement at a 1:1 ratio. The mitigation ratio provided hereunder constitutes a minimum required ratio that may be modified during the negotiation process with the regulatory agencies under the applicable permitting processes.

Page 3.4-49, Mitigation Measure 3.4.12, new bullet of the Draft EIR is added as follows [Comment #A2-7 submitted by the California Department of Fish and Game]:

A qualified wildlife biologist shall conduct a pallid bat habitat assessment within the oak woodland area no more than six months prior to tree removal work. If evidence of occupied bat roosting sites is observed (e.g., guano, urine stains or roosting bats), then removal or trimming of the occupied tree, and any trees within a buffer zone to be determined in consultation with DFG, shall be delayed until the period when bats are active and young are able to fly (March 1 through April 15, and August 31 through October 15). The affected trees shall be trimmed and removed under the supervision of the Project Biologist in two phases, over two consecutive days. On the first day (in the afternoon), limbs and branches not containing occupied or suitable roost sites shall be cut with a chainsaw. On the second day, the entire tree will be removed.

Page 3.4-51 and Page 3.4-52, Impact 3.4.15 and Mitigation Measure 3.4.15, Draft EIR has been revised to read the following [Comment #B3-13 submitted by the Sonoma County Water Coalition]:

Impact 3.4.15: Loss of Occupied or Suitable Habitat for Burke's Goldfields, Sebastopol Meadowfoam, and Sonoma Sunshine Associated with Long-Term Project Elements

Implementation of the long-term project elements, as currently described in the Master Plan, could potentially affect a population of Burke's goldfields in the vicinity of the Runway 32 run-up apron ~~would not affect any existing populations of these three federal and state-listed Endangered species, nor~~ but would ~~it~~ not affect any wetlands where this ~~these~~ species or the other two federally-listed plant species occur or have historically occurred. Additionally, ~~However,~~ under the Conservation Strategy and PBO, all of the Airport's vernal pools and other seasonal wetlands are considered to be suitable habitat

for the three plant species. Loss of such habitat is considered an adverse impact because the habitat may retain a remnant seed bank.

The long-term project elements are still conceptual, and specific development plans have not been prepared at this time. Until the precise scope, design, and location for each long-term project element is more clearly defined, any attempt to quantify impacts to these three species or any wetlands in the Airport Study Area would be purely speculative. Depending on where and if these long-term project elements are implemented, a loss of ~~suitable~~ habitat for these three species could occur. For example, replacing the terminal building and control tower in their existing locations would have no impact on these species or any wetlands; however, relocating the control tower or expanding the footprint of the terminal building could affect these sensitive resources. This habitat loss would constitute a potentially significant impact. Each long-term project element will be studied in a focused project-level environmental analysis before it is approved or implemented. To reduce any potentially significant impacts to occupied or suitable habitat for Burke's goldfields, and suitable habitat for Sebastopol meadowfoam, and Sonoma sunshine, the following mitigation measure shall be implemented for long-term project elements.

Mitigation Measure 3.4.15

As each new long-term project element is proposed under the Master Plan, a project-level environmental review shall be conducted to identify any potential impacts to occupied or suitable habitat for Burke's goldfields, or suitable habitat for Sebastopol meadowfoam, and Sonoma sunshine, or wetland areas. Impacts shall be avoided to the maximum extent feasible. If this review identifies impacts to these resources, the County shall either purchase mitigation credits from a USFWS/CDFG approved off-site mitigation or conservation bank on the Santa Rosa Plain or shall acquire land with established habitat for these species at an off-site mitigation area in the Santa Rosa Plain at a ratio approved by the resource agencies. All such mitigation shall be consistent with the guidelines of the Santa Rosa Plain Conservation Strategy, if still in effect at the time of the proposed work.

Page 3.4-51, Mitigation Measure 3.4.14 has been revised to read [Comment #A2-12 submitted by the California Department of Fish and Game]:

The County shall implement the following actions to mitigate the impacts associated with the loss of the wildlife movement corridor along Airport Creek.

Shrub and herbaceous planting along the 850-foot relocated stream channel. Mitigation Measure ~~3.4.3~~ 3.4.10B calls for ~~the County to plant~~ planting of low statured shrub and/or herbaceous species along the relocated open channel banks in accordance with FAA guidelines for lands within and adjacent to the OFA. This replanting should allow for the development of partial channel cover that would be conducive to the passage of small wildlife.

Page 3.4-55, the following text has been added to the Draft EIR [Comment #B5-4 submitted by the California Native Plant Society Milo Baker Chapter]:

Impact 3.4.23: Loss or Disturbance of a Hogwallow starfish Populations as a Result of Long-Term Project Elements

Long-term project elements 10L1, 1S6, 7A and 8L would have the potential to cause a significant adverse affect on hogwallow starfish (a CRPR 4 species) depending on the precise location of populations of this plant species and the future grading plans that would be developed for these project elements.

Mitigation Measure 3.4.23

Appropriately-timed pre-construction botanical surveys shall be conducted for the presence of hogwallow starfish within any areas that would be disturbed for grading for following long-term project elements: 10L1, 1S6, 7A and 8L. If occurrences of this species are observed within the areas to be graded, then topsoil from the affected areas shall be salvaged and used to re-establish hogwallow starfish populations in accordance with the provisions of Mitigation Measure 3.4.1.

Page 3.5-10, paragraph 2, sentences 2 and 3 of the Draft EIR are revised to read [Comment #B1-4 submitted by Tomaras & Ogas, LLP]:

If earth-moving activities uncover artifacts, or unusual amount of non-human bone, work shall be halted within 25 feet of the find and shall not be resumed until after the trained individual has inspected and evaluated the deposit and determined in consultation with the appropriate tribes(s) the appropriate means of action. If avoidance is not feasible, the archaeological cultural resources shall be evaluated in consultation with the appropriate tribes(s) for their eligibility for listing in the California Register, and whether they quality as "unique archaeological resources" under CEQA.

Page 3.5-10, paragraph 3, sentence 2 of the Draft EIR is revised to read [Comment #B1-4 submitted by Tomaras & Ogas, LLP]:

The report shall be submitted to the County, ~~and~~ the Northwest Information Center (NWIC), and the interested appropriate tribes(s).

Page 3.5-11, paragraph 3, new sentences 3, 4 and 5 of the Draft EIR are added as follows [Comment #B1-5 submitted by Tomaras & Ogas, LLP]:

The MLD shall then engage in consultation concerning the treatment of the remains pursuant to Public Resources Code Section 5097.98. All documents concerning the ultimate treatment and disposition of the remains will not be governed by public disclosure requirements of the California Public Records Act, California Government Code 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r).

Page 3.5-11, paragraph 4 of the Draft EIR is deleted in its entirety [Comment #B1-5 submitted by Tomaras & Ogas, LLP]:

> ~~Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and result, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the County and the NWIC.~~

Page 3.9-6, paragraph 4, sentence 2 is deleted in its entirety [Comment #A7-4 submitted by the Sonoma County Airport Land Use Commission].

> ~~None of these categories would be significantly affected as a result of the project elements associated with the Proposed Project.~~

Page 3.9-8, last bullet of the Draft EIR is deleted in its entirety [Comment #A7-7 submitted by the Sonoma County Airport Land Use Commission]:

> ~~If the ALUC does not amend the 2001 CALUP to reflect the Proposed Project, the County of Sonoma and Town of Windsor could still modify their respective general plans and specific plans to reflect the changes outlined above, but there would not be a statutory mandate to do so.~~

Page 3.9-9, paragraph 2, new sentence 2 of the Draft EIR is added as follows [Comment #A7-7 submitted by the Sonoma County Airport Land Use Commission]:

> If the ALUC does not amend the 2001 CALUP to reflect the Proposed Project, the County of Sonoma and Town of Windsor could still modify their respective general plans and specific plans to reflect the changes outlined in Mitigation Measure 3.9.1, but there would not be a statutory mandate to do so.

Page 3.9-12, bullet #1 is revised to read [Comment #B4-26 submitted by the Sierra Club]:

> Figure LU-2c, *Land Use Map,* can be modified using one of the following approaches:
> (a) ~~to~~ change allowable density for the 20-acre area discussed above to one dwelling unit per five acres if the CALUP zone pattern is utilized (instead of one dwelling unit per three acres). If the 2002 *Handbook* zones are utilized, the 20-acre area would need a planned land use designation that would be consistent with the density restriction of the 2002 Handbook. Note that the ALUC may choose to establish restrictions that vary from the *Handbook* guidance.
> (b) change allowable density on the portions of APN 066-210-077 (13.6 acres total) and APN 066-210-078 (10.24 acres total) within the new more restrictive Inner Safety Zone (ISZ) to one dwelling unit per five acres, from the current three acre density. The ISZ CALUP residential density is 0.2 units per acre (5 acres per unit) based on using the existing methodology for safety zone calculations of the 2001 CALUP. This would create

parcels with split General Plan designations if the ALUC based revised safety zones in a similar manner as was used with the adoption of the 2001 CALUP.

Page 3.9-20, Figure 3.9-4 is included and presented on page 3-77 [Comment #A7-5 submitted by the Sonoma County Airport Land Use Commission].

Page 3.12-3, paragraph 4, bullet 2 of the Draft EIR is revised to read:

2. Base Case (without project) operation for a signalized or unsignalized intersection is already at LOS E or F and there is any additional of project traffic.

Page 3.12-6, paragraph 3, sentences 4 and 5 of the Draft EIR are revised to read:

However, current (2011) ~~Due to recent construction-related congestion, year 2008 volumes from Caltrans have been utilized to evaluate existing~~ freeway conditions have been projected and evaluated for~~. However, all future analysis uses a six-lane freeway configuration, and evaluates conditions in~~ the two mixed flow travel lanes in each direction.

Page 3.12-8, Table 3.12-4 is replaced in its entirety with the following:

Table 3.12-4
EXISTING INTERSECTION LEVEL OF SERVICE IN AIRPORT VICINITY

INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
Shiloh Road Corridor – Town of Windsor		
Shiloh Road/Skylane Boulevard (Signal)	D - 47.3 /a/	B - 19.6 /a/
Shiloh Road/Conde Lane (Conde Lane Stop Sign Control)	**D - 25.8** /c/	**C - 19.2** /c/
Shiloh Road/U.S.101 Southbound Off-Ramp (Off-Ramp Stop Sign Control)	**E - 37.4** /d/	**F – 340** /d/
Shiloh Road/U.S.101 Northbound Off-Ramp (Signal)	B - 14.8 /a/	B - 10.3 /a/
Airport Boulevard Corridor – County of Sonoma		
Airport Boulevard/North Laughlin Road-Skylane Boulevard (North Laughlin Road-Skylane Boulevard Stop Sign Control)	B - 14.5 /b/ /e/ D - 13.8 /b/ /f/ **F - 78.8** /b/ /g/ B – 13.6 /b/ /h/	C - 22.7 /b/ /e/ C - 20.4 /b/ /f/ **F - 54.5** /b/ /g/ C - 22.5 /b/ /h/
Airport Boulevard/Brickway Boulevard (Signal)	A - 10.0 /a/	B - 11.1 /a/
Airport Boulevard/Aviation Boulevard (Signal)	B - 17.5 /a/	C - 24.9 /a/
Airport Boulevard/U.S. 101 Southbound Off-Ramp (Off-Ramp Stop Sign Control)	**F – 141** /b/ /d/ **F – 780** /b/ /i/	**E - 35.3** /b/ /d/ C - 15.2 /b/ /i/
Airport Boulevard/U.S.101 Northbound Off-Ramp to Airport Boulevard Westbound (Off-Ramp Yield Control)	**F - 332** /j/	B - 11.1 /j/
River Road Corridor – County of Sonoma		
River Road/Slusser Road (Slusser Road Stop Sign Control)	C - 21.2 /k/	C - 22.6 /k/
River Road/Laughlin Road/Woolsey Road (Laughlin Road/Woolsey Road Stop Sign Control)	C - 16.5 /b/ /l/ **E - 37.0** /b/ /m/	C - 16.3 /b/ /l/ **F - 565** /b/ /m/

/a/ Signalized level of service – control delay in seconds.
/b/ Unsignalized level of service – control delay in seconds.
/c/ LOS for Southbound Conde Lane approach.
/d/ LOS for U.S.101 Southbound Off-Ramp left turn.
/e/ LOS for North Laughlin Road left turn.
/f/ LOS for North Laughlin Road through / right turn.
/g/ LOS for Skylane Boulevard left turn.
/h/ LOS for Skylane Boulevard through / right turn.
/i/ LOS for U.S. 101 Southbound Off-Ramp right turn.
/j/ LOS for U.S.101 Northbound Off-Ramp yield control.
/k/ LOS for Slusser Road approach.
/l/ LOS for Laughlin Road approach.
/m/ LOS for Woolsey Road approach.

SOURCE: 2000 Highway Capacity Manual Analysis Methodology, 2000
PREPARED BY: Crane Transportation Group, 2010

Page 3.12-9, paragraph 2 is replaced in its entirety as follows:

The mixed flow lanes on one U.S. Highway 101 freeway segment just north or south of the Airport Boulevard interchange currently operate at an unacceptable LOS D (i.e., northbound U.S.101 north of the Airport Boulevard interchange during the PM peak hour). All other segments operate at LOS B or C conditions during the AM or PM peak hours (see **Table 3.12-5**).

Table 3.12-5
FREEWAY LEVEL OF SERVICE – EXISTING + PROJECT 2015

	AM PEAK HOUR							
	NORTHBOUND				SOUTHBOUND			
	VOLUME	LOS SPEED V/C	VOLUME	LOS SPEED V/C	VOLUME	LOS SPEED V/C	VOLUME	LOS SPEED V/C
North of Airport Boulevard Interchange	2071	B 65.0 0.44	2073	B 65.0 0.44	2576	C 65.0 0.55	2579	C 65.0 0.55
South of Airport Boulevard Interchange	2420	C 65.0 0.51	2456	C 65.0 0.52	2478	C 65.0 0.53	2499	C 65.0 0.53
	PM PEAK HOUR							
	W/O PROPOSED PROJECT		WITH PROPOSED PROJECT		W/O PROPOSED PROJECT		WITH PROPOSED PROJECT	
North of Airport Boulevard Interchange	3129	D 64.6 0.67	3130	D 64.3 0.67	2311	C 65.0 0.49	2317	C 65.0 0.49
South of Airport Boulevard Interchange	2757	C 65.0 0.57	2784	C 65.0 0.59	2663	C 65.0 0.57	2694	C 65.0 0.57

SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Page 3.12-10, Section 3.12.4.2 is replaced in its entirety as follows [portion of revised text associated with Comment #A4-2 submitted by the California Department of Transportation]:

3.12.4 Circulation System Improvements

3.12.4.1 Funded Improvements

For purposes of comparing the Existing + Project 2015 and the Existing + Project 2030 to the existing conditions, only those improvements that were fully funded and/or under construction at the time this EIR was prepared have been considered to be constructed. The following is a list of those funded improvements.

Roadways

Town of Windsor[2]
- Shiloh Road/U.S.101 Southbound Off-Ramp
  - Signalization
  - Provision of a two-lane off-ramp approach to intersection (one left turn lane and one right turn lane).

County of Sonoma[3]
- Airport Boulevard/U.S.101 Interchange
  - Reconstruction, including 5-lane overpass of freeway. Signalized intersections for both the north and southbound ramps.

Pedestrian

A sidewalk will be provided along the westbound direction of Airport Boulevard as part of the U.S. 101 / Airport Boulevard interchange reconstruction project.

3.12.4.2 Planned Improvements

For purposes of comparing the Year 2015 (with Proposed Project) to the Year 2015 (without Proposed Project) and the Year 2030 (with Proposed Project) to the Year 2030 (without the Proposed Project), all planned circulation system improvements were considered (i.e., not just funded improvements, but all improvements that are being planned by various jurisdictions). The following is a list of those planned improvements.

Roadway Improvements (RI)

By 2015

Town of Windsor[4]
- RI-1: Shiloh Road/Conde Lane Intersection
  - Signalization
- RI-2: Shiloh Road/U.S.101 Southbound Off-Ramp
  - Signalization
  - Provision of a two-lane off-ramp approach to intersection (one left turn lane and one right turn lane).

County of Sonoma[5]
- RI-3: Airport Boulevard/U.S.101 Interchange
  - Reconstruction, including 5-lane overpass of freeway. Signalized intersections for both the north and southbound ramps.
- RI-4:Airport Boulevard from U.S.101 Interchange to just west of the North Laughlin Road-Skylane Boulevard Intersection

[2] Mr. Allan Tilton, Town of Windsor Consulting Traffic Engineer, December 2010.
[3] County of Sonoma Department of Transportation & Public Works, October 2011.
[4] Mr. Allan Tilton, Town of Windsor Consulting Traffic Engineer, December 2010.
[5] County of Sonoma Department of Transportation & Public Works, October 2011.

  - Widening completed to provide 4 through travel lanes and left-turn lanes at intersections and continuous two-way left-turn lane or raised median between intersections.
- RI-5: Airport Boulevard/ North Laughlin Road- Skylane Boulevard Intersection
  - Signalization
- RI-6: Brickway Boulevard
  - Extended southerly across Mark West Creek and connection to Laughlin Road just north of River Road.
- RI-7: River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road Intersection
  - Roundabout constructed or signalization.

By 2030

Town of Windsor[6]

- RI-8: Shiloh Road/Conde Lane Intersection
  - Addition of 4th (southerly) leg to intersection in conjunction with elimination of left turn movements to/from Caletti Avenue to the east.

Pedestrian Improvements

Sidewalks will be provided along all sections of Airport Boulevard when widened to its ultimate four through lane cross section width. Timing will be dependent upon available funding and individual development frontage improvements.

Bicycle Improvements

The *2010 Sonoma County Bicycle and Pedestrian Plan* lists the following proposed bike route improvements in the Airport area. There are no timelines associated with provision of these routes.

Class I Bike Path

- Along the Northwestern Pacific Railway line north and south of Airport Boulevard (extending north of Shiloh Road)

Class II Striped Bike Lanes

- Brickway Boulevard from Airport Boulevard to River Road
- River Road
- Skylane Boulevard (from Airport Boulevard to Shiloh Road)
- Airport Boulevard (through its reconstructed interchange with the U.S.101 freeway – by 2015)
- Shiloh Road (from Skylane Boulevard to Hembree Lane)

Class III Signed Bike Routes

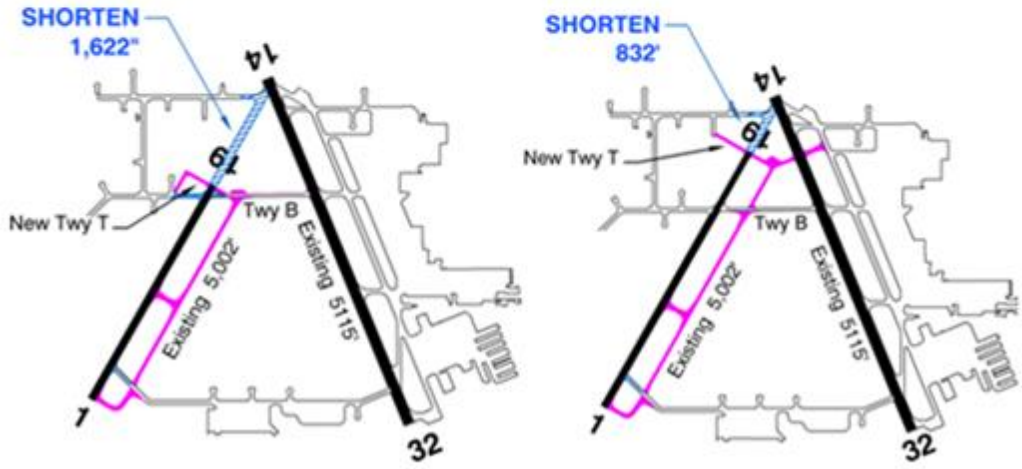
- Slusser Road
- Mark West Station Road
- Windsor Road (Mark West Station Road to Shiloh Road)

Page 3.12-11, new section 3.12.5 of the Draft EIR is added and is presented on pages 3-17 through 3-41.

Pages 3.12-11 through 3.12-28 of the Draft EIR are revised as presented on pages 3-42 through 3-76 [portion of revised text associated with Comment #A3-2 submitted by the Town of Windsor and Comment #A3-4 submitted by the Town of Windsor].

Page 4-13, Figure 4-13 of the Draft EIR is replaced with the following:

ALT	DESCRIPTION	REASON FOR REJECTION
13	Shorten Runways 1/19 to decouple runway ends • Runway 14/32 o Length of 5,115 feet o Runway 14: 1,000-foot graded RSA o Runway 32: declared distance • Runway 1/19 o Length of 3,380 to 4,170 feet (reduction of between 832 and 1,622 feet) o Runway 1: 1,000-foot graded RSA ((240 feet for 3,380-foot runway; 300 feet for 4,170-foot runway) o Runway 19: standard graded RSA (240 feet from 3,380-foot runway; 300 feet for 4,170-foot runway) o Runway 19: declared distance o Revised Taxiways B and T for 3,380-foot runway o Revised Taxiways G, T, and V for 4,170-foot runway.	This alternative does not meet one of the key project objectives that are part of the Screening Level 1 criteria. This alternative would not accommodate regional jet operations at the Airport. In addition, this alternative would result in a reduction in the use of Runway 1/19 which would shift almost all operations to Runway 14/32. This would increase delays for landing and departing aircraft. The shift in operations to Runway 14/32 would lengthen noise contours to the northwest and southeast. Reducing the length of Runway 1/19 would effectively limit its use to only the smallest aircraft using the airport. To access Runway 19 from the east side of the Airport a midfield crossing of Runway 14/32 would be required, which is a reduction in safety.



Page 5-1, paragraph 2, bullet 4 is revised to read:

U.S. 101 freeway operation for 2030 (**Impact 3.12.9 and Impact 3.12.20**)

Page 7-2, new Section 7.3.5 is added as follows:

7.3.5 Town of Windsor
Allan Tilton

Page 7-2, Section 7.4.8 of the Draft EIR is revised as follows:

7.4.8 The ~~Federal~~ Federated Indians of Graton Rancheria
~~Brenda L. Tomaras~~
Frank Ross
Gene Buvelot
Greg Sarris
Nick Tipon
Suki Waters
~~Ya-Ka-Ama~~

Page 7-2, new Sections 7.4.9 and 7.4.10 of the Draft EIR are added as follows:

7.4.9 Lytton Rancheria of California
Brenda L. Tomaras

7.4.10 Ya-Ka-Ama Indian Education and Development, Inc.

Page 9-3, new definition of a Commuter Airline is added as follows:

Commuter Airline: Commuter airlines engage in regularly scheduled air service, carrying persons or property on intrastate routes.

Page 9-3, new definition of a Commuter Carrier is added as follows:

Commuter Carrier: An air taxi operator which provides service to the general public and performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and places between which such flights are performed. Commuter carriers engaging in regularly scheduled passenger service to the public with aircraft with seating between 10 and 60 seats are treated as regional carriers for purposes of applying the schedule air carrier service departure allocations established in the ATE.

Page 9-5, definition of Mainline Carrier is revised in its entirety as follows:

> Mainline Carrier - Mainline carriers engage in regularly scheduled air carrier passenger service using jet aircraft with approximately 100 to 150 seats.

Page 9-6, definition of Regional Carrier is revised in its entirety as follows:

> Regional Carrier - Regional carriers engage in regularly scheduled air carrier passenger service between mainly small- and medium-sized communities and the nation's large airports, using turbo-prop aircraft with seating between 10 and 78 seats and small jets with 99 or fewer seats. Commuter carriers engaging in regularly scheduled passenger air carrier service to the public are treated as regional carriers for purposes of applying the scheduled air carrier service departure allocations established in the ATE.

Page 9-7, new definition of Scheduled Airline is added as follows:

> Scheduled Airlines: Scheduled airlines engage in regularly scheduled air passenger service, and operate on intrastate and interstate routes.

Appendix F has been replaced with a new Appendix F and is presented as an appendix to this document.

The following section is inserted on page 3.12-11 of the Draft EIR.

3.12.5 Environmental Impacts and Mitigation Measures

The traffic impacts associated with the Proposed Project are presented in two distinct ways. The first, which is contained in **Sections 3.12.5.1** and **3.12.5.2**, analyzes the impacts associated with the project traffic increment compared to existing conditions. The second, which is contained in Sections 3.12.5.3 and 3.12.5.4, analyzes the impacts associated with the Proposed Project plus other background and reasonably foreseeable future project(s) traffic increases (i.e., cumulative impacts). Together, these analyses provide a comprehensive overview of all of the potential impacts associated with the implementation of the Proposed Project.

3.12.5.1 Project Traffic Increment Generation and Distribution

Project trip generation projections were developed with the assistance of the County of Sonoma Permit and Resource Management Department (PRMD) and County of Sonoma Department of Transportation and Public Works, Airport Division staff in consultation with Reynolds, Smith & Hills (RS&H). Proposed Project components resulting in additional traffic are as follows;

Year 2015

- One new 74-seat commercial plane arrival/departure during both the AM and PM peak hours

Year 2030

- One new 74-seat commercial plane arrival/departure during the AM peak hour
- One new 66-seat commercial plane and one new 86-seat commercial plane arrival/departure during the PM peak hour
- 2 new based general aviation aircraft
- Two new office buildings: (1) a 98,000-square-foot office building north of Airport Boulevard adjacent to the west side of Ordinance Road and (2) a 51,000-square-foot office building south of Airport Boulevard along the west side of North Laughlin Road[7]
- A new air cargo facility (with ± 50 new inbound and 50 new outbound trips per day)

Tables 3.12-5 and **3.12-6** present the increase in existing (2009) traffic volumes due to net new Airport AM and PM peak hour trip generation from years 2015 and 2030 project development levels, respectively, with the implementation of the Proposed Project. **Table 3.12-7** presents a summary of the trip generation associated with both development levels of the Proposed Project. For the purposes of developing the 2030 project traffic increment (i.e., the impact associated with the Proposed Project), it is assumed that all long-term project elements identified in the Master Plan would be fully implemented.

[7] The two office buildings are not part of the proposed project and may be fully built under existing zoning. However, they would be located on property owned by the Airport, and were included for purposes of fully studying potential future traffic impacts associated with any Airport activities.

Table 3.12-5
INCREASE IN CHARLES M. SCHULZ – SONOMA COUNTY AIRPORT TRIP GENERATION
2015 PROJECT TRAFFIC INCREMENT

		AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
ACTIVITY	**NUMBER**	**INBOUND**	**OUTBOUND**	**INBOUND**	**OUTBOUND**
NEW PLANE ARRIVALS/DEPARTURES					
AM Peak Hour					
74-Seat Plane	1	55 /a/	55 /a/		
SUBTOTAL		**55**	**55**		
PM Peak Hour					
74-Seat Plane	1			55 /a/	55 /a/
SUBTOTAL				**55**	**55**
OTHER ACTIVITIES					
NEW BASED AIRCRAFT	0	0	0	0	0
TOTAL		**55**	**55**	**55**	**55**

/a/ Trip projections based upon Crane Transportation Group October 15, 2010 survey at Sonoma County Airport of traffic activity associated with arrival/departure of two 74-seat aircraft during the mid/late afternoon.

SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

For the 2015 project traffic increment, the Proposed Project would result in approximately 55 more inbound and outbound vehicles during both the AM and PM peak traffic hours (see **Figures 3.12-6** and **3.12-7**). For the 2030 project traffic increment, the Proposed Project would result in approximately 260 more inbound and 100 more outbound trips during the AM peak hour (see **Figure 3.12-8**) and about 165 more inbound and 300 more outbound vehicles during the PM peak hour (see **Figure 3.12-9). Figures 3.12-10** and **3.12-11** respectively, present the 2015 AM and PM peak hour Existing + Proposed Project volumes, while **Figures 3.12-12** and **3.12-13** respectively, present 2030 AM and PM peak hour Existing + Proposed Project volumes associated with the Proposed Project.

Table 3.12-6

INCREASE IN CHARLES M. SCHULZ – SONOMA COUNTY AIRPORT TRIP GENERATION
2030 PROJECT TRAFFIC INCREMENT[8]

		AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
ACTIVITY	**NUMBER**	**INBOUND**	**OUTBOUND**	**INBOUND**	**OUTBOUND**
NEW PLANE ARRIVALS/DEPARTURES					
AM Peak Hour					
66-Seat Plane					
74-Seat Plane	1	55 /a/	55 /a/		
86-Seat Plane					
PM Peak Hour					
66-Seat Plane	1			49 /a/	49 /a/
74-Seat Plane					
86-Seat Plane	1			64 /a/	64 /a/
COMMERCIAL PLANE SUBTOTAL		**55**	**55**	**113**	**113**
NEW BASED AIRCRAFT					
East Side of Field	2	0 /b/	1 /b/	1 /b/	0 /b/
BASED AIRCRAFT SUBTOTAL	**2**	**0**	**1**	**1**	**0**
OTHER ACTIVITIES					
Office North of Airport Boulevard South of Airport Boulevard	 98,000 sq ft 51,000 sq ft	 133 /c/ 69 /c/	 19 /c/ 10 /c/	 24 /c/ 13 /c/	 122 /c/ 63 /c/
Cargo Facility (Laughlin Road Access)		2 /d/	15 /d/	15 /d/	2 /d/
OTHER ACTIVITY SUBTOTAL		**204**	**44**	**52**	**187**
GRAND TOTAL		**259**	**100**	**165**	**300**

/a/ Trip projections based upon Crane Transportation Group October 15, 2010 survey at Sonoma County Airport of traffic activity associated with arrival/departure of two 74-seat aircraft during the mid/late afternoon.
/b/ Trip rates from *Trip Generation*, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008.
Ln = Natural Log, X = Based Aircraft, T = Trips
AM Ln(T) = 1.42 Ln(X)-3.33 (50% in/50% out)
PM Ln(T) = 1.21 Ln(X)-1.93 (55% in/45% out)
/c/ Trip rates from *Trip Generation*, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008.
AM 1.36 in/.19 out
PM .25 in/1.24 out
/d/ RS&H/Crane Transportation Group

SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

[8] The two office buildings are not part of the proposed project and may be fully built under existing zoning. However, they would be located on property owned by the Airport, and were included for purposes of fully studying potential future traffic impacts associated with any Airport activities.

Table 3.12-7
CHARLES M. SCHULZ – SONOMA COUNTY AIRPORT
TRIP GENERATION SUMMARY FOR PROPOSED PROJECT

	YEAR 2015 PROJECT INCREMENT			
	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
	IN	OUT	IN	OUT
Existing (2009)	175	85	130	225
2015 Project Traffic Increment	55	55	55	55
Existing + 2015 Project Traffic Increment	230	140	185	280
	YEAR 2030 PROJECT INCREMENT			
	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
	IN	OUT	IN	OUT
Existing	175	85	130	225
2030 Project Traffic Increment	259	100	165	300
Existing + 2030 Project Traffic Increment	434	185	296	525

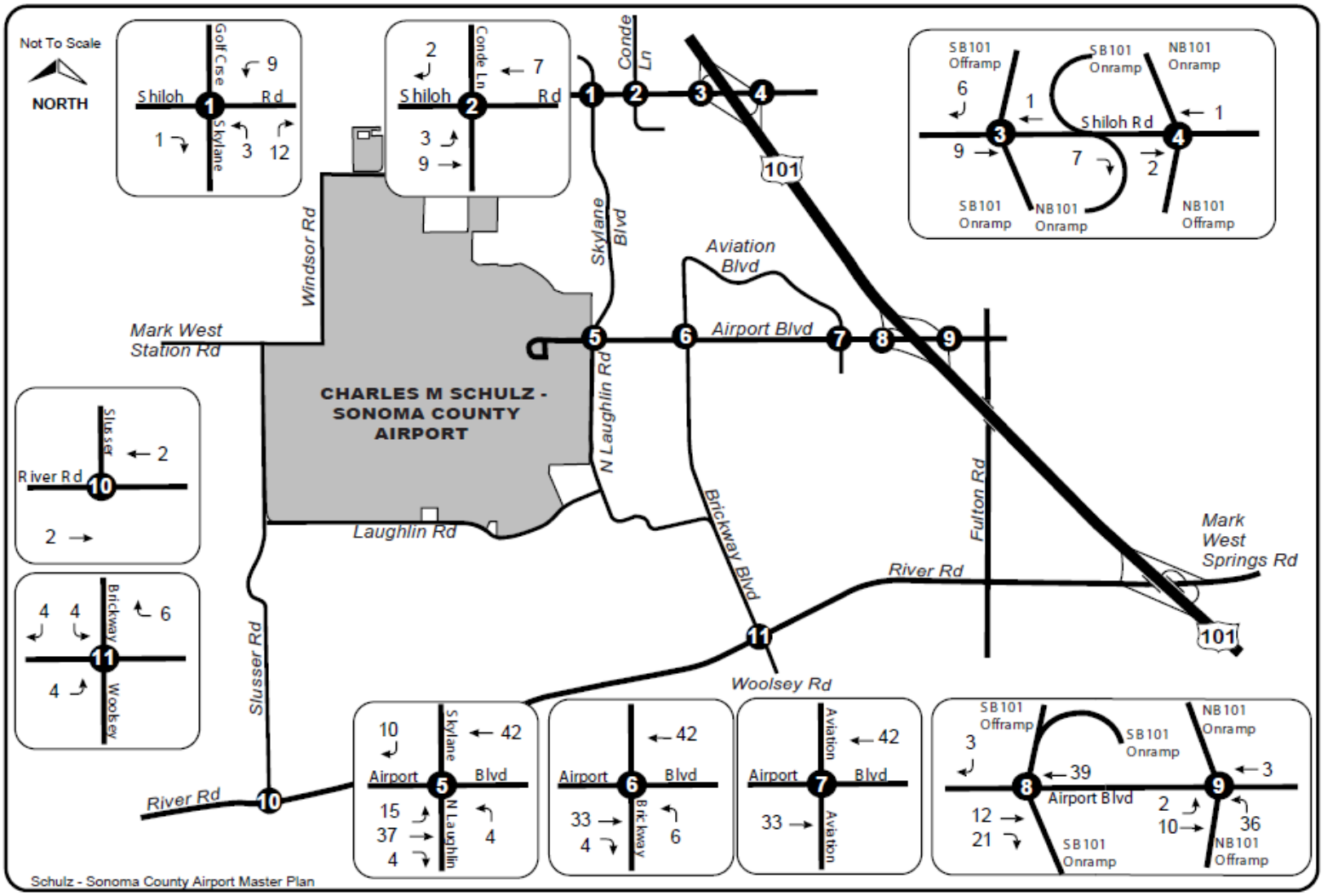
SOURCE: Crane Transportation Group
PREPARED BY: Crane Transportation Group

Trip generation projections for new based aircraft and offices were based upon trip rates from the traffic engineering profession's standard source of trip rate data, *Trip Generation*, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008. Cargo facility trip generation was based upon trips generated at similar cargo facilities. Trip generation projections for new commercial airline flights were based upon detailed surveys conducted at the Airport in October 2010 during an afternoon with two 74-seat aircraft arrivals and departures. Traffic counts were conducted of drop offs and pickups at the terminal building; in and outbound flow to short and long term parking; taxi, rent-a-car, hotel van, Sonoma Airporter and public bus arrivals and departures as well as bicycle arrivals and departures. Survey findings indicated that with a 95 percent load factor and 100 percent of passengers either deplaning or enplaning at the Airport, each 74-seat aircraft resulted in about 55 inbound and 55 outbound trips. Surface street trip generation to be associated with proposed 66- and 86-seat planes using the Airport in the future was estimated to be in proportion to the number of seats on the plane.

Project Trip Distribution

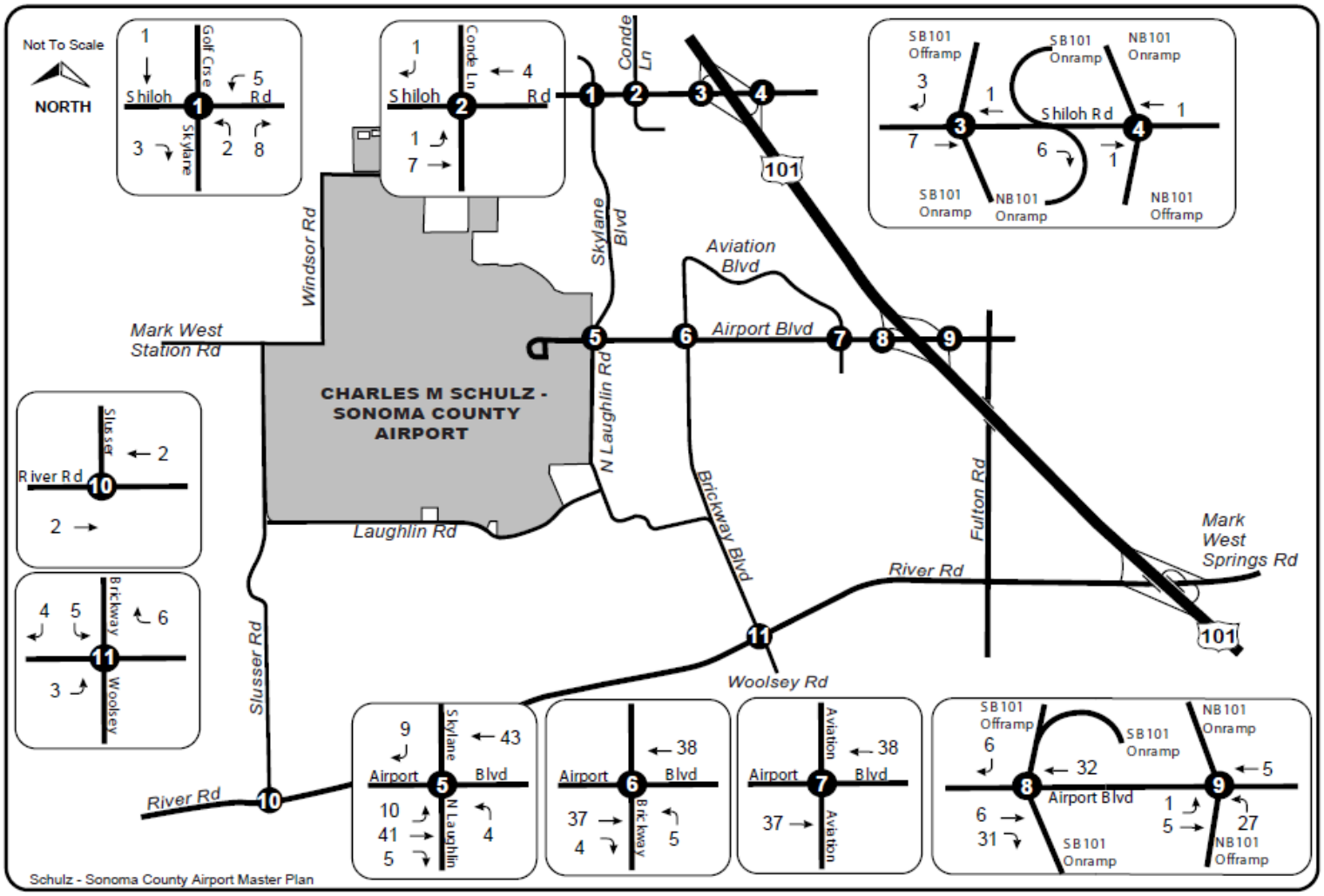
The increase in traffic as a result of the Proposed Project was distributed to the local roadway network based upon results from Sonoma County Transportation Authority (SCTA) modeling conducted both with and without the Proposed Project. Estimated project traffic distribution is presented in **Table 3.12-8**. Overall, about two thirds of all traffic associated with the Proposed Project is estimated to access the U.S.101 freeway via Airport Boulevard, with a somewhat even split of the remaining traffic to the Shiloh Road and River Road corridors.

Figure 3.12-6
2015 AM PEAK HOUR PROJECT INCREMENT VOLUMES



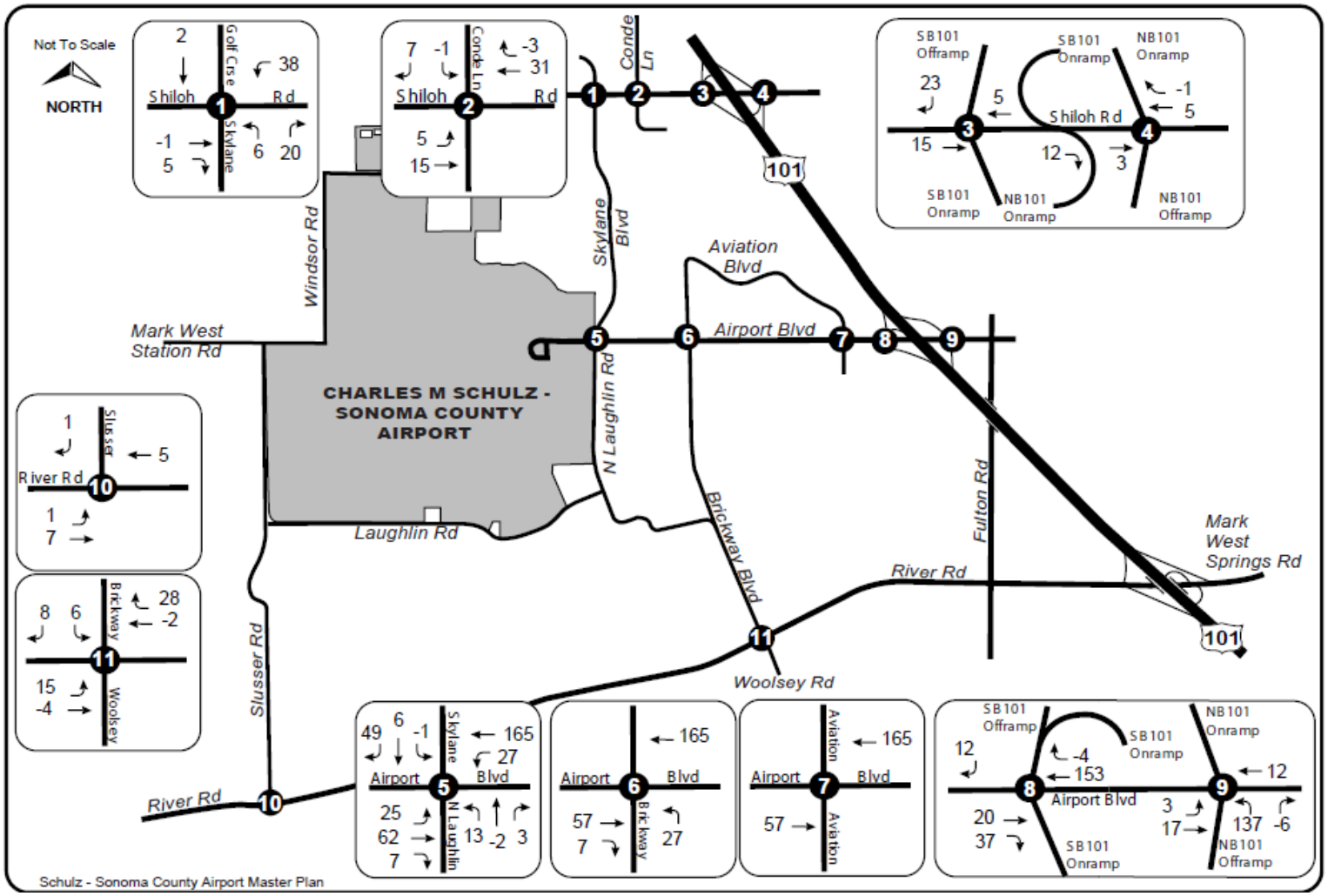
SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-7
2015 PM PEAK HOUR PROJECT INCREMEMNT VOLUMES



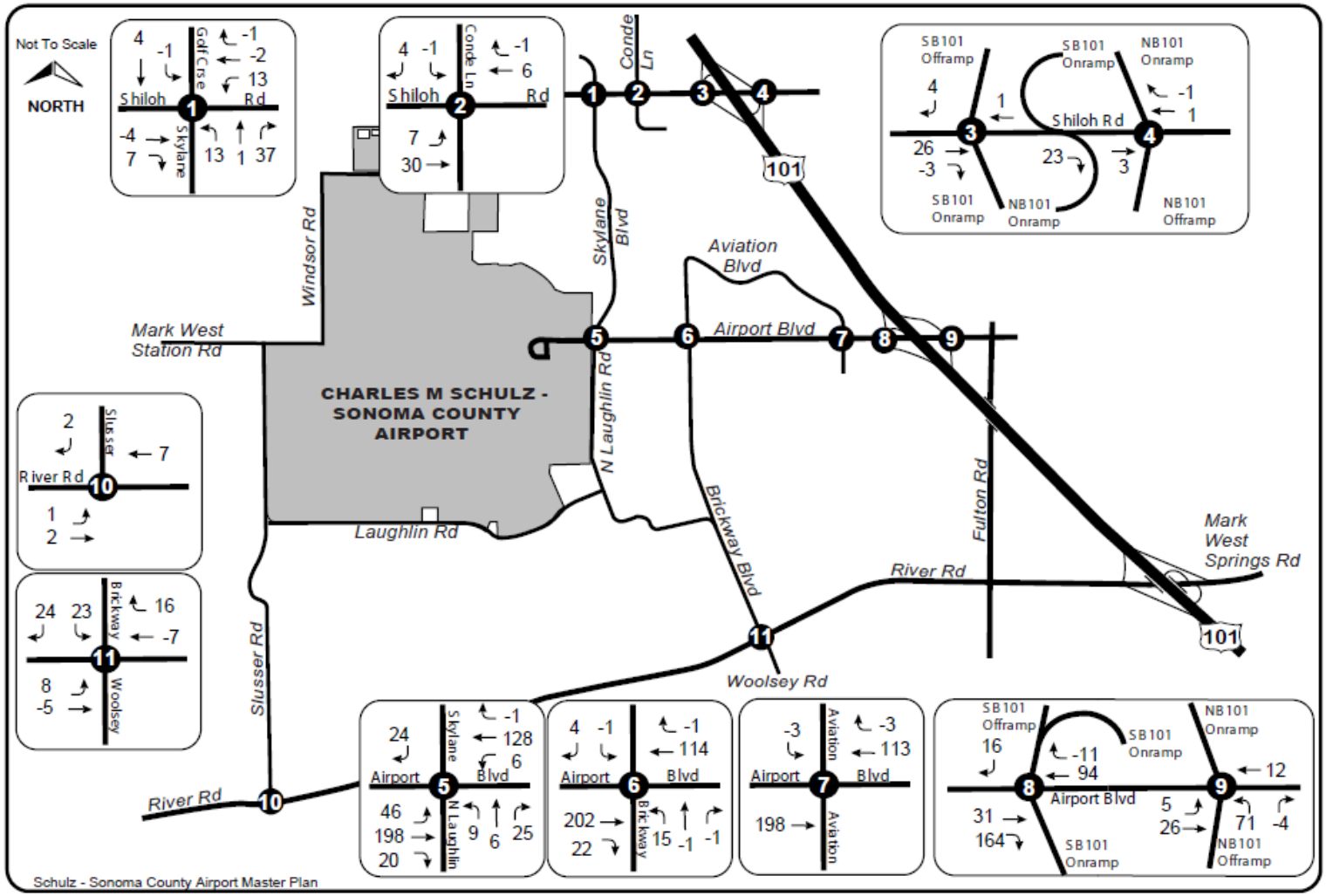
SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-8
2030 AM PEAK HOUR PROJECT INCREMENT VOLUMES



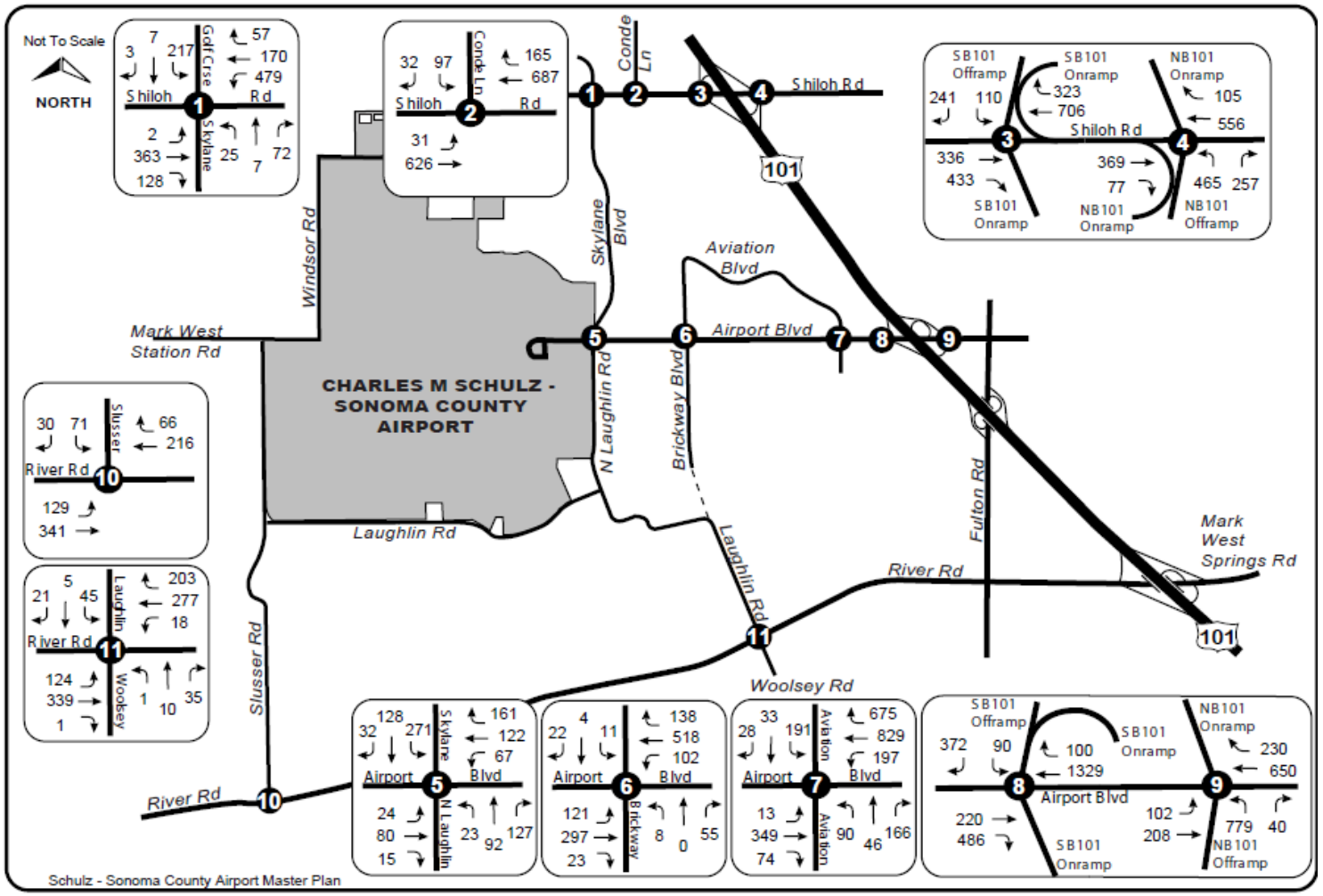
SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-9
2030 PM PEAK HOUR PROJECT INCREMENT VOLUMES



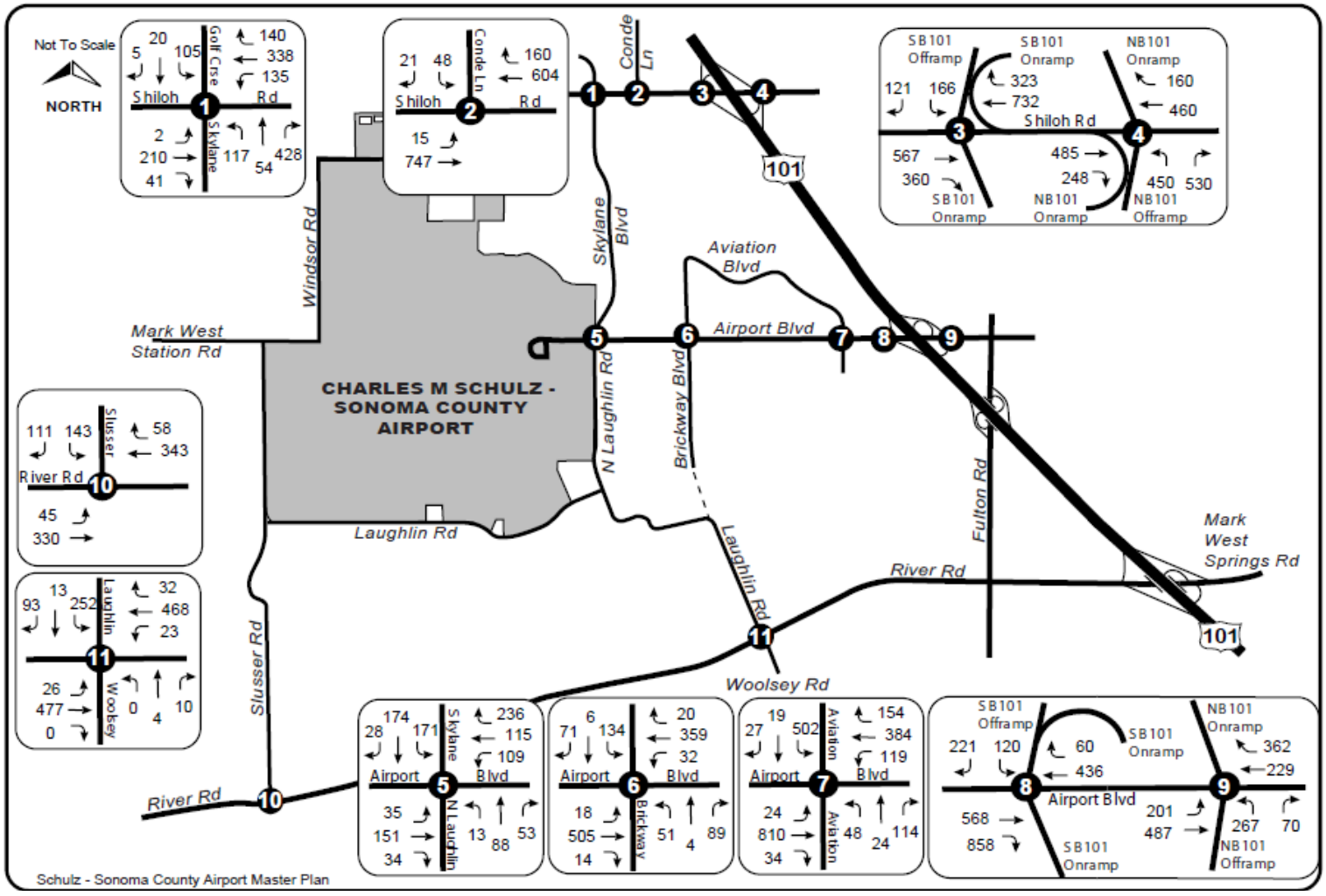
SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-10
EXISTING AM PEAK HOUR VOLUMES WITH 2015 PROJECT INCREMENT



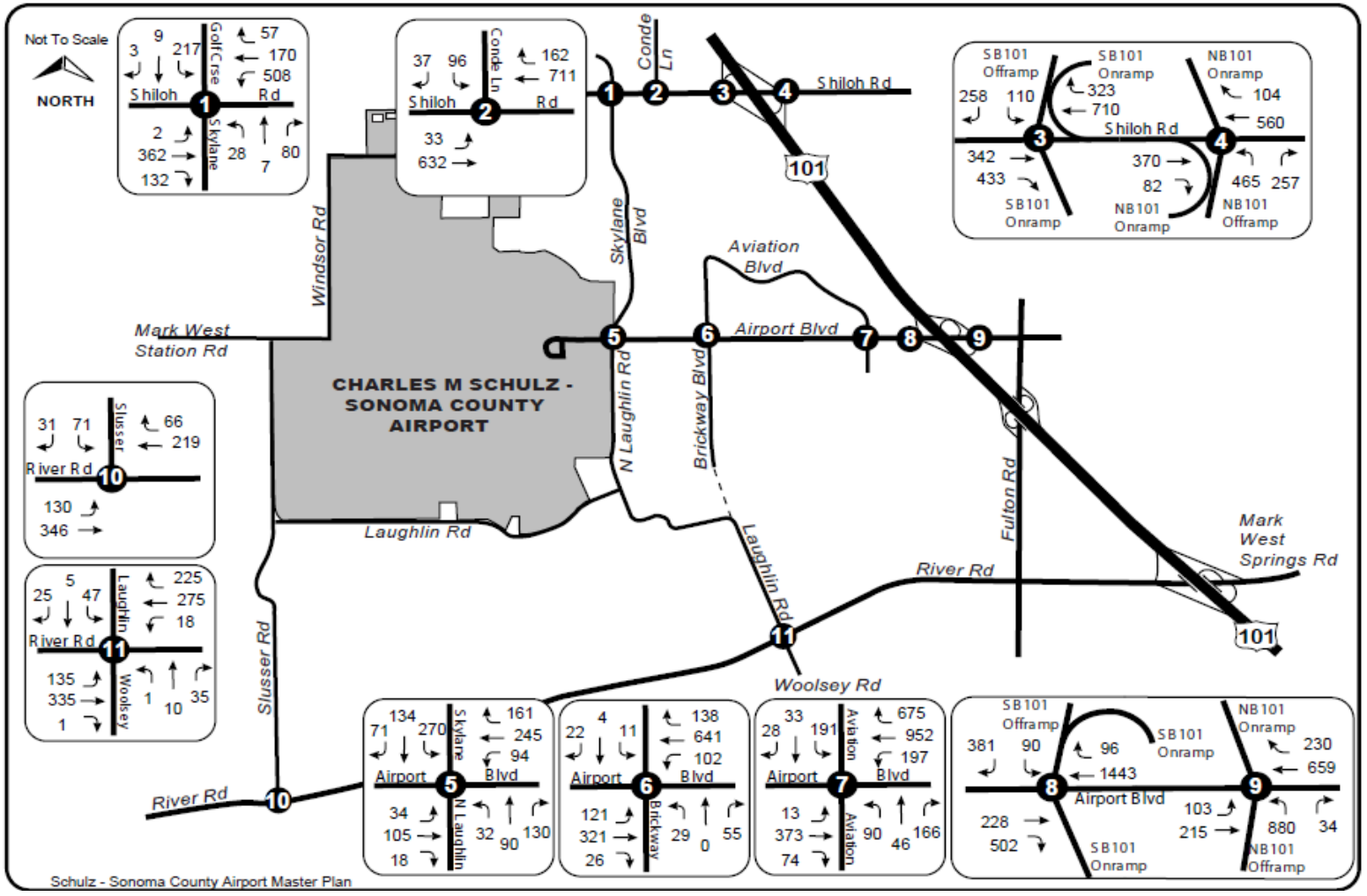
SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-11
EXISTING PM PEAK HOUR VOLUMES WITH 2015 PROJECT INCREMENT



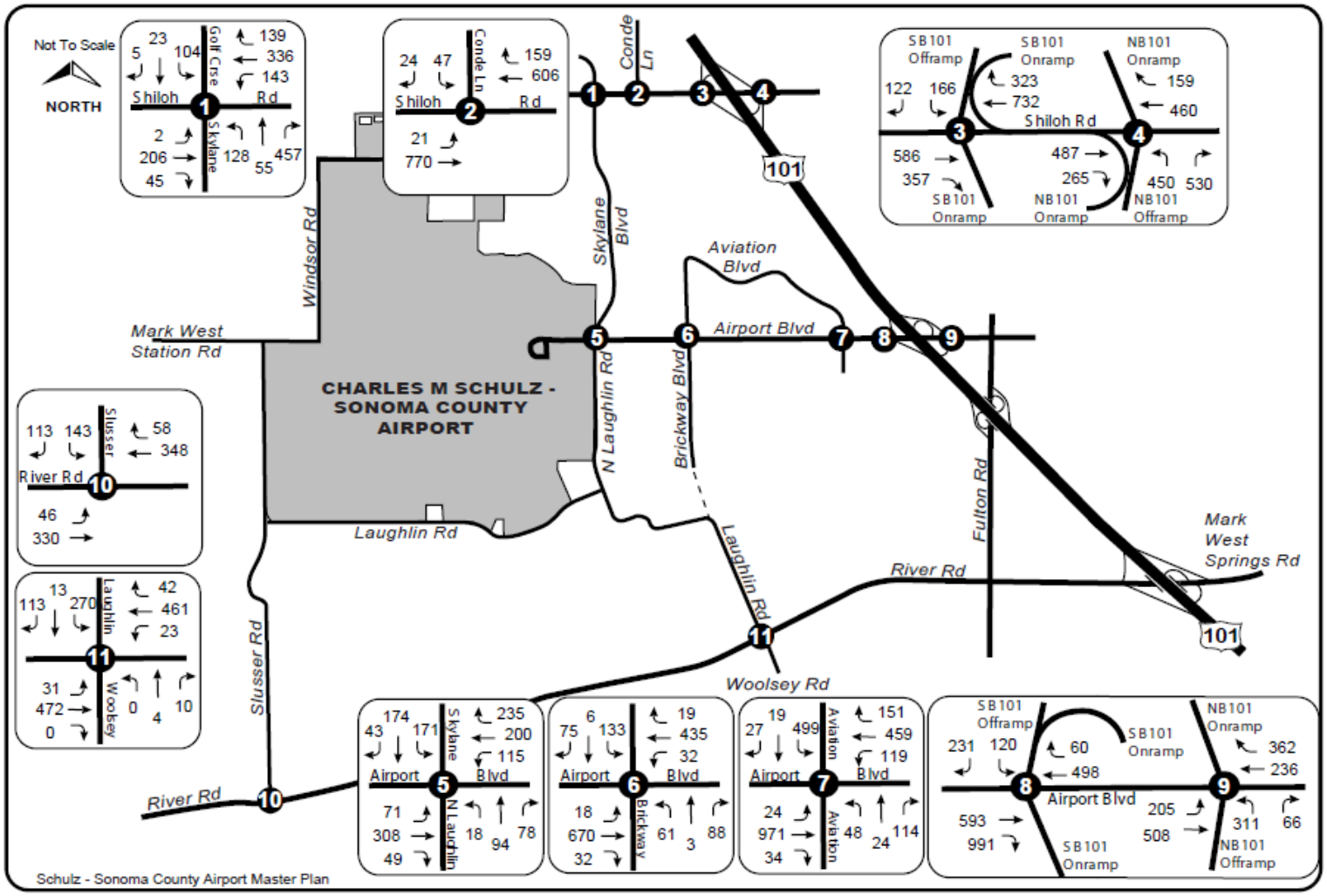
SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-12
EXISTING AM PEAK HOUR VOLUMES WITH 2030 PROJECT INCREMENT



SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Figure 3.12-13
EXISTING PM PEAK HOUR VOLUMES WITH 2030 PROJECT INCREMENT



SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

Table 3.12-8
TRIP DISTRIBUTION FOR THE PROPOSED PROJECT

	AM PEAK HOUR		PM PEAK HOUR	
DIRECTION	**IN**	**OUT**	**IN**	**OUT**
Airport Boulevard to/from the East	64%	59%	68%	67%
Skylane Boulevard to/from the North and the Shiloh Road Corridor	18%	27%	16%	17%
North Laughlin Road and Brickway Boulevard to/from the South and the River Road Corridor	18%	14%	16%	16%

SOURCE: Crane Transportation Group/SCTA Traffic Model Projections, 2010
PREPARED BY: Crane Transportation Group, 2010

3.12.5.2 Impacts and Mitigation Measures

Impact 3.12.1: Construction Traffic as a Result of Short-Term Project Elements

The construction of the short-term project elements would occur in two phases. Phase I would occur for about 110 working days (from about the beginning of June to the end of October). Phase II would occur for about 73 working days (from about the middle of April to the end of July). The two phases would have the following construction-related workers and truck trips. For CEQA evaluation purposes, only those roadway improvements that are funded (i.e., the reconstructed Airport Boulevard interchange and the signal and improvements at the Shiloh Road/U.S.101 Southbound Ramps intersection) are assumed to be constructed. None of the planned improvements are considered to be constructed for this analysis.

PHASE I

- work force would vary from 10 up to about 60
- maximum delivery truck round trips/day would be 70

PHASE II

- work force would vary from 10 up to 40
- maximum delivery truck round trips/day would be 35

Construction workers generally would work from 7:00 AM to 3:30 PM and would not be traveling during the normal commute periods. Truck deliveries would typically occur between 7:00 AM and 3:00 PM. Therefore, trucks would be on the local roadway system during the AM commute period. Project truck traffic would either use Airport Boulevard or Shiloh Road in order to travel between the Airport and U.S.101.

Airport Boulevard Corridor

The addition of 5 to 9 truck trips per hour in each direction on Airport Boulevard during the AM or PM commute periods would only slightly affect operation at signalized intersections between the U.S.101 interchange and the Airport. Both intersections within the reconstructed U.S.101 Airport Boulevard interchange are programmed for signalization. However, the Airport Boulevard/North Laughlin Road-Skylane Boulevard intersection would not be signalized. The addition of up to 18 AM peak hour trucks through the intersection could potentially result in significantly increased delays for the drivers on the Skylane Boulevard stop sign controlled approach. This is considered to be a significant impact.

Shiloh Road Corridor

The addition of 5 to 9 project construction truck trips per hour in each direction on Shiloh Road during the AM or PM commute periods would only slightly affect operation at the existing signalized intersections between the U.S.101 interchange and the Airport. Because the improvements associated with the U.S.101 southbound off-ramp intersection are fully funded, this improvement is assumed to be implemented for this analysis. At the Conde Lane unsignalized intersection, the addition of up to 18 AM peak hour truck trips through the intersection would not result in significant delay increases for drivers on the intersection's stop sign controlled approach (less than a 1 second increased delay: from 25.8 up to 26.3 seconds). However, the Town of Windsor would not be in favor of allowing Airport construction truck traffic on Shiloh Road through either the Conde Lane at U.S.101 southbound off-ramp intersections until both are signalized. Thus, this is considered to be a potentially significant impact.

All construction worker parking would take place internal to the Airport (on 5 acres in the north section of the project site and/or on 5 acres in the southwest section of the project site).

A construction traffic management plan has not yet been prepared for the short-term projects. Lack of such a plan could lead to construction worker traffic occurring during peak commute periods

Mitigation Measure 3.12.1

The County shall prepare a construction traffic management plan to ensure that construction worker traffic occurs outside normal commute hours (7:00-9:00 AM and 4:00-6:00 PM) and that there are no inbound and no more than 4 outbound construction truck trips during the AM peak traffic period; and no outbound and no more than 4 inbound construction truck trips during the PM peak traffic period. The construction traffic management plan shall include provisions for construction truck traffic to avoid the Windsor Road / Shiloh Road intersection, as feasible. If short-term project construction truck traffic is routed to Shiloh Road and Skylane Boulevard, it may also be necessary to provide all-way stop control at the *Airport Boulevard/Skylane-North Laughlin Road* intersection until signalization is in place. All-way stop control at this location may also be required to mitigate extended delay on the Skylane Boulevard approach, even if construction trucks are using Airport Boulevard for freeway access. The construction traffic management plan shall also prohibit construction truck traffic from using Shiloh Road between Skylane Boulevard and the U.S.101 freeway until the Conde Lane and U.S.101 southbound ramp intersections are signalized. Implementation of this plan would reduce the impact to a less-than-significant level.

Impact 3.12.2: Intersection Level of Service for Existing + 2015 Project Traffic Increment

Table 3.12-9 shows that traffic associated with the 2015 Proposed Project increment would produce significant level of service impacts to existing traffic volumes during the AM and/or PM peak hours at two analyzed locations. No intersection would have acceptable existing operation degraded to an unacceptable operation. However, two intersections would have side street approaches with unacceptable existing (LOS F) side street stop sign controlled operation further degraded. Locations are:

Table 3.12-9
INTERSECTION LEVEL OF SERVICE
EXISTING + 2015 PROJECT INCREMENT
AM AND PM PEAK HOUR

INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
Shiloh Road Corridor – Town of Windsor		
Shiloh Road/Skylane Boulevard (Signal)	D-49.3/a/	C-20.4
Shiloh Road/Conde Lane (Conde Lane Stop Sign Control)	D-26.1/b/	C-19.2
Shiloh Road/U.S.101 Southbound Off-Ramp (Signal)	B-13.4/a/	B-10.8
Shiloh Road/U.S.101 Northbound Off-Ramp (Signal)	B-14.8/a/	B-14.2
Airport Boulevard Corridor – County of Sonoma		
Airport Boulevard/North Laughlin Road-Skylane Boulevard (North Laughlin Road-Skylane Boulevard Stop Sign Control)	C-17.6/C-15.6/ F-158/C-15.6/c/	D-30.1/C-24.1/ F-99.1/D-28.7
Airport Boulevard /Brickway Boulevard (Signal)	B-11.6/a/	B-11.2
Airport Boulevard /Aviation Boulevard (Signal)	C-23.9/a/	C-26.5
Airport Boulevard /U.S. 101 Southbound Off-Ramp (Signal)	A-6.1/a/	A-5.0 (1)
Airport Boulevard /U.S.101 Northbound Off-Ramp to Airport Boulevard Westbound(Signal)	B-18.0/a/	B-12.6
River Road Corridor – County of Sonoma		
River Road/Slusser Road (Slusser Rd. Stop Sign Control)	C-22.0/d/	D-33.6
River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road (Laughlin Road/Woolsey Road Stop Sign Control)	C-16.5/E-38.5/e/	C-16.0/F-544

/a/ Signalized level of service – control delay in seconds.
/b/ Unsignalized level of service – control delay in seconds. Conde Lane stop sign controlled approach.
/c/ Unsignalized level of service – control delay in seconds. N. Laughlin Road stop sign controlled left turn/through-right turn; Skylane Blvd. stop sign controlled left turn/through-right turn.
/d/ Unsignalized level of service – control delay in seconds. Slusser Road stop sign controlled approach.
/e/ Unsignalized level of service – control delay in seconds. Woolsey Road stop sign controlled approach/Laughlin Road stop sign controlled approach.

SOURCE: Year 2000 Highway Capacity Manual Analysis Methodololgy
PREPARED BY: Crane Transportation Group, 2011

Airport Boulevard/North Laughlin Road-Skylane Boulevard
AM and PM Peak Hour
The Skylane Boulevard stop sign controlled left turn would have unacceptable existing delay increased by more than 5 seconds during both peak traffic hours with the addition of the 2015 project traffic increment.

River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road
PM Peak Hour
The Laughlin Road stop sign controlled approach would have unacceptable existing delay increased by more than 5 seconds during both peak traffic hours with the addition of the 2015 project traffic increment.

This would be a potentially significant impact.

Mitigation Measure 3.12.2

In the event that the roadway improvements identified as RI-5 and RI-7 on page 3-13 of this document are not in place by 2015, the County shall provide fair share contributions towards the following measures (see **Figure 3.12-14**).

Airport Boulevard/ North Laughlin Road-Skylane Boulevard

- Provide all-way stop control.

River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road

- Provide a roundabout – or – signalize the intersection.

Installation of roadway improvements RI-5 (signalization of the Airport Boulevard/ North Laughlin Road- Skylane Boulevard Intersection) and RI-7 (roundabout construction or signalization of the River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road Intersection) or implementation of the improvements set forth in this mitigation measure would reduce the impacts associated with the Proposed Project to a less-than-significant level.

Impact 3.12.3: Intersection Signal Warrant Evaluation for Existing + 2015 Project Traffic Increment

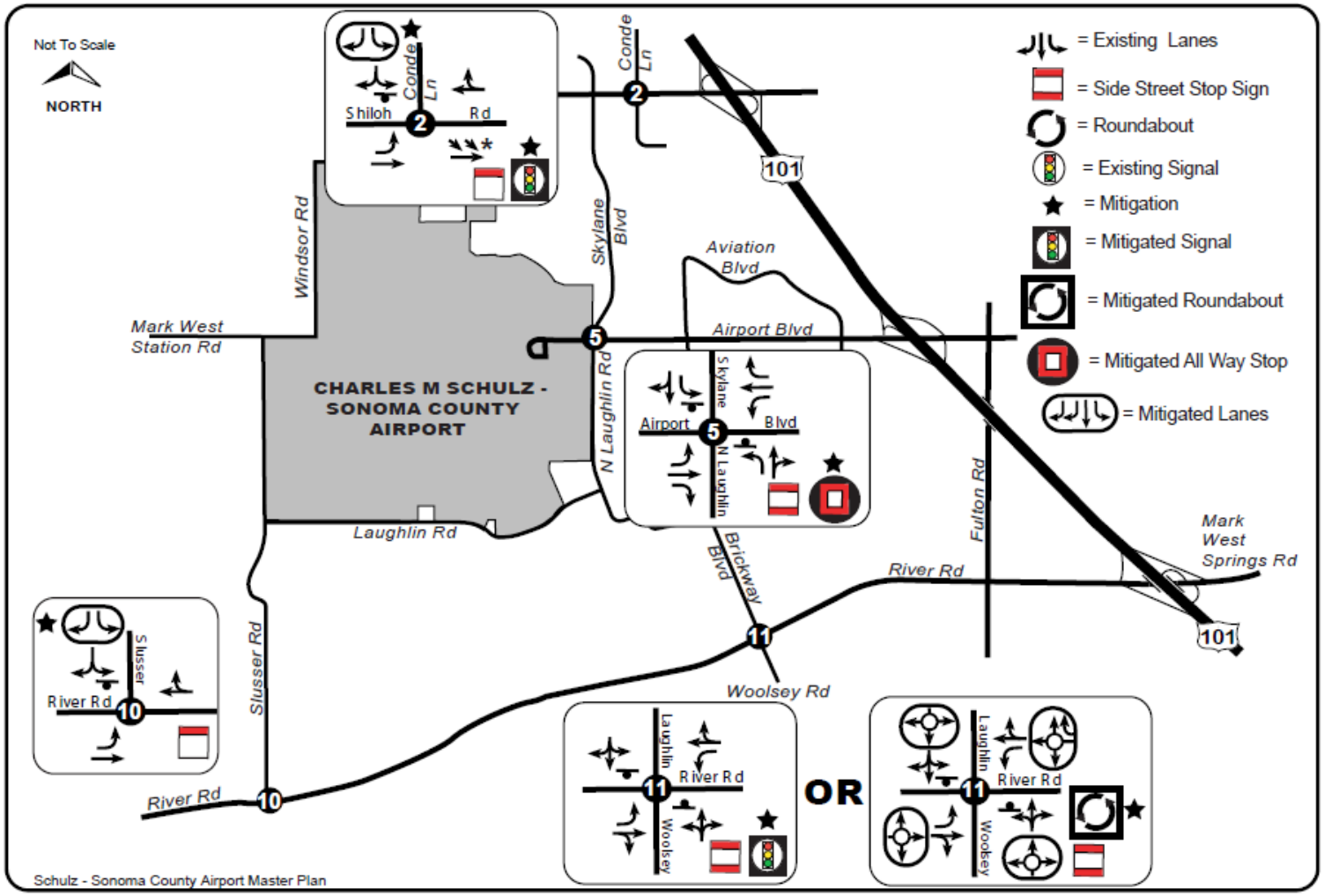
The River Road/Slusser Road, River Road/Laughlin Road-Woolsey Road, Airport Boulevard/ North Laughlin Road-Skylane Boulevard and Shiloh Road/Conde Lane intersections would be unsignalized. All would have existing volumes meeting peak hour signal warrant #3 criteria levels without the 2015 project traffic increment, except the Airport Boulevard/ North Laughlin Road-Skylane Boulevard intersection. All locations meeting existing signal warrant criteria levels would have traffic added by the 2015 project traffic increment. Based upon County of Sonoma Significance Criteria 7, any increase in traffic at an unsignalized intersection already meeting signal warrant criteria levels is considered a significant impact.

Mitigation Measure 3.12.3

In the event that the planned roadway improvements identified as RI-1 and RI-7 on pages 3-12 and 3-13 of this document, respectively, are not in place by 2015, the County shall provide fair share contributions towards the following measures (see **Figure 3.12-14**).

Figure 3.12-14

EXISTING + 2015 PROJECT INCREMENT LANE GEOMETRICS AND INTERSECTION CONTROL MITIGATIONS



SOURCE: Crane Transportation Group, 2011
PREPARED BY: Crane Transportation Group, 2011

River Road/Slusser Road

A dedicated right-turn lane shall be installed on the Slusser Road intersection approach to River Road in order to mitigate the significant impact of the Proposed Project. The installation of the dedicated right-turn lane would result in LOS C AM peak hour operation and LOS D PM peak hour operation on the stop sign controlled intersection approach. This would reduce this impact to a less-than-significant level.

River Road/Laughlin Road-Woolsey Road

Provide a roundabout or intersection signalization. The installation of a roundabout would result in LOS A AM peak hour operation and LOS A PM peak hour operation. The installation of a signal would result in LOS B AM peak hour operation and LOS B PM peak hour operation.

Shiloh Road/Conde Lane

Provide intersection signalization and widen the southbound Conde Lane approach from 1 lane to 2 lanes. The installation of this signal would result in LOS A AM peak hour operation and LOS A PM peak hour operation.

Installation of roadway improvements RI-1 (signalization of the Shiloh Road/Conde Lane Intersection) and RI-7 (roundabout construction or signalization of the River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road Intersection) or implementation of the improvements set forth in this mitigation measure would reduce the impacts associated with the Proposed Project to a less-than-significant level.

Impact 3.12.4: U.S. 101 Freeway Operation for Existing + 2015 Project Traffic Increment

Table 3.12-10 shows that all but one direction of mixed flow travel lanes on the U.S.101 freeway north and south of the Airport Boulevard interchange would be operating at acceptable levels of service during the AM and PM peak traffic hours after the addition of 2015 project traffic increment to existing volumes. The exception is the northbound direction north of the Airport Boulevard interchange during the PM peak hour, where operation would be LOS D. However, the addition of traffic associated with the Proposed Project would produce no change in the v/c ratio for this segment of freeway. Therefore, this would not meet Caltrans criteria for a significant impact. This would be a less-than-significant impact.

Mitigation Measure 3.12.4

No mitigation is warranted.

Impact 3.12.5: Impacts to Pedestrian and Bicycle Facilities Due to Existing + 2015 Project Traffic Increment

No change in pedestrian or bicycle traffic in the Airport vicinity is anticipated as a result of the increase in passengers using the Airport. In general, there are very few, if any, persons who access the Airport in a pedestrian mode or via bicycle. Thus, no change in pedestrian or bicycle activity in the Airport is anticipated as a result of the Proposed Project. This would be a less-than-significant impact.

Mitigation Measure 3.12.5

No mitigation is warranted.

Impact 3.12.6: Construction Traffic Associated with Long-Term Project Elements

Long-term project elements would result in an increase in construction traffic during the period in which construction would occur. These long-term project elements include the development of a new terminal building and other landside facilities on the eastern portion of the Airport. It is likely that most construction traffic associated with these long-term projects would access the Airport via Airport Boulevard. Depending on the timing associated with each long-term project element, it is possible that traffic associated with construction activities (including construction workers, delivery of materials and supplies, etc.) could have an adverse effect on the LOS of intersections along Airport Boulevard. However, the timing of and haul routes for construction of the long-term project elements has not been established. All long-term project elements are still conceptual and dependent upon funding availability. Until the precise scope, design, and timing for each long-term project element is more clearly defined, any attempt to quantify construction-related traffic impacts would be purely speculative. Each long-term project element will be studied in a focused project-level environmental analysis before it is approved or implemented. To reduce any potentially significant impacts related to construction traffic, the following mitigation measure shall be implemented during construction for each long-term project element.

Mitigation Measure 3.12.6

As each new long-term project element is proposed for implementation, the County shall implement all feasible mitigation to ensure that construction-related traffic does not adversely affect the LOS at intersections in the Airport vicinity. At a minimum, the County shall prepare and implement a construction traffic management plan that includes measures, such as restrictions on construction worker traffic and construction truck trip traffic during peak traffic hours, sufficient to reduce the impact to adjacent roadways to a less-than-significant level.

Impact 3.12.7: Intersection Level of Service for Existing + 2030 Project Traffic Increment

Table 3.12-10 shows that traffic associated with the 2030 project traffic increment would produce significant level of service impacts to existing traffic volumes during the AM and PM peak hours at two analyzed locations. No intersection would have acceptable existing operation degraded to an unacceptable operation. However, the following two intersections would have side street approaches with unacceptable existing (LOS F) side street stop sign controlled operation further degraded:

Airport Boulevard/ North Laughlin Road - Skylane Boulevard
AM and PM Peak Hour
The Skylane Boulevard stop sign controlled left turn would have unacceptable existing delay increased by more than 5 seconds during both peak traffic hours with the addition of the 2030 project traffic increment.

River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road
PM Peak Hour
The Laughlin Road stop sign controlled approach would have unacceptable existing delay increased by more than 5 seconds during both peak traffic hours with the addition of the 2030 project traffic increment.

Based upon County of Sonoma Significance Criteria 7, any increase in traffic at an unsignalized intersection already meeting signal warrant criteria levels is considered a significant impact.

Table 3.12-10
INTERSECTION LEVEL OF SERVICE
EXISTING + 2030 PROJECT INCREMENT
AM AND PM PEAK HOUR

INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
Shiloh Road Corridor – Town of Windsor		
Shiloh Road/Skylane Boulevard (Signal)	D-54.6/a/	C-21.6
Shiloh Road/Conde Lane (Conde Lane Stop Sign Control)	D-27.6/b/	C-19.6
Shiloh Road/U.S.101 Southbound Off-Ramp (Signal)	B-13.9/a/	B-10.9
Shiloh Road/U.S.101 Northbound Off-Ramp (Signal)	B-14.9/a/	B-14.3
Airport Boulevard Corridor – County of Sonoma		
Airport Boulevard/North Laughlin Road-Skylane Boulevard (North Laughlin Road-Skylane Boulevard Stop Sign Control)	E-35.5/C-21.6/ F-527/C-24.7/c/	C-30.1/F-71.6/ F-687/F-262
Airport Boulevard /Brickway Boulevard (Signal)	B-12.6/a/	B-11.6
Airport Boulevard /Aviation Boulevard (Signal)	C-23.9/a/	C-27.0
Airport Boulevard /U.S. 101 Southbound Off-Ramp (Signal)	A-6.2/a/	A-5.1
Airport Boulevard /U.S.101 Northbound Off-Ramp to Airport Boulevard Westbound(Signal)	B-19.7/a/	B-13.1
River Road Corridor – County of Sonoma		
River Road/Slusser Road (Slusser Rd. Stop Sign Control)	C-22.0/d/	D-34.6
River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road (Laughlin Road/Woolsey Road Stop Sign Control)	C-16.7/E-42.4/e/	C-16.1/F-626

/a/ Signalized level of service – control delay in seconds.
/b/ Unsignalized level of service – control delay in seconds. Conde Lane stop sign controlled approach.
/c/ Unsignalized level of service – control delay in seconds. N. Laughlin Road stop sign controlled left turn/through-right turn; Skylane Blvd. stop sign controlled left turn/through-right turn.
/d/ Unsignalized level of service – control delay in seconds. Slusser Road stop sign controlled approach.
/e/ Unsignalized level of service – control delay in seconds. Woolsey Road stop sign controlled approach/Laughlin Road stop sign controlled approach.

SOURCE: Year 2000 Highway Capacity Manual Analysis Methodololgy. 2011
PREPARED BY: Crane Transportation Group, 2011

Mitigation Measure 3.12.7
In the event that the roadway improvements identified as RI-5 and RI-7 on page 3-13 of this document are not in place by the time that a long-term project element is brought forward that would potentially have significant impacts on intersection levels of service as identified during a future project-specific environmental review, the County shall provide fair share contributions towards the following measures (for the location of these measures, see **Figure 3.12-15**).

Airport Boulevard/ North Laughlin Road - Skylane Boulevard
Provide all-way stop control or signalize the intersection. The installation of an all-way stop control would result in LOS C AM peak hour operation and LOS C PM peak hour operation. The installation of a signal would result in LOS B AM peak hour operation and LOS B PM peak hour operation.

River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road
Provide a roundabout or signalize the intersection. The installation of a roundabout would result in LOS A AM peak hour operation and LOS A PM peak hour operation. The installation of a signal would result in LOS B AM peak hour operation and LOS C PM peak hour operation.

Installation of roadway improvements RI-5 (signalization of the Airport Boulevard/ North Laughlin Road- Skylane Boulevard Intersection) and RI-7 (roundabout construction or signalization of the River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road Intersection) or implementation of the improvements set forth in this mitigation measure would reduce the impacts associated with the Proposed Project to a less-than-significant level.

Impact 3.12.8: Intersection Signal Warrant Evaluation for Existing + 2030 Project Traffic Increment
The River Road/Slusser Road, River Road/Laughlin Road (Brickway Boulevard)-Woolsey Road, Airport Boulevard/North Laughlin Road-Skylane Boulevard and Shiloh Road/Conde Lane intersections would be unsignalized for this evaluation. All would have volumes meeting peak hour signal warrant #3 criteria levels without the project traffic increment except Airport Boulevard/Skylane Boulevard-N. Laughlin Road. All locations meeting existing signal warrant criteria levels would have traffic added by the 2030 project traffic increment. Based upon County of Sonoma Significance Criteria 7, any increase in traffic at an unsignalized intersection already meeting signal warrant criteria levels is considered a significant impact. In addition, the Airport Boulevard/North Laughlin Road-Skylane Boulevard intersection would have existing volumes increased to exceed peak hour signal warrant criteria levels with the addition of the 2030 project traffic increment. This also would be a significant impact.

Mitigation Measure 3.12.8
In the event that the roadway improvements identified as RI-1, RI-5, RI-7, and RI-8 on pages 3-12 and 3-13 of this document are not in place by the time that a long-term project element is brought forward that would potentially have significant impacts on peak-hour signal warrant criteria levels as identified during a future project-specific environmental review, the County shall provide fair share contributions towards the following measures (for the location of these measures, see **Figure 3.12-15**).