# APPENDIX B

# NOTICE OF PREPARATION

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# 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

Crystal Acker
Environmental Specialist
Phone: (707) 565-8357
FAX: (707) 565-8358

Attachments:

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

**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.

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

Crystal Acker
Environmental Specialist
Phone: (707) 565-8357
FAX: (707) 565-8358

Attachments:

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

Figure 1. Airport Location (Original Source: November 2007 Draft Final AMP, Mead & Hunt)

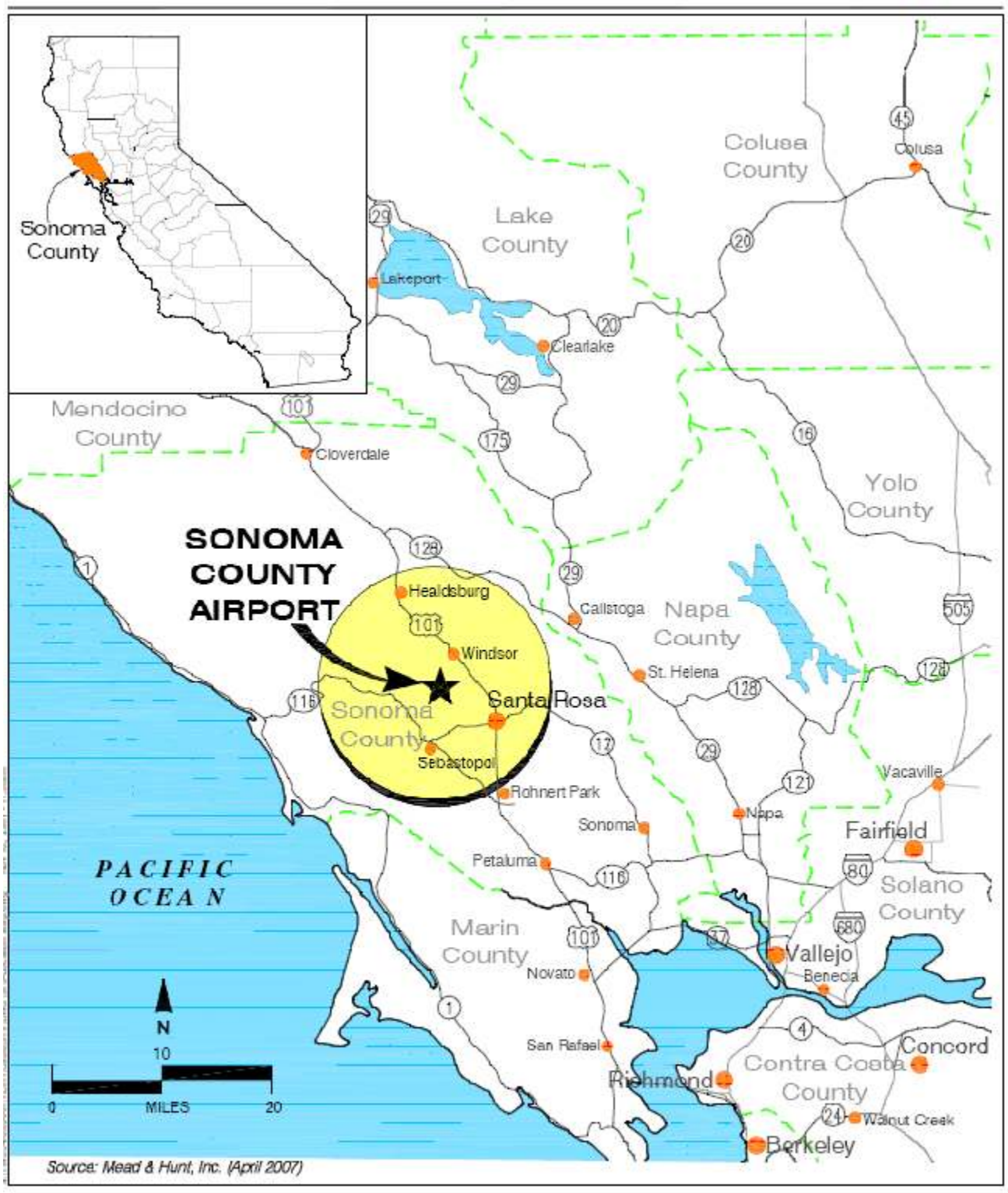
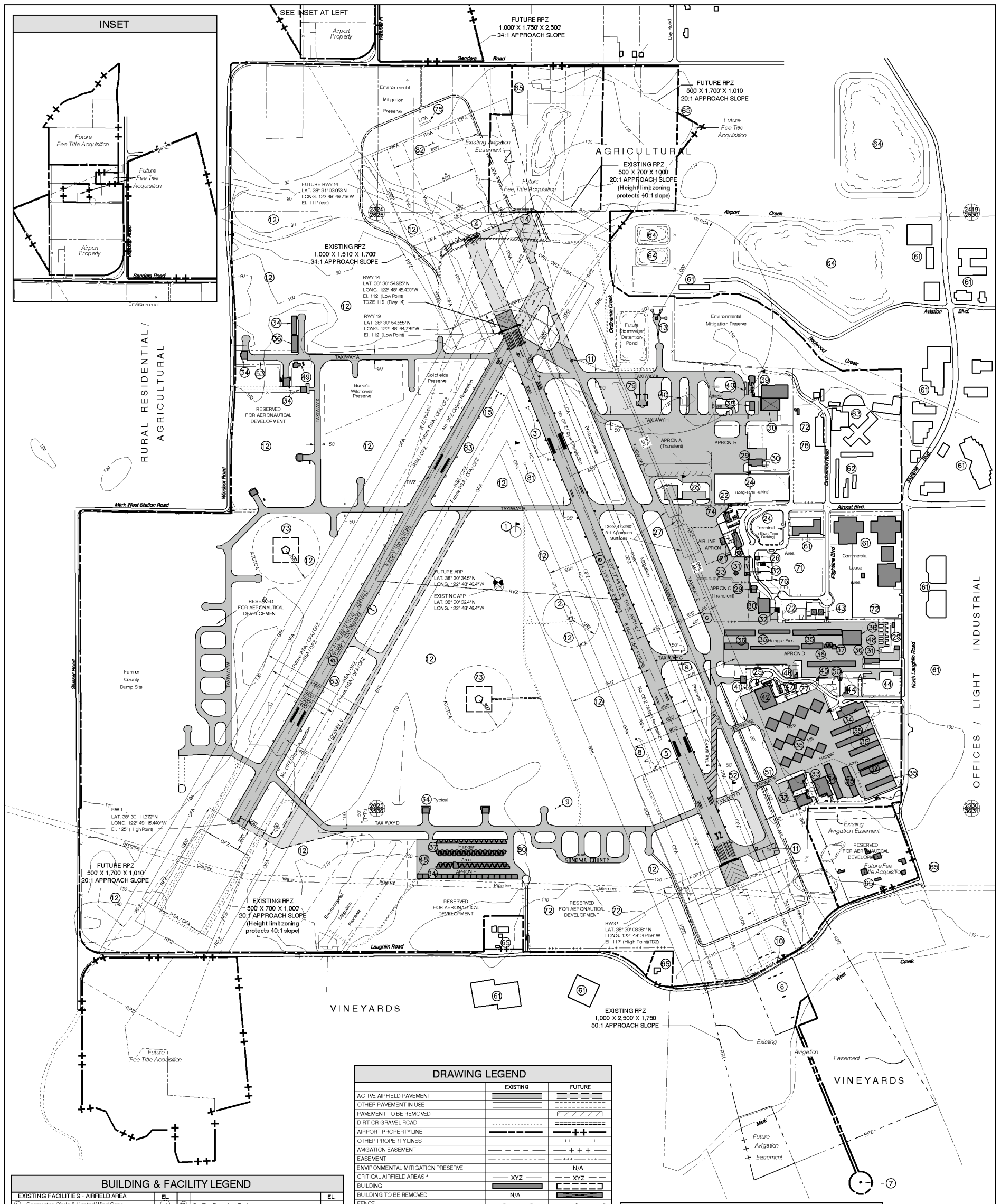



Figure 1A

**Location Map**

**Sonoma County Airport**




## DRAWING LEGEND

| | EXISTING | FUTURE |
|---|---|---|
| ACTIVE AIRFIELD PAVEMENT | | |
| OTHER PAVEMENT IN USE | | |
| PAVEMENT TO BE REMOVED | | |
| DIRT OR GRAVEL ROAD | | |
| AIRPORT PROPERTY LINE | | |
| OTHER PROPERTY LINES | | |
| AVIGATION EASEMENT | | |
| EASEMENT | | |
| ENVIRONMENTAL MITIGATION PRESERVE | | N/A |
| CRITICAL AIRFIELD AREAS * | XYZ | XYZ |
| BUILDING | | |
| BUILDING TO BE REMOVED | N/A | |
| FENCE | | |
| VEHICLE GATE | | |
| WIND CONE | | |
| AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING | | |
| OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS) | N/A | |
| VOR/DME | | N/A |
| UTILITY POLE / POWER LINE | | N/A |
| TOPOGRAPHIC CONTOURS | xxx | N/A |
| WATERWAY / CULVERT | | |
| AIRPORT REFERENCE POINT | | |
| SECTION CORNER | | N/A |

* Critical Areas:
APL - Aircraft Parking Limits
BRL - Building Restriction Line
RSA - Runway Safety Area
OFA - Object Free Area
RPZ - Runway Protection Zone
HPZ - Helipad Protection Zone
OFZ - Obstacle Free Zone
RVZ- Runway Visibility Zone
GCA - Glideslope Critical Area
LCA - Localizer Critical Area
VCA - VOR Critical Area
RTRCR - Runway Visual Range Critical Area
ATCTCA - Air Traffic Control Tower Critical Area

## BUILDING & FACILITY LEGEND

| | EL. | | EL. |
|---|---|---|---|
| **EXISTING FACILITIES - AIRFIELD AREA** | | | |
| (1) Segmented Circle & Lighted Wind Cone | (d) | (39) Cal Fire Retardant Tanks | |
| (2) VOR/DME | | (40) Cal Fire Ponds | |
| (3) Visual Approach Slope Indicator (VASI) | | (41) Sonoma County Sheriff's Helicopter Facility | |
| (4) Localizer Antenna Array (Runway 32 ILS) | | (42) REACH Hangar | |
| (5) Glide Slope Antenna (Runway 32 ILS) | | (43) Office Building (to be removed) | |
| (6) Runway Approach Lights (MALSR) | | (44) Aviation Museum | |
| (7) Middle Marker | | (45) Rest Room Building | |
| (8) Runway Visual Range Sensors | | (46) Airfield Maintenance Building | |
| (9) ASOS Sensor Mast | | (47) Storage Building | |
| (10) Ceilometer | | (48) Air Freight | |
| (11) VOR FAA Certified Ground Check Point | | (49) Watchman's Quarters | |
| (12) Wastewater Sprinkler Fields | | (50) **Fuel Storage Facility (underground tanks to be removed)** | |
| (13) Remote Tranamitter/Receiver | | (51) Taxiway F (to be renamed Taxiway D) | |
| (14) Emergency Vehicle Bridge | | (52) Lighted Wind Cone (to be relocated) | |
| (15) Precision Approach Path Indicator (PAPI) | | (53) Experimental Aircraft Association | |
| **EXISTING FACILITIES AIRPORT BUILDING AREA** | EL. | **EXISTING FACILITIES NON-AVIATION & OFF-AIRPORT** | EL. |
| (21) Airline Terminal & Auxiliary Boarding Lounge | | (61) Office/Light Industrial Building (Nonaviation/Aviation) | |
| (22) ARFF Building (to be relocated) | | (62) Sonoma County Road Maintenance Yard | |
| (23) FAA Air Traffic Control Tower with Rotating Beacon (to be relocated) | | (63) Sonoma County North County Detention Center | |
| (24) Automobile Parking | | (64) Wastewater Treatment Pond | |
| (25) Electrical Vault | | (65) Residence and/or Farm Buildings | |
| (26) FAA Electrical Vault & Standby Generator (to be relocated) | | **FUTURE FACILITIES** | EL. |
| (27) Lighted Helipad (to be relocated) | | (71) Public Automobile Parking (Expanded) | |
| (28) Helicopter Parking (to be relocated) | | (72) Corporate Hangar Sites | |
| (29) FBO Office Building | | (73) ATCT Alternative Site | |
| (30) Maintenance Hangar | | (74) Passenger Terminal Site | |
| (31) Fuel Island & Underground Tanks (to be removed) | | (75) Localizer Antenna Array (Runway 32 ILS) | |
| (32) Fuel Facility - Aboveground Tanks (to be removed) | | (76) Corporate Hangar | |
| (33) Corporate Hangar | | (77) FBO | |
| (34) Executive or Box Hangar Building | | (78) Specialized Aviation Service Organization (SASO) | |
| (35) T-Hangar Building | | (79) ARFF / Maintenance Facility | |
| (36) Shade Hangar | | (80) Cargo Area | |
| (37) Portable Hangars | | (81) Runway Visual Range Sensors (RVR) | |
| (38) Cal Fire Air Attack Base Office | | (82) ODALS | |
| | | (83) Runway 1-19 MIRLS | |

## AIRPORT DATA

| | | EXISTING | FUTURE |
|---|---|---|---|
| AIRPORT SERVICE LEVEL (NPIAS) | | Commercial Service | No Change |
| AIRPORT REFERENCE CODE | | C-III | No Change |
| CRITICAL AIRCRAFT | | Business Jet | Regional Jet |
| AIRPORT REFERENCE POINT (e) | Latitude | 38° 30' 32.4" N | 38° 30' 34.5" N |
| | Longitude | 122° 48' 46.4" W | 122° 48' 46.4" W |
| AIRPORT ELEVATION (Above Mean Sea Level) | | 125' | No Change |
| MEAN MAX. TEMP. (Hottest Month) | | 84° F (July) | No Change |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS | | VOR/DME | No Change |
| GPS APPROACH TO AIRPORT | | Yes | No Change |
| AIRPORT ACREAGE | Fee Simple | 1,046.6 | 1,186.8 |
| | Easement | 62.4 | 57.0 |
| BASED AIRCRAFT SPACES | County Tiedowns | 262 | No Change |
| | T-/Shade Hangars | 261 | 328 |
| TRANSIENT AIRCRAFT SPACES | | 73 | 82 |
| ARFF INDEX | | B | No Change |

14° 49' E
NOVEMBER 2007 DATUM
ANNUAL RATE OF CHANGE
0° 6' W

0 400 800 FEET
1" = 400'

SUBMITTED BY:
County of Sonoma

By _____ Date

U.S. Department of Transportation
Federal Aviation Administration

Conditionally Approved
By FAA on 4-25-08

SUBJECT TO
ENVIRONMENTAL
REVIEW

FAA Approval Space

| NO. | REVISION | SPONSOR | DATE |
|---|---|---|---|
| 4 | Airport Master Plan Update | MEAD & HUNT, INC. | 11/07 |
| 3 | New Construction: Supplemental Windsocks and RW 13 PAPIs | MEAD & HUNT, INC. | 02/07 |
| 2 | Update Mag. Declination, Add Future RVR, SDA, and Future Acquisition | MEAD & HUNT, INC. | 08/06 |
| 1 | RSA Compliance and New Construction | MEAD & HUNT, INC. | 01/06 |

# CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT
## SANTA ROSA, CALIFORNIA

# AIRPORT LAYOUT PLAN


MEAD & HUNT
139 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-3721
www.meadhunt.com


County of Sonoma

DESIGN: MM | DRAWN: TE/GJ/HH | DATE: November 2007 | SHEET 1 OF 1


The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.


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Figure 3