CHARLES M. SCHULZ – SONOMA COUNTY AIRPORT (STS)

WILDLIFE EXCLUSION PERIMETER FENCE PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

JANUARY 2023

RS&H

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1.0 INTRODUCTION

Sonoma County (the Airport Sponsor or Sponsor) owns and operates the Charles M. Schulz Sonoma County Airport (STS or Airport).

Sonoma County holds a certificate under 14 Code of Federal Regulations (CFR) Part 139 for STS. STS provides commercial and general aviation service to Sonoma, Napa, northern Marin, Lake, and Mendocino Counties. As a Part 139 certificated airport, the FAA has determined that schedule passenger service can be provided while meeting stringent safety requirements. The FAA follows a formal evaluation process before granting an Operating Certificate to an airport that permits introduction of scheduled passenger service.

The Proposed Project involves the completion of a wildlife exclusion perimeter fence along the Airport boundary. The wildlife exclusion perimeter fence is needed to meet recommended FAA National Part 139 CertAlert Wildlife Exclusion Fencing criteria[1], to stay consistent with the Airport's Wildlife Hazard Management Plan, and to be an effective deer excluder provided that several gaps in the existing fence are closed.

1.1 PROJECT LOCATION

The Airport is a public-use, commercial service aviation facility located in unincorporated Sonoma County approximately seven miles northwest of the center of the City of Santa Rosa, about three miles south of the center of the Town of Windsor, and in a public/institutional land use area of Sonoma County, California (see **Figure 1**). The Airport sits at an elevation of 118 feet above sea level. Surrounding land uses include commercial light industrial to the east, rural residential and grazing to the north and west, and vineyards to the south. The Airport is accessible via U.S. Highway 101 and Airport Boulevard, which is the main access road to the Airport's passenger terminal. **Figure 2** shows the study area of the Proposed Project. The Proposed Project is entirely within the Airport boundaries and consists of contiguous areas within the surrounding roadway system. The following sections provide more detailed information on specific resources that might be affected by the Proposed Project.

1.2 EXISTING FACILITIES

The Airport has two runways. Runway 2-20 is an asphalt runway 5,202 feet in length and 100 feet in width; Runway 14-32 is an asphalt runway 6,000 feet in length and 150 feet in width. The end

[1] FAA (2016, August 3). National Part 139 CertAlert, Recommended Wildlife Exclusion Fencing, No. 16-03, https://www.faa.gov/airports/airport_safety/certalerts/media/part-139-cert-alert-16-03.pdf.

FIGURE 1
AIRPORT LOCATION

Source: LSA, 2018; RS&H, 2019.

FIGURE 2
STUDY AREA

Source: Mead & Hunt, 2020; RS&H, 2020.

of Runway 32 is served by a medium-intensity approach lighting system and an instrument landing system (ILS).

The Airport is used daily by Alaska Airlines, American Eagle, and United Express, and seasonably by Sun Country Airlines for scheduled passenger service. Piston and turboprop twins used for small-package cargo hauling are regular users of the Airport. Seasonally, the California Department of Forestry and Fire Protection (CALFIRE) operates fire attack aircraft from its base at the Airport. The Airport also sees daily use by corporate jets (e.g., Gulfstream) from based and transient users. A full range of smaller general aviation uses is also present including a fixed-base operator (i.e., Signature Flight Support).

1.2.1 Existing Perimeter Fence

Most of the Airport perimeter is protected by an 8-foot-high security fence with locked gates. The FAA recommends that deer exclusion fences be at least 10 feet high, or eight feet with 3-stranded barbed wire outriggers.[2] Based on observations of a wildlife biologist and knowledge of deer behavior on the Santa Rosa Plain, the existing 8-foot fence is sufficient to exclude deer provided that the eight existing gaps are closed, and three-strand wire is installed.[3] These gaps currently allow deer to move freely between the Airport and surrounding properties, as shown in **Figure 3**. The fence gaps (designated by numbers) are summarized below.

- **Gap 1**. This gap is located where Airport Creek flows west off Airport property. The existing security perimeter fence does not cross the creek channel in this location. Instead, an existing approximately 150-foot-long gap provides a primary movement corridor for deer into and out of the Airport.
- **Gap 2**. A second gap occurs along Windsor Road where a small tributary joins the confluence of Lower Ordinance Creek and Airport Creek. The Airport boundary along the east side of Windsor Road is fenced here; however, a 4-foot by 4-foot box culvert passes under Windsor Road (and the fence), potentially allowing deer to enter the Airport Operations Area (AOA) from the west.
- **Gap 3**. The existing security perimeter fence does not cross the Airport Creek channel in this location. The approximately 35-foot wide gap can be readily traversed by deer.
- **Gap 4**. At this location there is a 48-inch corrugated metal pipe culvert on Redwood Creek through which deer could enter the AOA. The culvert is normally filled with water approximately 3 to 4 feet deep, but it typically dries by late summer. During the late summer and fall, the water depths are less. The likelihood of deer traversing the

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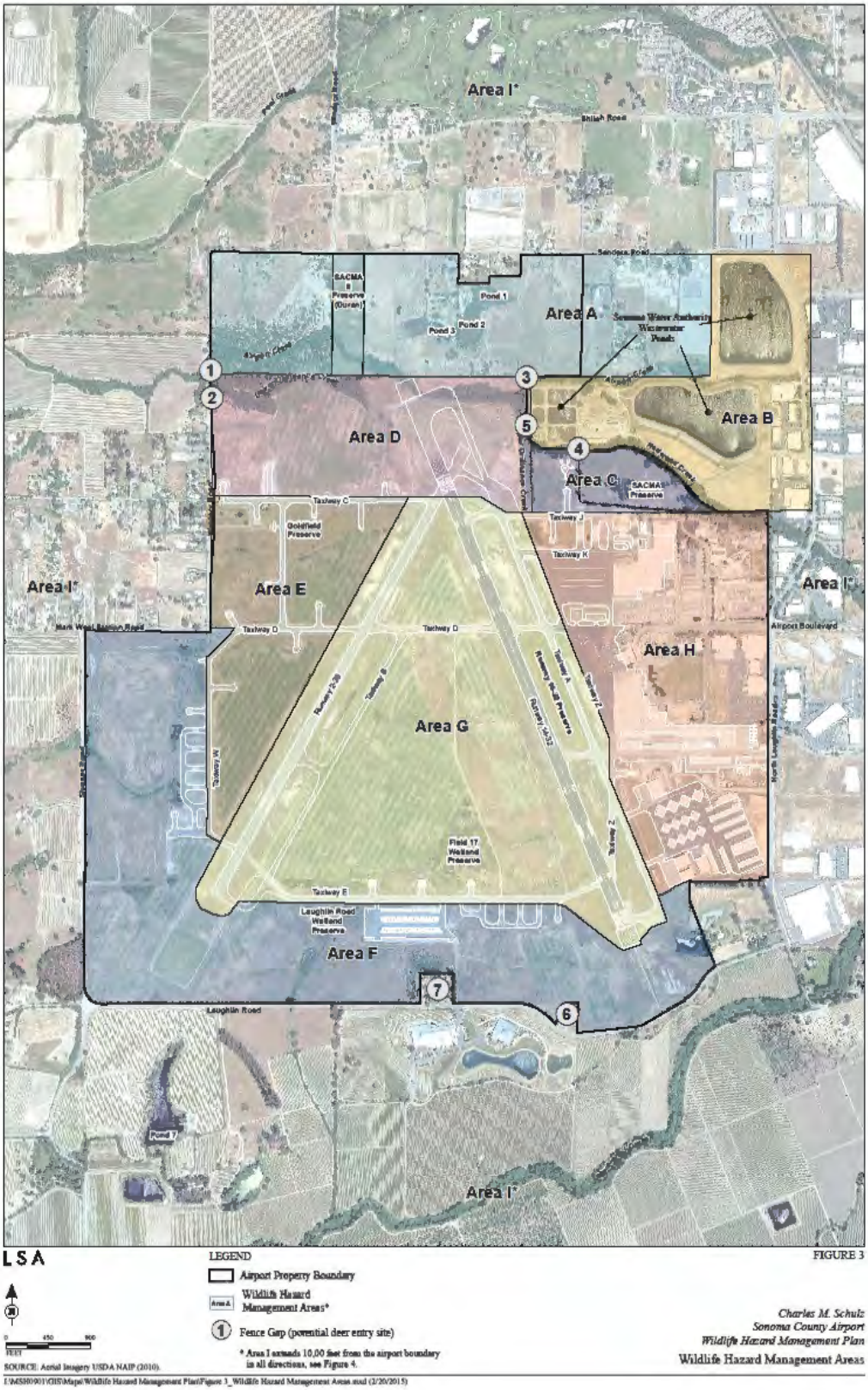
2 Ibid.

3 LSA (2018, June). *Wildlife Hazard Management Plan*, Charles M. Schulz-Sonoma County Airport, Sonoma County, California.

FIGURE 3
FENCE GAPS AND WILDLIFE HAZARD MANAGEMENT AREAS



Source: LSA, 2020.

culvert by wading or swimming may be low but nevertheless could occur, particularly in the late summer and fall.

- **Gap 5**. An approximately 1,000-foot-long segment of the fence in this location (along the periphery of the water treatment plant) is relatively low (about 6 feet) and not likely to be an effective deer excluder.
- **Gap 6**. The approximately 700-foot-long fence bordering the private parcel at this location is about 3-foot high, which is too low in height and deer can freely access the Airport.
- **Gap 7**. The approximately 1,200-foot-long fence bordering this private parcel is about 3-foot high, which is too low in height and deer can freely access the Airport.

The Airport Sponsor mitigates wildlife populations (e.g., deer, Canada geese, European starlings, and blackbirds) on Airport property. Current deer management at the Airport includes physical inspections throughout the day for deer on runways and taxiways with priority given to commercial air carrier operations; routine vehicular patrols for deer along the runways, taxiways; and clearing and dispersal of any observed deer from all of these areas using vehicle horns, paintball guns, and chasing if needed. **Table 1** identifies further wildlife population management area actions scheduled, initiated, and completed.

1.3 PROJECT DESCRIPTION

The Airport Sponsor proposes the construction of a wildlife exclusion perimeter fence along the Airport boundary. For the portions of the wildlife exclusion perimeter fence that would be on non-paved areas, a "Dig Defense"-type fence, which is placed below grade to reduce the likelihood of burrowing animals accessing the Airport, would be used. Existing perimeter fence gaps are listed below, and all improvements are presented in **Figure 4**.

Gap 1. This gap would be closed with a chain-link fence. The portion of the fence crossing the creek channel would be designed to minimize the amount of suspended debris trapped by the fence during high flows while still excluding deer. Examples of this fence design are presented in **Figure 5.** This design replaces the lower portion of the chain-link (from approximately ordinary high water to as close as feasible to the creek banks and bed) with horizontal bars. The bars effectively exclude deer while also minimizing the amount of creek flow debris that becomes collected. Based on normal flows in Airport Creek, Airport maintenance personnel would likely need to visit the site to remove accumulated debris no more than two to three times yearly (probably in the late fall prior to the onset of the rainy season, and once or twice following large storm events during the rainy season). Installation of this specialized fence would require sinking of fence posts in the streambed and bank. A gravel road would be constructed from Windsor Road to provide access for maintenance purposes to this new fence crossing of Airport Creek.

TABLE 1
WILDLIFE HAZARD MANAGEMENT AREAS – MANAGEMENT ACTIONS

MANAGEMENT ACTION	MANAGEMENT AREAS	DATE INITIATED OR SCHEDULED	DATE COMPLETED
Wildlife population management – deer, coyote: complete the perimeter chain-link fencing.	A – D, F	2016	
Wildlife population management – deer, coyote: regularly inspect and repair perimeter fences; remove burrows beneath fences regularly**.**	A – F, H	Ongoing	
Wildlife population management – deer: Removal of deer after completion of perimeter fence – dog chasing.	A, D, E, G, F	Fall 2016	
Wildlife population management – deer: Removal of deer after completion of perimeter fence – lethal control if dog chasing found to be ineffective.	A, D, E, G, F	2017 – 2018	
Wildlife population management – vultures: conduct regular inspections of roadways and open areas for carrion. Remove carrion promptly.	A – H	Ongoing	
Wildlife population management – Canada geese, gulls, shorebirds, herons, and egrets: bird hazing with noise, pyrotechnics.	A – G	Ongoing	
Wildlife population management – Canada geese, gulls: hazing with dogs and/or falconry.	A – G	2016 – 2017; continue thereafter if found to be effective	
Wildlife population management – Canada geese: goose egg addling.	A – C, F	Early summer 2015; spring/early summer 2016 annually thereafter	

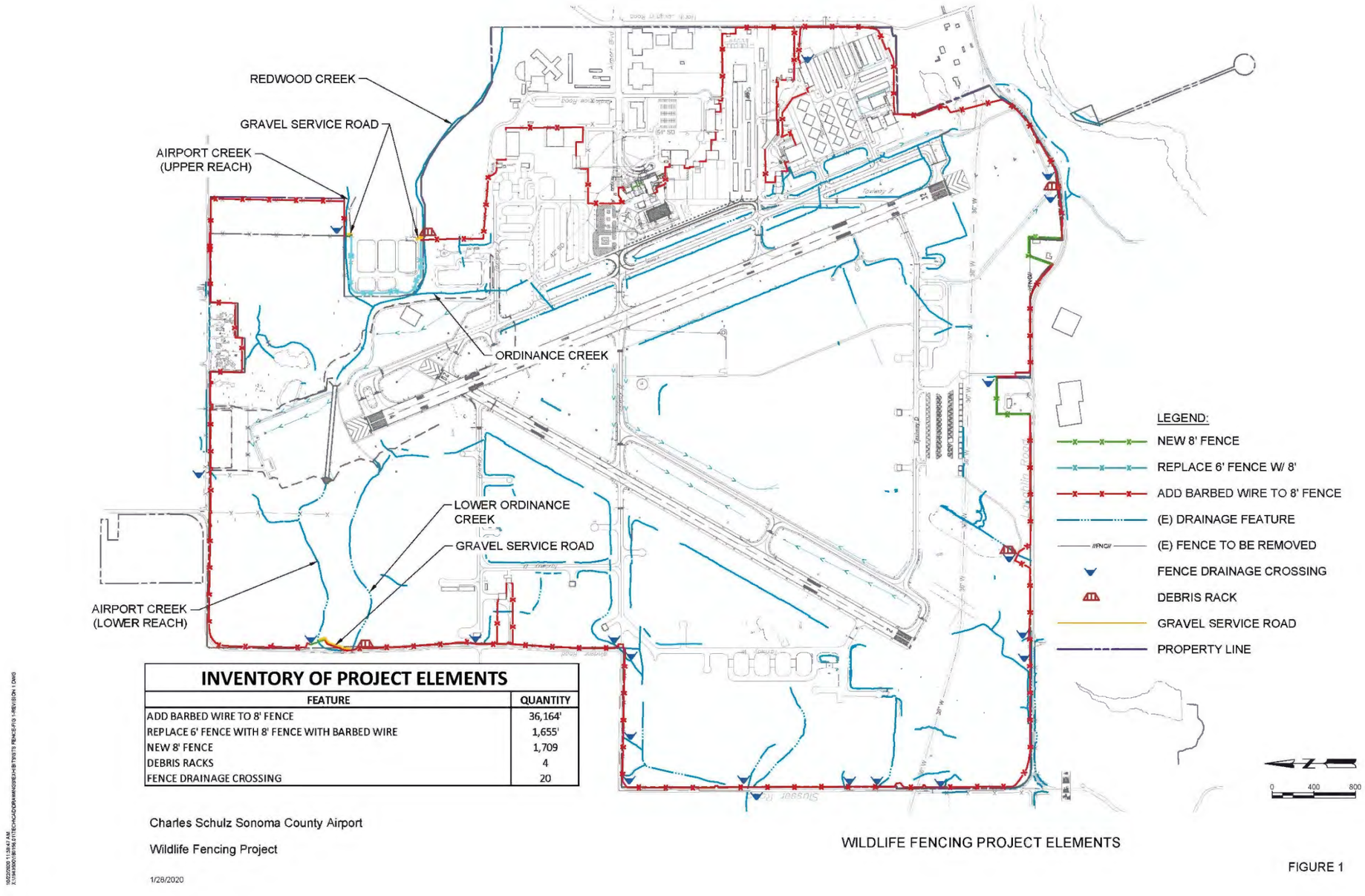
MANAGEMENT ACTION	MANAGEMENT AREAS	DATE INITIATED OR SCHEDULED	DATE COMPLETED
Wildlife population management – Canada geese, gulls: depredation (shooting).	A – C, F	2015 – 2018; continue thereafter if found to be effective	
Wildlife population management – gulls, coyote, raccoons: garbage container policing.	B, E, F, H	Ongoing	
Habitat modification – Canada geese, shorebirds: reduce or eliminate irrigation.	D – G	Ongoing	
Habitat modification – Canada geese, gulls, blackbirds, and starlings: allow grasses to grow (6 to 8 inches) during the wet season to reduce foraging habitat.	A, C – G	Ongoing	
Habitat modification – Canada geese, ducks, gulls: construct wire grids or install floating solar panel arrays over Sonoma County Water Agency wastewater ponds to reduce use by waterfowl.	B	To be determined in coordination with Sonoma County Water Authority in 2015	
Habitat modification – ducks, gulls, shorebirds, herons and egrets: fill-in or modify habitat of existing ponds*	A, F, I	2016 – 2018 Ponds 1 – 3	Ponds 4 and 6 completed in 2014
Habitat modification – rock pigeons, swallows: identify nesting areas in buildings and exclude birds from nesting areas by netting.	H	Ongoing	
Habitat modification – all hazardous wildlife: Work cooperatively with other land managing agencies to help implement management recommendations.	B, I	Ongoing	

MANAGEMENT ACTION	MANAGEMENT AREAS	DATE INITIATED OR SCHEDULED	DATE COMPLETED
Habitat modification – all hazardous wildlife: Contact private landowners to provide guidance on relevant management recommendations that the landowners may voluntarily undertake.	A, I	Ongoing	
Habitat modification – all hazardous wildlife: Conduct annual seasonal monitoring of all grassland, pond, and riparian habitats to evaluate the success of ongoing habitat modification actions in reducing wildlife hazards and to ensure that new hazards have not become established.	All Areas	Fall 2015; 2X yearly each year thereafter (spring and fall)	
Land use changes – all hazardous wildlife: Actively participate in proposed land use and zoning changes within the Separation Zone and oppose or discourage changes that would create wildlife attractants hazardous to aircraft.	A, I	Ongoing	

*The Wildlife Hazard Management Plan called for constructing a 3-foot-high fence around the southeastern pond (Pond 6) to exclude geese/duck nesting. The need for this fence was eliminated in 204 when Pond 6 was converted to a stormwater detention basin under the Runway Safety Area Improvement Project. The basin is designed to drain within 48 hours after a storm event and therefore, is suitable as nesting habitat.

Source: LSA, Wildlife Hazard Management Plan, 2018, RS&H, 2020.

FIGURE 4
WILDLIFE EXCLUSION PERIMETER FENCE IMPROVEMENTS



Source: Mead & Hunt, 2020.

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FIGURE 5
OPTIONS FOR FENCE CREEK CROSSINGS

FABRICK EXTENTION

PIPE EXTENTION

DEBRIS RACK

IN-CREEK OPTIONS

Source: Mead & Hunt, 2020. RS&H, 2020.

Gap 2. The west end of the culvert opening would have a debris rack placed over it to prevent deer passage (**Figure 5**). Airport maintenance personnel would probably need to visit the culvert to remove accumulated debris two to three times yearly.

Gap 3. This gap would be closed with a chain-link fence of the same or similar design as proposed for Gap 1. A gravel road would be constructed to provide access for maintenance purposes.

Gap 4. Placing a fence on the upstream side of the culvert (similar in design to that discussed above for Gap 1 and similar in design to the debris rack described for Gap 2) would eliminate any possibility of deer using this potential access point to the Airport. Airport maintenance personnel would probably need to visit the culvert to remove accumulated debris two to three times yearly. A gravel road would be constructed to provide access for maintenance purposes.

Gap 5. The height of the fence would be increased from 6 feet to eight feet for 1,655 feet of fence in this area. Two options for the fence are presented in **Figure 6**. Both of these options would result in an 8-foot fence and be an effective deer excluder.

Gap 6. The existing cattle fence in this location would be replaced by 740 feet of an 8-foot high fence. The two options for the design of this fence are presented in **Figure 6**.

Gap 7. The existing fence would be replaced by 974 feet of an 8-foot-high chain-link fence. The two options for the design of this fence are presented in **Figure 6.**

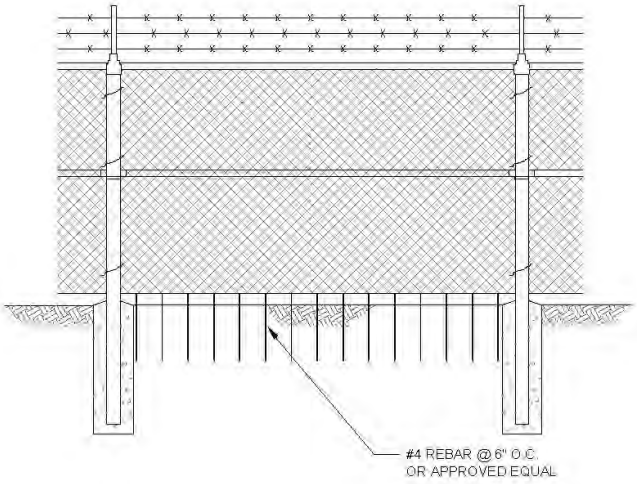
The Wildlife Exclusion Perimeter Fence Project (Proposed Project) would result in adding barbed wire to about 34,201 feet (about 6.48 miles) of fence line, replacing 1,655 feet of a 6-foot fence with an 8-foot fence, adding 1,841 feet of a new 8-foot fence, installation of four debris racks, and creating 20 swale crossings for the fence.

1.4 PROJECT PURPOSE

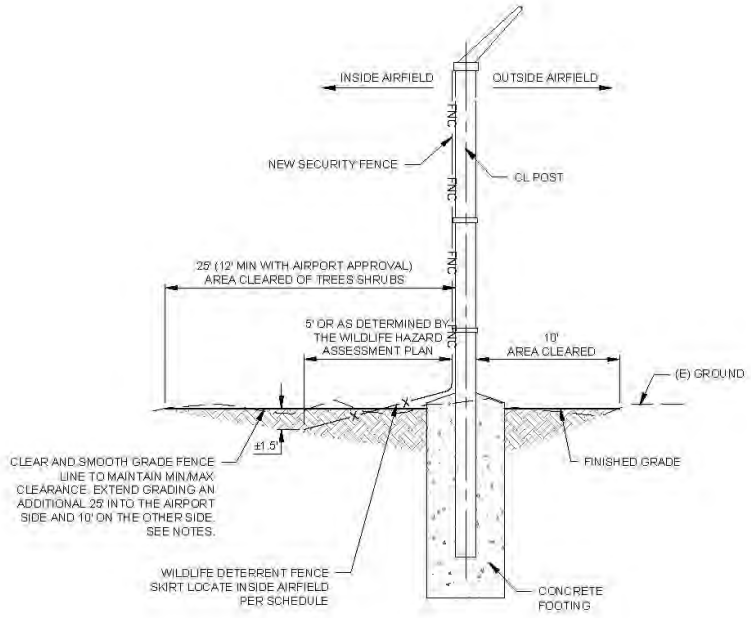
The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States as set forth under 49 United States Code (USC) § 47101 (a)(1). The FAA must ensure the safety of aircraft and airport operations as well as the safe and efficient operation of the airfield. Thus, the purpose for the Proposed Project is to:

- Meet Part 139 CertAlert Wildlife Exclusion Fencing Criteria to improve wildlife fencing and effectively remove deer on or near the aircraft movement area;
- Implement Wildlife Hazard Management Plan recommendations and conclusions; and
- Enhance safety at the Airport by eliminating existing fence gaps that currently allow deer to move freely between the Airport and surrounding properties.

FIGURE 6
FENCE DESIGN OPTIONS



WILDLIFE EXCLUSION FENCE DETAIL-OPTION 1



WILDLIFE EXCLUSION FENCE WITH
DETERRENT FENCE SKIRT DETAIL-OPTION 2

WILDLIFE HAZARD
DESIGN OPTIONS

12/10/2019 9:52:01 AM
X:\19435001\801\56.01\TECH\CAD\DRAWINGS\EXHIBITS\STS FENCE-FIG 2.DWG

Source: Mead & Hunt, 2020, RS&H, 2020.

1.5 PROJECT NEED

The Airport Sponsor has documented wildlife hazards, such as deer and coyote, in the airport operations area. As a 14 Code of Federal Regulations Part 139 certificated commercial service airport, the Airport Sponsor is required to take immediate action to alleviate the wildlife hazards at the Airport. Pursuant to 14 CFR §139.337, the Airport Sponsor prepared a Wildlife Hazard Assessment (WHA) and a Wildlife Hazard Management Plan (WHMP). The WHA evaluated the Airport conditions and the WHMP recommended the installation of a wildlife exclusion perimeter fence to eliminate deer and other hazardous wildlife from entering the Airport.

1.6 ANTICIPATED TIMELINE FOR IMPLEMENTATION

Sonoma County has developed an Airport Capital Improvement Program (ACIP) for implementation of the Proposed Project. It is assumed that construction will begin in Spring 2023 with completion of the project by December 2023.

1.7 REQUIRED APPROVALS/CONSULTATIONS

The Airport Sponsor proposes to implement the Proposed Wildlife Exclusion Perimeter Fence Project as soon as the required CEQA environmental review is completed, and environmental approvals are obtained.

1.7.1 Federal

- Sonoma County, as the Airport Sponsor, will request the FAA's action in approving the Wildlife Hazard Management Plan submitted by the Sponsor under Part 139 (the provision of a fence that meets FAA wildlife exclusion requirements), as defined in FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and Order 1050.1F, *Environmental Impacts: Policies and Procedure*.
- U.S. Army Corps of Engineers to issue Section 404 of the Clean Water Act (CWA) Permit.
- FAA approval of National Environmental Policy Act (NEPA) Categorical Exclusion

1.7.2 State, Regional, and Local Actions

- California State Water Resources Control Board to issue National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities.
- California State Water Resources Control Board to issue Section 401 of the CWA Permit.
- Regional Water Quality Control Board to issue General Industrial Stormwater Permit.

- California Department of Fish and Wildlife (CDFW) to issue 1602 Streambed Altercation Agreement permit.
- Any local approvals, permits, or actions that may be deemed necessary for the project.

2.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities/Service Systems
	☒ Mandatory Findings of Significance	

DETERMINATION:

On the basis of this initial study:

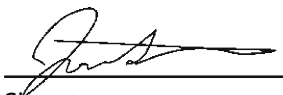
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature — 12/12/2022 — Date

Jon Stout, Airport Director — Printed Name

Sonoma County Airport — For

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Setting: Surrounding land uses include commercial light industrial to the east, rural residential and grazing to the north and west, and vineyards to the south of Airport property.

Current Airport facilities are illuminated for safety and security reasons by various types of landside lighting for buildings, access roads, apron areas, and automobile parking areas, as well as airside lighting for the runway, taxiways, and apron areas. Runway, taxiway, and apron areas are lighted for nighttime operations as well.

The closest light sensitive land use to the study area is a rural residential property located just southeast of Runway 14-32 and south of the Airport hangar facilities. Direct views of the Airport from this property are blocked by tall trees and landscaping, but the existing perimeter fence may be partially visible. Additional residential land uses are located on the west side of the Airport across Windsor Road and on the north side of the Airport along Sanders Road. The view to the Airport from these properties is partially blocked by landscaping but the properties have intermittent views of the existing perimeter fence along Windsor Road and Sanders Road.

Discussion:

a) **No impact**. The Sonoma County General Plan Open Space and Resource Conservation Element (Amended August 9, 2016)[4] identifies the nearest scenic landscape units as the areas along Eastside Road (approximately 1.5 miles east of the easternmost Airport boundary) and River Road (approximately 0.7 miles south of the southernmost Airport boundary). Due to existing buildings as well as the natural topography and landscaping, the Airport boundary is not visible from either of these scenic landscape units. Therefore, the Proposed Project would have no impact on a scenic vista.

b) **No impact.** The Airport is not located on or near a state scenic highway. No prominent landscape features would be affected. The nearest scenic highway is Route 116, approximately 5 miles southwest of the Airport.[5] Therefore, there would be no impact on a scenic resource.

c) **Less than significant impact.** The Proposed Project would include construction of a wildlife exclusion perimeter fence along the existing boundary of the Airport. As the fence is an existing feature, the Proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. As previously mentioned, the closest light sensitive land use to the study area is a rural residential property located just southeast of Runway 14-32 and south of the Airport hangar facilities. Additional residential land uses are located on the west side of the Airport across Windsor Road and on the north side of the Airport along Sanders Road. Construction is anticipated to last 4 months and would only be at portions of the fence near residential land uses for a small portion of that time. Additionally, construction at the locations of these residential land uses does not include demolition of the existing fence, only the addition of barbed wire to extend the height of the fence (refer to **Figure 4**). Existing landscaping and trees would not be removed and would continue to block direct views and glare from the Airport property. Therefore, the impact to the existing visual character or quality of the site and its surroundings would be less than significant.

d) **Less than significant impact.** As described in response "c" above, existing landscaping and trees would not be removed and would continue to block direct views and glare from the Airport property Additionally, all construction would occur during the day, so there would be

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4 Sonoma County. General Plan 2020, Open Space and Resource Conservation Element, August 9, 2016. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/Open-Space-and-Resource-Conservation/,.

5 California State Scenic Highway System Map, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed May 2021.

no additional lighting used for construction purposes, and no permanent change in lighting would occur as a result of the Proposed Project.

Operation of the Proposed Project would not increase the light emissions from the Airport. The Proposed Project would cause the existing wildlife exclusion perimeter fence to be higher in some locations; however, since the Proposed Project is an addition to existing structures, there would be no real change in visual character in the Airport vicinity. The contractor or building occupant will be notified of possible best management practices (BMPs) and the Airport Sponsor will encourage the use of BMPs. Impacts resulting from a new source of light or glare would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Setting: Based on the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), no prime farmland or soil of statewide significance is present at the Airport. In addition, soils suitable for agriculture at the Airport were dedicated to urban development prior to the passage of the Farmland Protection Policy Act of 1981. However, farmland is located within proximity of the Airport, specifically to the west and south. As shown in **Figure 7**, parcels directly to the south of the Airport and one to the west include land protected under Williamson Act Contract.

No forest land or timberland, including Private Timberlands or Public Land with Forests, is present on the Airport property or within the immediate surrounding area.

Discussion:

a) **No impact.** No prime farmland or soil of statewide significance is present in the study area. The Proposed Project would not convert existing farmland or acquire agricultural land. Further, soils suitable for agriculture on Airport property were dedicated to urban development prior to the passage of the Farmland Protection Policy Act of 1981. Therefore, there would be no impact.

b) **No impact.** Farmland is located within proximity of the Airport, specifically to the west and south. As shown in **Figure 7** parcels directly to the south of the Airport and one to the west include land protected under Williamson Act Contract. However, the Proposed Project would be constructed entirely on Airport property and does not require the acquisition or conversion of any land, including land protected under Williamson Act Contract. Therefore, there would be no impact.

c) **No impact.** The Airport is not in or adjacent to forest land or timberland. Therefore, there would be no impact.

d) **No impact.** The Proposed Project would not require the acquisition or conversion of forest land. Therefore, there would be no impact

e) **No impact.** The Proposed Project is a standalone project that is needed in order to exclude wildlife from Airport property. The Proposed Project would not generate additional economic or development activity that might eventually lead to the conversion of farmland or forest land. Therefore, there would be no impact.

FIGURE 7
WILLIAMSON ACT FARMLAND

Source: Sonoma County, 2019; RS&H 2021

III. AIR QUALITY

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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Setting: The U.S. Environmental Protection Agency (USEPA) has established National Ambient Air Quality Standards (NAAQS) for the following six "criteria" pollutants based on human health-based and/or environmental (science-based) criteria.[6] The USEPA regulates these pollutants by developing guidelines for setting permissible levels.

- Carbon monoxide (CO)
- Lead (Pb)
- Nitrogen dioxide (NO_2)
- Ozone (O_3)
- Particulate Matter (PM_{10} and $PM_{2.5}$)
- Sulfur dioxide (SO_2)

[6] USEPA (2017, January 18) Criteria Air Pollutants. Retrieved May 2021, from https://www.epa.gov/criteria-air-pollutants.

Geographic areas found to be in violation of one or more NAAQS are designated as "nonattainment" areas, which can be marginal, moderate, serious, severe, and extreme depending on the degree to which they exceed the NAAQS.

States having nonattainment areas must develop a State Implementation Plan (SIP) that demonstrates how the area will be brought back into attainment within designated timeframes. Areas with prior nonattainment status that have since attained the applicable NAAQS are designated "maintenance areas." The California Air Resources Board (CARB) develops the SIP for nonattainment areas in the State. The region does not currently meet the Federal 8-hour standard for healthy levels of ozone and has been designated by the USEPA as a marginal nonattainment area for ozone (see **Table 2**). Further, the USEPA has determined that the County exceeds the 24-hour standard for emissions of fine particulate matter ($PM_{2.5}$) and is recognized as a moderate nonattainment area. In the past, Sonoma County was designated as nonattainment for CO but in April 1998 the Bay Area was re-designated to attainment and now operates under a maintenance plan in order to prevent emissions from reaching an unhealthy level.

California maintains more stringent standards than the NAAQS to which the County must adhere. Sonoma County has been designated by the Bay Area Air Quality Management District (BAAQMD) as nonattainment for the 1-hour and 8-hour standards for O_3, the annual arithmetic mean and the 24-hour standards for coarse particulate matter (PM_{10}), and the annual arithmetic mean standard for $PM_{2.5}$ (see **Table 3**). Sonoma County is in attainment for all other criteria pollutants.

Discussion:

a) **No impact**. There would be no permanent increase in emissions as a result of the Proposed Project; therefore, no obstruction or conflict to an applicable air quality plan would take place and there would be no impact.

b) **Less than significant impact.** The Proposed Project would not result in any permanent increase in emissions. Temporary construction emissions are typical of modest construction projects and would not have the potential to violate federal or California air quality standards. While not required to reduce impacts to less than significant levels, construction BMPs including fugitive dust controls, especially during blowing dust events, and reducing engine idling when equipment is not in use would be utilized and would reduce air quality impacts during construction.

TABLE 2
NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

POLLUTANT	AVERAGING PERIOD	PRIMARY STANDARDS	SECONDARY STANDARDS	COUNTY CLASSIFICATION
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean 24-Hour Average 1-Hour Average 3-Hour Average	0.030 ppm (80 µg/m^3) 0.14 ppm (365 µg/m^3) 0.075 ppm (196 µg/m^3) None	None None None 0.50 ppm (1,300 µg/m^3)	Attainment
Particulate Matter (PM_{10})	24-Hour Average	150 µg/m^3	Same as Primary	Attainment
Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean 24-Hour Average	12 µg/m^3 35 µg/m^3	15 µg/m^3 Same as Primary	2012 Standard: Attainment 2006 Standard: Non-Attainment (Moderate)
Carbon Monoxide (CO)	8-Hour Average 1-Hour Average	9 ppm µg/m^3 35 ppm µg/m^3	None	Maintenance (Moderate)
Ozone (O_3)	8-Hour Average 1-Hour Average (revoked)	0.070 ppm N/A	Same as Primary	Non-Attainment (Marginal)
Nitrogen Dioxide (NO_2)	1-Hour Daily Maximum Annual Arithmetic Mean	0.100 ppm 0.053 ppm (100 µg/m^3)	Same as Primary	Attainment
Lead (Pb)	Rolling 3-Month Average 3-Month Arithmetic Mean	0.15 µg/m^3 1.5 µg/m^3	Same as Primary	Attainment

Notes: µg/m^3 = microgram per cubic meter, ppm = parts per million
Source: USEPA, 2020.

TABLE 3
CALIFORNIA AMBIENT AIR QUALITY STANDARDS (CAAQS)

POLLUTANT	AVERAGING PERIOD	CAAQS STANDARD	COUNTY CLASSIFICATION
Sulfur Dioxide (SO_2)	24-Hour Average 1-Hour Average	0.04 ppm (105 µg/m^3) 0.25 ppm (655 µg/m^3)	Attainment
Particulate Matter (PM_{10})	Annual Arithmetic Mean 24-Hour Average	20 µg/m^3 50 µg/m^3	Non-Attainment
Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	Non-Attainment
Carbon Monoxide (CO)	8-Hour Average 1-Hour Average	9.0 ppm (10 mg/m^3) 20 ppm (23 mg/m^3)	Attainment
Ozone (O_3)	8-Hour Average 1-Hour Average	0.070 ppm (137 µg/m^3) 0.09 ppm (180 µg/m^3)	Non-Attainment (Marginal)
Nitrogen Dioxide (NO_2)	1-Hour Average Annual Arithmetic Mean	0.18 ppm (339 µg/m^3) 0.030 ppm (57 µg/m^3)	Attainment
Lead (Pb)	30-Day Average	1.5 µg/m^3	Attainment

Notes: µg/m^3 = microgram per cubic meter, mg/ m^3 = milligrams per cubic meter, ppm = parts per million
Source: Bay Area Air Quality Management District, 2017.

c) **Less than significant impact.** Construction of the Proposed Project components would result in one-time criteria pollutant emissions over the duration of approximately 4 months, which are presented in **Table 4**. No criteria pollutant emissions associated with implementation of the Proposed Project would exceed the NAAQS *de minimis* thresholds or BAAQMD significance thresholds presented. Operation of the Proposed Project would not result in an increase in criteria pollutant emissions and therefore would not result in a cumulatively considerable contribution to criteria pollutant or precursor that would violate or contribute to a violation of NAAQS or BAAQMD thresholds. The impact from the Proposed Project on criteria pollutants would be less than significant.

d) **Less than significant impact.** Temporary construction emissions are typical of modest construction projects and would not have the potential to pollutant concentrations that would violate federal or California air quality standards, as shown in **Table 4**. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations; the impact would be less than significant.

e) **Less than significant impact.** Odors generated by construction activity would be typical of modest construction projects and would be temporary and would not affect a substantial number of people. Therefore, the impact would be less than significant.

TABLE 4
PROPOSED PROJECT CONSRUCTION EMISSIONS

	CO	ROG	NO_x	SO_2	PM_{10}	$PM_{2.5}$
Proposed Project Total Construction Emissions[/a/]	1.6574 tons	0.1968 tons	1.6822 tons	4.2000e-003 tons	0.0828 tons	0.0747 tons
NAAQS Threshold	100 tons/ year	100 tons/ year	100 tons/ year	100 tons/ year	100 tons/ year	100 tons/ year
BAAQMD Threshold	None	54 lb/ day	54 lb/ day	None	82 lb/ day	54 lb/ day
Exceedance of Threshold?	No	No	No	No	No	No

Notes: /a/ = presented as total emissions over four month construction period
CO – carbon monoxide; ROG = reactive organic gases; NO_x = oxides of nitrogen; SO_2 = sulfur dioxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = fine particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; lb = pounds
Source: CALEEMOD, RS&H, 2020.

IV. BIOLOGICAL RESOURCES

Would the project:

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service		X		
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

Setting: The Airport is surrounded by and includes extensive open space areas that provide habitat to many animal species. Biological resources include terrestrial and aquatic plant and animal species; game and non-game species; special status species; and environmentally sensitive or critical habitats. Vegetation types identified and mapped on the Airport consist of non-native grassland/ruderal, seasonal wetland, stream, pond, freshwater marsh, willow scrub/woodland, riparian woodland, oak woodland, and oak trees.

Non-developed areas of the Airport consist primarily of non-native grasslands and ruderal vegetation types and include many areas that are regularly or occasionally irrigated with treated wastewater and mowed or harvested for hay. The Airport contains several biological preserves, established by Sonoma County, that support vernal pools and other seasonal wetland habitats as well as stands of riparian and oak woodlands. Riparian corridors along Redwood Creek, Airport Creek, and Ordinance Creek are located in the northern portion of the Airport. Trees in the riparian corridors and adjacent oak woodlands east and west of the runway ends are regularly trimmed (typically once every 2 to 3 years, as needed) by the Airport Sponsor for runway safety purposes under FAA AC 150/5300-13.

A description of each vegetation type and associated habitat follows (see **Figure 8** for locations of these areas).

Non-native Grassland/Ruderal

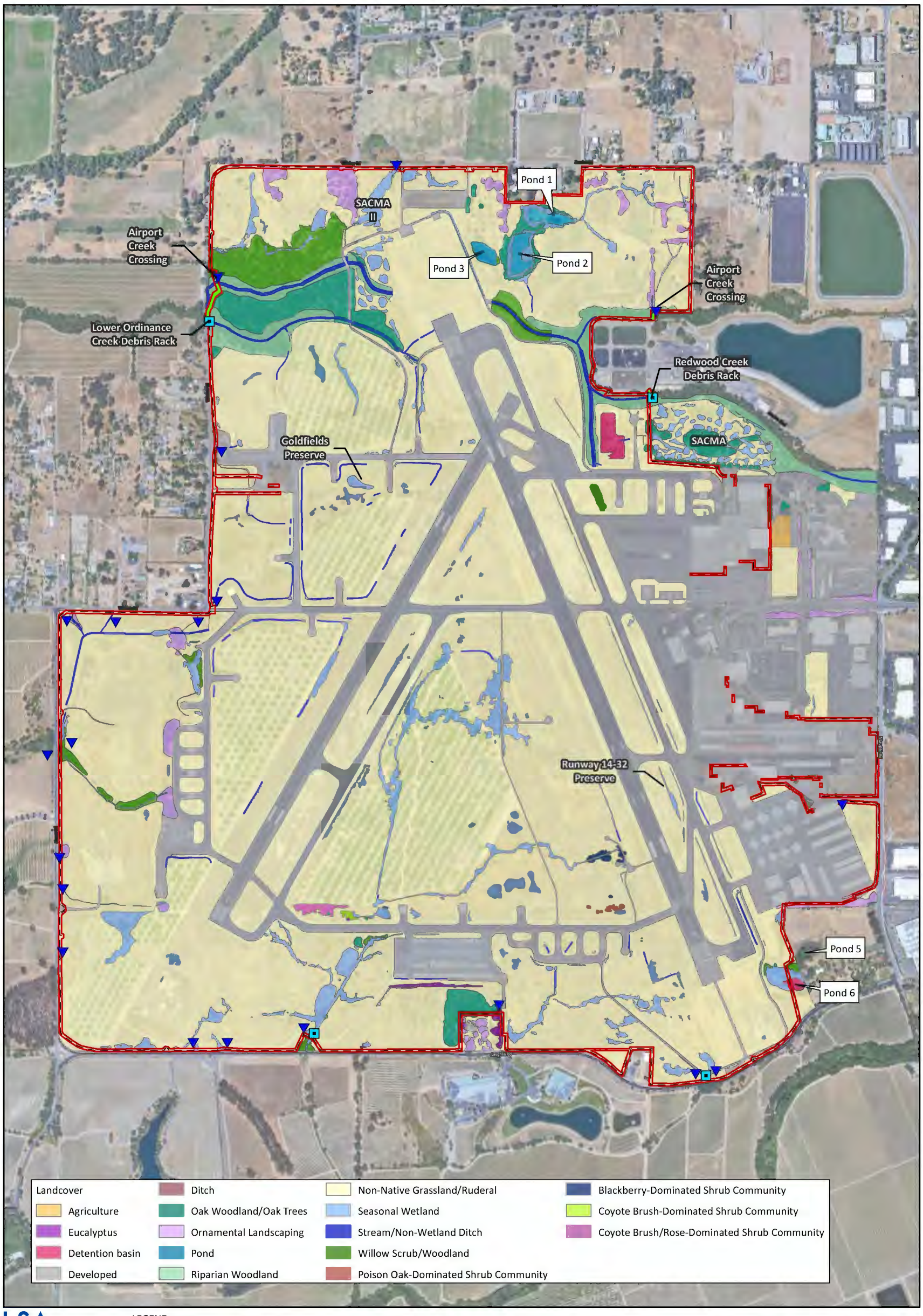
The non-native annual grassland/ruderal vegetation type occurs throughout the Airport property and includes areas that are mowed and irrigated with treated wastewater. Non-native grasslands and areas supporting ruderal vegetation within the Airport are likely to support populations of various small common mammal species such as California vole (*Microtus californicus*) and Botta's pocket gopher (*Thomomys bottae*), as well as various predators that forage for small mammals including white-tailed kite (*Elanus leucurus*), northern harrier (*Circus cyaneus*), red-tailed hawk (*Buteo jamaicensis*), and coyote (*Canuslatrans*). Smaller birds typically associated with grasslands that occur commonly at the Airport include savannah sparrows (*Passerculus sandwichensis*) and western meadowlarks (*Sturnella neglecta*). Grasshopper sparrows (*Ammodramus savannarum*) breed within Airport grasslands.

Seasonal Wetland

Seasonal wetlands occur throughout the Airport property and include vernal pools, swales, ditches, drainages, and depressions with wetland vegetation.

Common dominant or characteristic plant species in the vernal pools include smooth goldfields (*Lasthenia glaberrima*), Douglas meadowfoam (*Limnanthes douglasii*), maroon-spot downingia (*Downingia concolor var. concolor*), semaphore grass (*Pleuropogon californicus*), and coyote thistle (*Eryngium armatum*). Deeper pools support stands of creeping spikerush

FIGURE 8
VEGETATION TYPES IN STUDY AREA



Source: LSA, 2020; Mead & Hunt, 2020 Google Maps Hybrid, 2019

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(*Eleocharis macrostachya*), woolly-marbles (*Psilocarphus brevissimus*), and vernal pool buttercup (*Ranunculus bonariensis*). Disturbed pools and swales and other seasonal wetland areas, including those that are irrigated, tend to be dominated by common non-native species such as Italian ryegrass, Mediterranean barley (*Hordeum marinumssp gussoneanum*), curly dock (*Rumex crispus*), pennyroyal (*Mentha pulegium*), rabbit's-foot grass (*Polypogon monspeliensis*), and Bermuda grass (*Cynodon dactylon*). Most drainages and ditches on Airport property support seasonal wetland vegetation, dominated by non-native species.

Vernal pools and seasonal wetlands in the Airport property provide suitable breeding habitat for common amphibians such as Pacific treefrog (*Pseudacris regilla*) and western toad (*Bufos boreas*). Various species of common water birds attracted to seasonal wetlands and vernal pools are present, including mallards (*Anas platrhynchos*), greater yellowlegs (*Tringa melanoleuca*), Wilson's snipe (*Gallinago delicate*), great egret, and great blue heron.

Stream

The Airport supports stream channels along various segments of Redwood Creek, Airport Creek, Upper Ordinance Creek, and Lower Ordinance Creek. The Airport also contains non-wetland ditches, swales, and associated culverts that were constructed as part of the overall Airport surface drainage system and constitute ephemeral tributaries to the various creeks. The creeks provide suitable habitat for various common species of warm water fish such as the California roach (*Lavinia symmertricus*) and threespine stickleback (*Gasterosteus aculeatus*), as well as non-native fish including the common carp (*Cyprinus carpio*) and western mosquitofish (*Gambusia affinis*).

Pond

There are five ponds on and immediately adjacent to the Airport, as identified in **Figure 8**. A series of three constructed ponds occurs in a natural swale/drainage at the northern end of the Airport, just south of Sanders Road (Ponds 1 through 3). Two inter-connected constructed ponds occur in the southeast corner of the Airport north of Laughlin Road. The easternmost pond (Pond 5) is situated on the adjacent private property. The other pond (Pond 6) now functions as a detention basin after modifications made during the Runway Safety Enhancement Project. The ponds are generally not suitable as breeding sites for native amphibians due to the presence of predatory fish and bullfrogs (*Rana catesbeiana*) but do provide habitat for western pond turtle (*Actinemys marmorata*) and various water birds such as mallard, American wigeon (*Anas Americana*), and gadwall (*Mareca strepera*).

Freshwater Marsh

Patches of freshwater marsh vegetation occur on Airport property adjacent to some seasonal wetlands, swales, and ponds, and along many of the stream channels. Most freshwater marsh habitats on Airport property are relatively small and are not mapped separately from adjacent

wetland and aquatic habitats. The freshwater marshes provide habitat for Pacific treefrog and western pond turtle, and a variety of bird species such as Virginia rail (*Rallus limicola*) and common yellowthroat (*Geothypias trichas*).

Willow Scrub/Woodland

Willow scrub/woodland occurs on Airport property along the perimeters of ponds, and along drainage ditches near the western and southern boundaries. Willow scrub/woodland on Airport property provides habitat for a variety of common wildlife species, especially songbirds such as Bewick's wren (*Thryomanes bewickii*), Wilson's warbler (*Wilsonia pusilla*), and American goldfinch (*Spinus tristis*).

Riparian Woodland

Riparian woodland on Airport property occurs along Airport Creek, Redwood Creek and Ordinance Creek. The woodlands along Redwood and Airport creeks provide habitat for common species associated primarily with oaks and include birds such as Cooper's hawk (*Accipiter cooperii*), red-shouldered hawk (*Buteo lineatus*), and acorn woodpecker (*Melanerpes formicivorus*). Common mammals such as mule deer (*Odocoileus hemionus*) and northern raccoon (*Procyonlotor*) use the riparian woodland for shelter and foraging habitat.

Oak Woodland and Oak Trees

This vegetation type consists of small stands of valley oak trees and scattered individual valley oak trees that are not associated with riparian corridors. The oak woodlands within the Airport property support the same mix of wildlife species as the riparian woodlands, including common amphibians and reptiles such as the California slender salamander (*Batrachoseps attenuates*) and southern alligator lizard (*Elgaria multicarinata*).

Table 5 identifies the species, status, habitat, occurrence, or potential for occurrence on Airport property for each species. **Table 6** shows the status, habitat, and occurrences of state-listed and other special-status plant and animal species within the Airport property. Further information on these species can be found in the Biological Assessment (BA), which is available for review by request from the County..

TABLE 5
FEDERALLY-LISTED PLANT AND ANIMAL SPECIES WITH THE POTENTIAL TO OCCUR ON AIRPORT PROPERTY

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
Plant Species Under USFWS Administration			
Burke's goldfields ***Lasthenia burkei***	E	Mesic meadows and vernal pools in Sonoma, Lake and Mendocino Counties. Twenty-five of the known 31 occurrences are on the Santa Rosa Plain. Elevation Range: 50 to 1,970 feet	Potentially suitable habitat in vernal pools and seasonal wetlands in the study area; however, this species does not occur in the study area based on the results of protocol-level surveys. Species occurs in the Goldfields Preserve, the vicinity of the Goldfields Preserve, SACMA Preserve, and in the vicinity of the Runway 14/32 Preserve. The USFWS considers all the vernal pools and seasonal wetlands to be "occupied" by this species due to documented occurrences.
Many-flowered navarretia ***Navarretia leucocephalas sp. Plieantha***	E	Vernal pools with volcanic ash flow soils in Lake and Sonoma Counties. Only seven known occurrences, five of which are in Lake County. Only occurrence on the Santa Rosa Plain is immediately northeast of the Airport. Elevation Range: 100 to 3,120 feet	Potentially suitable habitat in the study area; however, this species does not occur in the study area based on the results of protocol-level surveys.
Pitkin Marsh lily ***Liliumpardalinum ssp. pitkinense***	E	Freshwater marshes with sandy soils. Only two known extant populations, both in Sonoma County. Elevation Range: 115 to 215 feet	No suitable habitat in the study area or Airport property. Outside of known range.
Sebastopol meadowfoam Limnanthes vinculans	E	Vernal pools; mesic valley and foothill grasslands and meadows. This species is endemic to the Santa Rosa Plain, with the exception of one population (likely introduced) in Napa County. Elevation Range: 50 to 4,000 feet	Potentially suitable habitat in vernal pools and seasonal wetlands in the study area. One historic occurrence (now extirpated) occurs at the Airport. However, this species was not observed in the study area during protocol-level surveys.
Showy Indian clover ***Trifolium amoenum***	E	Coastal bluff scrub; valley and foothill grasslands in Alameda, Mendocino, Marin, Napa, Santa Clara, Solano, and Sonoma Counties. Believed extirpated from all historic occurrences. One verified extant occurrence in Marin County. Elevation Range: 15 to 1,360 feet.	Marginally suitable habitat in grassland in the study area; however, this species does not occur in the study area based on the results of protocol-level surveys.
Sonoma Alopecurus ***Alopecurus aequalis var. sonomensis***	E	Freshwater marshes and swamps; riparian scrub in Sonoma and Marin Counties. Known from fewer than six extant occurrences, two of which may be extirpated. Elevation Range: 15 to 690 feet.	Marginally suitable habitat in marshes and willow scrub on the Airport property; however, this species does not occur in the study area based on the results of protocol-level surveys.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
Sonoma spineflower *Chorizanthe valida*	E	Well-drained, sandy soils in coastal grassland prairies. Currently only known from one population in Point Reyes National Seashore.	No suitable habitat in the study area or Airport property. Outside of known range.
Sonoma sunshine *Blennosperma bakeri*	E	Vernal pools and mesic grasslands. Endemic to the Santa Rosa Plain. Elevation Range: 30 to 360 feet.	Potentially suitable habitat in vernal pools, swales, and seasonal wetlands in the study area; however, this species was not observed in the study area during protocol-level surveys.
Vine Hill clarkia *Clarkia imbricata*	E	Chaparral, grasslands on acidic soils in Sonoma County. Known from only 2 extant occurrences, one of which is introduced. Elevation Range: 160 to 245 feet.	No suitable habitat in the study area or Airport property.
White sedge *Carex albida*	E	Freshwater marshes; bogs and seeps. Only extant occurrence is the Pitkin marsh in Sonoma County. A historic occurrence along Santa Rosa Creek is presumed extirpated due to altered hydrology and other disturbances including invasive exotic species. Elevation Range: 115 to 180 feet.	Marginally suitable habitat in freshwater marshes on the Airport property; however, this species does not occur in the study area based on the results of protocol-level surveys.
Yellow larkspur *Delphinium luteum*	E	Endemic to rocky, foggy hillsides of coastal Sonoma County. Currently only known from isolated patches near Bodega Bay. Elevation Range: 6-186 feet.	No suitable habitat in the study area or Airport property. Outside of known range.
Animal Species Under USFWS Administration			
California freshwater shrimp *Syncaris pacifica*	E	Perennial creeks with pools (12-36 inches deep) and undercut banks with exposed live root tangles. Occurs in creeks in the vicinity of the Santa Rosa Plain.	Not likely to occur in the study area; study area creeks do not provide suitable habitat due to degraded conditions and lack of undercut banks.
San Bruno elfin butterfly *Callophrys mossii bayensis*	E	North-facing slopes within the fogbelt where its hostplant, broadleaf stonecrop (Sedum spathulifolium) grows; stonecrop grows in coastal grassland and low scrub on thin, rocky soils. Known only from three locations in San Mateo County.	No suitable habitat in the study area or Airport property. Outside of known range.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
California tiger salamander, Sonoma County Distinct Population Segment (DPS) ***Ambystoma californiense***	E Critical Habitat	Vernal pools or other fish-free ephemeral water bodies with sufficient hydroperiods for larval development; adjacent uplands with an abundance of small mammal burrows as non-breeding season habitat. Occurs on the Santa Rosa Plain – this population is considered genetically distinct from other populations in the State.	The study area contains suitable movement and dispersal habitat. However, this species is unlikely to occur in the study area due to distance from the nearest known breeding site (2.4 miles) from the southern boundary of the Airport, and lack of suitable breeding habitat in the study area. Not observed during sampling of ponds on the Airport property; bullfrogs and predatory fish observed in the ponds (LSA 2011c). The study area is within the USFWS Critical Habitat area for this DPS.
California red-legged frog ***Rana draytonii***	T Critical Habitat	Freshwater marshes, streams, ponds, and other semi-permanent water sources. Suitable breeding ponds and pools usually have a minimum depth of 20 inches and must contain water during the entire development period for eggs and tadpoles (typically March through August). No records of occurrence anywhere on the Santa Rosa Plain.	Not likely to occur in the study area; aquatic habitat areas in the study area and adjacent habitats are not suitable for breeding due to the presence of large populations of bullfrogs and predatory fishes. Not observed during aquatic sampling surveys. The Airport is not within a Critical Habitat area for this species.
Green sea turtle ***Chelonia mydas***	T	Bays or near protected shores, especially near seagrass beds. Nests on beaches. Rarely seen along the California Coast.	No suitable habitat in the study area or Airport property.
Northern spotted owl ***Strixoccidentalis caurina***	T	Old-growth forests with tree canopies that are high and open enough for the owls to fly between and underneath the trees. Preferred areas have large trees with broken tops, deformed limbs or large holes used as nesting sites.	No suitable habitat in the study area or Airport property.
Species Under NMFS Administration:			
California coastal chinook salmon evolutionary significant unit (ESU) ***Oncorhynchus tshawytscha***	T Critical Habitat	Clear cool riffles with gravel or cobble substrate for spawning; clear, cool riffles and pools as rearing habitat. Occurs in the Russian River and in Santa Rosa Creek, but does not occur in creeks on Airport property.	Not likely to occur in the study area due to lack of suitable habitat. Creeks within Airport property (Redwood and Airport Creeks) are warm water creeks with muddy bottoms that do not provide suitable spawning or rearing habitat. Not observed in either creek during 2011 salmonid surveys. The Airport is not within a Critical Habitat area for this species.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
Central California Coast coho salmon ESU *Oncorhynchus kisutch*	E Critical Habitat	Clear cool riffles with gravel or cobble substrate for spawning; clear, cool riffles and pools as rearing habitat. Present in the Russian River, Mark West Creek, and some associated tributaries. Windsor Creek (approx. 0.7 mi. downstream of the Airport), Pool Creek and Mark West Creek qualify as Critical Habitat for this species. These creeks and tributaries may also be Essential Fish Habitat for this species.	Not likely to occur in the study area due to lack of suitable habitat. Creeks within the Airport property (Redwood and Airport Creeks) are warm water creeks with muddy bottoms that do not provide suitable spawning or rearing habitat. Not observed in either creek during 2011 salmonid surveys. Creeks within Airport property are not likely to qualify as Critical Habitat for this species.
Central California Coast steelhead ESU *Oncorhynchus mykiss*	T Critical Habitat	Clear cool riffles with gravel or cobble substrate for spawning; clear, cool riffles and pools as rearing habitat. Present in the Russian River, Mark West Creek, and some associated tributaries, including Windsor Creek, approx. 0.7 mi. downstream of the Airport property, as well as Pool Creek. Windsor, Pool and Mark West Creeks are Critical Habitat for this species. Other tributaries of these creeks are potential Critical Habitat if the tributaries are accessible to salmonids. These creeks and tributaries may also be Essential Fish Habitat for this species.	Not likely to occur in the study area due to lack of suitable habitat. Creeks within the Airport property (Redwood and Airport Creeks) are warm water creeks with muddy bottoms that do not provide suitable spawning or rearing habitat. Not observed in either creek during 2011 salmonid surveys. The Airport property is not within a Critical Habitat area for this species.

Notes: DPS = Distinct Population Segment
E = Endangered
ESU = Evolutionary Significant Unit
NMFS = National Marine Fisheries Service
SACMA = Sonoma County Airport Consolidated Mitigation Area
T = Threatened
USFWS = United States Fish and Wildlife Service
Source: LSA, 2020.

TABLE 6
STATE-LISTED PLANT AND ANIMAL SPECIES ON AIRPORT PROPERTY

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
State-Listed Plant Species			
Baker's goldfields *Lasthenia californica* ssp. *bakeri*	1B	Closed-cone coniferous forest openings, coastal scrub, meadows and seeps, marshes, and swamps. Blooms: April-October Elevation: 197-1,706 feet.	Potentially suitable habitat in seasonal wetlands and freshwater marshes; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Baker's *Navarretia Navarretia leucocephala* ssp. *bakeri*	1B	Mesic areas within cismontane woodland, lower montane coniferous forest, and valley and foothill grassland; meadows and seeps; vernal pools. Blooms: April-July Elevation: 16-5,709 feet	Potentially suitable habitat in seasonal wetlands and mesic grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Bent-flowered Fiddleneck *Amsinckia lunaris*	1B	Valley and foothill grassland, coastal bluff scrub, cismontane woodland. Blooms: March-June Elevation: 9-1,640 feet	Potentially suitable habitat in grasslands and woodlands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Big-scale Balsamroot *Balsamorhiza macrolepis*	1B	Chaparral, cismontane woodland, valley, and foothill grassland; sometimes serpentine soils. Blooms: March-June Elevation: 148-5,102 feet	There is no suitable habitat within the study area; this species generally occurs on rocky hillsides at higher elevations.
Boggs Lake Hedge-hyssop *Gratiola heterosepala*	SE, 1B	Marshes and swamps, vernal pools. Blooms: April-August Elevation: 33-7,792 feet	Potentially suitable habitat in seasonal wetlands and freshwater marshes; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Brownish Beaked-rush *Rhynchospora capitellata*	2B	Mesic areas in lower montane coniferous forest, meadows and seeps, marshes and swamps, upper montane coniferous forest. Blooms: July-August Elevation: 148-6,562 feet	Potentially suitable habitat in freshwater marshes; however, this species generally occurs at higher elevations and does not occur at the Airport based on the results of protocol-level surveys. There is only one questionable record from Sonoma County that is presumed extirpated.
California Beaked-rush *Rhynchospora californica*	1B	Bogs and fens, lower montane coniferous forest, meadows and seeps, marshes, and swamps. Blooms: May-July Elevation: 148-3,314 feet.	Potentially suitable habitat in freshwater marshes and seasonal wetlands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Calistoga ceanothus *Ceanothus divergens*	1B	Chaparral; serpentine or volcanic rocky soils. Blooms: February-April Elevation: 558-3,117 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
Coastal triquetrella *Triquetrella californica*	1B	Coastal scrub. Blooms: N/A (moss) Elevation: 33-328 feet	There is no suitable habitat for this species in the study area; and this species generally occurs closer to the coast.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
Cobb Mountain Lupine ***Lupinus sericatus***	1B	Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest. Blooms: March-June Elevation: 902-5,003 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations in the North Coast ranges of California.
Colusa Layia ***Layia septentrionalis***	1B	Chaparral, cismontane woodland, valley, and foothill grassland; sandy, serpentine soils. Blooms: April-May Elevation: 328-3,593 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
Congested-headed Hayfield Tarplant ***Hemizonia congesta ssp. congesta***	1B	Valley and foothill grassland (sometimes roadsides). Blooms: April-November Elevation: 66-1,837 feet	Potentially suitable habitat in grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Dwarf Downingia ***Downingia pusilla***	2B	Mesic areas within valley and foothill grassland, vernal pools. Blooms: March-May Elevation: 3-1,460 feet.	Potentially suitable habitat in seasonal wetlands and mesic grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Fragrant fritillary ***Fritillaria liliacea***	1B	Cismontane woodland, coastal prairie, coastal scrub, valley, and foothill grassland. Often on serpentine soils. Blooms: February-April Elevation: 1-1,345 feet	Potentially suitable habitat in grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Gairdner's yampah ***Perideridia gairdneri ssp. gairdneri***	4	Broadleafed upland forest, chaparral, coastal prairie, valley and foothill grassland, vernal pools. Blooms: June-October Elevation: 0-2,000 feet	Potentially suitable habitat in vernal pools and other seasonal wetlands. Occurs only in the SACMA Preserve at the Airport, so would not be affected by the Proposed Project.
Holly-leaved Ceanothus ***Ceanothus purpureus***	1B	Volcanic, rocky areas within chaparral and cismontane woodland. Blooms: February-June Elevation: 394-2,100 feet.	There is no suitable habitat for this species in the study area; and this species generally occurs at higher elevations or in woodland habitat.
Napa False Indigo ***Amorpha californica var. napensis***	1B	Openings in broadleafed upland forest, chaparral, cismontane woodland. Blooms: April-July Elevation: 394-6,562 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
Narrow-anthered Brodiaea ***Brodiaea leptandra***	1B	Broadleafed upland forest, chaparral, lower montane coniferous forest Blooms: May-July Elevation: 361-3,002 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
Oval-leaved Viburnum ***Viburnum ellipticum***	2B	Chaparral, cismontane woodland, lower montane coniferous forest. Blooms: May-June Elevation: 705-4,593 feet	There is no suitable habitat for this species in the study area; and this species generally occurs at higher elevations or in woodland habitat.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
Pappose tarplant ***Centromadia parryi* ssp. *parryi***	1B	Chaparral, coastal prairie, meadows and seeps, coastal salt marshes and swamps, vernally mesic areas in valley and foothill grassland; often alkaline soils. Blooms: May-November Elevation: 0-1,378 feet	Potentially suitable habitat in seasonal wetlands and mesic grasslands. Species recorded at the SACMA Preserve on Airport property.
Peruvian Dodder ***Cuscuta obtusiflora var. glandulosa***	2B	Marshes and swamps. Blooms: July-October Elevation: 49-919 feet	Potentially suitable habitat in freshwater marshes; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Pitkin Marsh Paintbrush ***Castilleja uliginosa***	SE/1A	Freshwater marshes and swamps. Blooms: June-July Elevation: Unknown.	Potentially suitable habitat in freshwater marshes, but this species is presumed extirpated at all known sites in California. Not observed during protocol-level surveys at the Airport.
Round-headed Beaked-rush ***Rhynchospora globularis***	2B	Marshes and swamps. Blooms: July-August Elevation: 148-197 feet	Potentially suitable habitat in freshwater marshes; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Saline Clover ***Trifolium hydrophilum***	1B	Marshes and swamps, mesic areas in valley and foothill grassland, vernal pools, associated with alkaline soils. Blooms: April-June Elevation: 3-984 feet	Potentially suitable habitat in seasonal wetlands and mesic grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Santa Cruz clover ***Trifolium buckwestiorum***	1B	Gravelly margins of broadleafed upland forests, cismontane woodland, coastal prairie. Blooms: April-October Elevation: 344-2,001 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
Serpentine Daisy ***Erigeron serpentinus***	1B	Chaparral (seeps). Associated with serpentine soils. Blooms: May-August Elevation: 197-2,198 feet	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations. Only known from The Cedars and Porter Creek.
Swamp Harebell ***Campanula californica***	1B	Bogs and fens, meadows and seeps, marshes and swamps, mesic areas in coastal prairie, closed-cone coniferous forest, and North Coast coniferous forest. Blooms: June-October Elevation: 3-1,329 feet.	Potentially suitable habitat in freshwater marshes, seasonal wetlands, and mesic grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Thin-lobed Horkelia ***Horkelia tenuiloba***	1B	Mesic openings in broad-leafed upland forest, chaparral, and valley and foothill grassland. Sandy soils. Blooms: May-July Elevation: 164-1,640 feet.	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
Thurber's Reed Grass ***Calamagrostis crassiglumis***	2B	Freshwater marshes and swamps, mesic areas in coastal scrub. Blooms: May-August Elevation: 33-197 feet.	Potentially suitable habitat in freshwater marshes, seasonal wetlands, and mesic grasslands; however, this species does not occur at the Airport based on the results of protocol-level surveys.
Vine Hill Ceanothus ***Ceanothus foliosus var. vineatus***	1B	Chaparral. Nearly extirpated in Sonoma County. Historical record in Mendocino County. Blooms: March-May Elevation: 148-1,000 feet.	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
Vine Hill Manzanita ***Arctostaphylos densiflora***	SE/1B	Chaparral. Blooms: February-April Elevation: 164-394 feet.	There is no suitable habitat for this species in the study area, and this species generally occurs at higher elevations.
White Beaked-rush ***Rhynchospora alba***	2B	Bogs and fens, meadows and seeps, freshwater marshes, and swamps. Blooms: June-August Elevation: 197-6,693 feet.	Potentially suitable habitat in freshwater marshes; however, this species does not occur at the Airport based on the results of protocol-level surveys.
State-Listed Animal Species			
Western pond turtle ***Actinemys marmorata***	SSC	Ponds, marshes, and streams with deep pools, basking sites, and suitable upland areas with friable soils outside the flood zone for egg laying.	Recorded at Pond 6 in the southeast corner of the Airport and in Airport Creek. May also occur in other ponds on the Airport property and in deep pools in Redwood and Ordinance creeks.
Burrowing owl ***Athene cunicularia***	SSC (nesting)	Open habitat, nests, and roosts primarily in ground squirrel burrows, but will use other natural or artificial underground retreats. Ground squirrel burrow complexes provide the most important source of shelter and nesting sites.	Observed at the Airport in 2003, 2011, 2016, and 2017. Appears to be a winter visitor; not known to nest on the Airport property. The absence of ground squirrels at the Airport greatly reduces habitat suitability for burrowing owl nesting.
Loggerhead shrike ***Lanius ludovicianus***	SSC (nesting)	Open habitat, such as grasslands and ranchlands with scattered trees or shrubs for nesting; uses fences or other elevated perch sites.	Not observed at the Airport; however, the Airport provides suitable nesting and foraging habitat for this species.
Northern harrier ***Circus cyaneus***	SSC (nesting)	Forages over open habitats, such as grasslands, pastures, marshes, and fields with large populations of voles and other small rodents. Nests on the ground in similar habitat. This species is a fairly common resident in Sonoma County with an increase in numbers as migrants arrive as winter visitors.	Observed at the Airport. Nesting has not been documented, but suitable nesting habitat is present within the Airport's grasslands.

Species	Status	Habitat	Occurrence or Potential for Occurrence on Airport Property
White-tailed kite ***Elanus leucurus***	CFP	Forages over open habitats, such as grasslands, pastures, and fields with large populations of voles and other small rodents. Nests in isolated trees and along the edges of woodlands near open areas.	Observed at the Airport; may nest in isolated willow stands or in the riparian woodlands along Redwood, Airport, and Ordinance creeks.
Yellow warbler ***Dendroica petechia brewsteri***	SSC (nesting)	Nests in large stands of willow riparian woodlands.	Observed along the Airport Creek riparian corridor. Nesting could occur within the willow scrub and riparian woodland areas.
Yellow-breasted chat ***Icteria virens***	SSC (nesting)	Nests in large stands of willow riparian woodlands with dense understory.	Not observed within the Airport. Nesting could occur within the willow scrub and riparian woodland areas.
Grasshopper sparrow ***Ammodramus savannarum***	SSC (nesting)	Nests in open grasslands, prairies, hayfields, and pastures, typically with some bare ground.	Observed at the Airport; nesting was documented within the Airport's grasslands in 2014.
American badger ***Taxidea taxus***	SSC	Open country, grasslands, pasture, and open woodlands with friable soils and abundant small mammal populations.	Not observed at the Airport. Potentially suitable habitat in the Airport's grasslands, but this species is generally rare on the Santa Rosa Plain. No potential dens observed within the Airport property.
Pallid bat ***Antrozous pallidus***	SSC	Roosts in crevices in rock outcrops, expansion joints under bridges, in hollows in large old trees, and occasionally in old buildings. Forages on large terrestrial insects in open habitats.	Not observed at the Airport. Potential foraging habitat occurs, but suitable roosting habitat is minimal.
Townsend's big-eared bat ***Corynorhinus townsendii***	SSC	Roosts in old buildings, mines, and caves. Forages over a wide variety of habitats.	Not observed at the Airport. Potential foraging habitat occurs, but suitable roosting habitat is minimal.

Notes:

1A = Plants presumed extirpated in California and either rare or extinct elsewhere, as ranked under the California Rare Plant Rank system

1B = Plants considered rare, threatened, or endangered in California and elsewhere, as ranked under the California Rare Plant Rank system

2B = Plants considered rare, threatened, or endangered in California, but more common elsewhere, as ranked under the California Rare Plant Rank system

4 = Plants of limited distribution and on the watch list, as ranked under the California Rare Plant Rank system

SE = State Endangered in California

CFP = State of California Fully Protected Species

SSC = California Department of Fish and Wildlife Species of Special Concern

SSC (nesting) = California Department of Fish and Wildlife Species of Special Concern when nesting

Source: LSA, 2020; California Native Plant Society, 2020; California Department of Fish and Wildlife, 2020.

Discussion:

a) **Less than significant with mitigation incorporated.**

Impacts to Federally Listed Species and Designated Critical Habitat

Burke's Goldfields (Lasthenia burkei), Sebastopol Meadowfoam (Limnanthes vinculans), and Sonoma Sunshine (Blennosperma bakeri)

As a result of construction activities, the Proposed Project would result in 0.570 acre of temporary impacts to Burke's goldfields habitat. In addition, the Proposed Project would result in the loss of 0.0004 acre (16.29 square feet) of wetland habitat that the U.S. Fish and Wildlife Service (USFWS) considers to be occupied by Burke's goldfields due to the presence of this species in wetlands elsewhere at the Airport.

Permanent impacts to Burke's goldfields, Sebastopol meadowfoam, and Sonoma sunshine habitat consist of the installation of rebar anchors along the fence line and a minimal number of posts to reinforce the fence at drainage crossings. These impacts would result in the loss of a minimal amount of habitat (0.0004 acre/16.29 square feet), and consequently are considered to be *de minimis*, not requiring compensatory mitigation. Burke's goldfields habitat temporarily disturbed by vegetation removal (mowing) is expected to recover within one growing season and will not result in adverse effects to this species; compensatory mitigation, therefore, is not needed. To further avoid potential impacts to these species, in vernal pool habitat, construction work would occur in dry areas where no surface water is present.

California Tiger Salamander (Ambystoma californiense)

The Proposed Project would temporarily affect 16.38 acres and permanently affect another 0.85 acre of designated Critical Habitat for California Tiger Salamander (CTS) that provides upland dispersal habitat for CTS. Temporary effects would occur in areas that would be temporarily disturbed by vegetation clearing (grassland mowing) during construction but would not be hardscaped. Vegetation clearing within the riparian zone is considered permanent impact.

Impacts to California Species of Concern

Pappose tarplant (Centromadia parryi ssp. parryi)

The Proposed Project could potentially disturb populations of pappose tarplant, which is considered to be a rare species by the California Rare Plant Rank system.

Western Pond Turtle (Actinemys marmorata)

The Proposed Project would affect short sections of Airport Creek where the wildlife exclusion perimeter fence would be extended across the creek at the eastern and western boundaries of the Airport. The creek is occupied or potentially occupied by western pond turtles, which is a California Species of Special Concern. The Proposed Project also would entail vegetation removal along the fence line adjacent to the creek, which are areas potentially used as nesting or dispersal habitat by pond turtles. The Proposed Project could result in the mortality or injury of individual pond turtles during construction, as a result of any of the following circumstances:

1. When disturbed, adult pond turtles typically will drop into the water and hide under rocks, logs, or other debris, rather than migrate away from the water body. Work within the creek could result in mortality or injury to such hiding turtles.
2. Vegetation removal work could crush upland nesting sites of pond turtles.
3. Construction work could result in mortality or injury to adult pond turtles attempting to nest in adjacent upland sites within or near the construction area.

Burrowing Owl (Athene cunicularia)

Although the presence of breeding burrowing owls, a California Species of Special Concern, is unlikely in the study area, the possibility of occupied burrows being present cannot be rejected. Therefore, vegetation removal for the Proposed Project in open grasslands and ruderal areas could have the potential to destroy burrowing owl burrows and or disturb breeding owls.

White-tailed kite (Elanus leucurus)

White-tailed kite, a California Fully Protected Species, has been observed at the Airport. The white-tailed kite may nest in isolated willow stands or in the riparian woodlands along Redwood, Airport, and Ordinance creeks. The Proposed Project would impact non-native grassland/ruderal habitat potentially used by the white-tailed kite to hunt for prey.

Yellow warbler (Dendroica petechia brewsteri)

The Proposed Project would impact non-native grassland/ruderal habitat potentially used for nesting by yellow warblers, a California Species of Special Concern. Vegetation removal and construction work along the fence has the potential to destroy yellow warbler nests.

Grasshopper Sparrow (Ammodramus savannarum)

The Proposed Project would impact non-native grassland/ruderal habitat potentially used for nesting by grasshopper sparrows, a California Species of Special Concern. Vegetation removal and construction work along the fence has the potential to destroy grasshopper sparrow nests.

Other Nesting and Migratory Birds

The Proposed Project would impact habitats (e.g., grassland/ruderal, riparian) potentially used by nesting birds, protected under the Federal Migratory Bird Treaty Act and California Fish and Game Code. Vegetation removal and construction work along the fence has the potential to destroy bird nests.

Mitigation Measures for Federally Listed Species and Designated Critical Habitat

Impacts to federally listed species and designated critical habitat would be less than significant with the following mitigation measures incorporated:

California Tiger Salamander (Ambystoma californiense) (CTS)

The Santa Rosa Plain Conservation Strategy (Conservation Strategy) and Programmatic Biological Option (PBO) provide standard avoidance and minimization measures for projects that affect CTS habitat. As indicated in the BA, the Conservation Strategy and PBO, CTS habitat measures were considered and adapted to the site-specific conditions at the Airport.

The following mitigation measures for CTS will be applied during construction of the wildlife exclusion perimeter fence.

Although it is highly improbable that CTS actually occur at the Airport, the following CTS avoidance and minimization measures will be implemented:

- Qualified Biologist**.** A USFWS-approved qualified biologist shall monitor the initial phases of construction work (vegetation clearing) and shall have the authority to halt construction work as needed to ensure compliance with the measures contained herein. Only qualified biologists shall be allowed to handle CTS.
- Equipment Maintenance**.** All equipment shall be maintained such that there shall be no leaks of automotive fluids such as gasoline, oils, or solvents. Hazardous materials such as fuels, oils, solvents, etc., shall be stored in sealable containers in a designated location that is at least 200 feet from aquatic habitats. All fueling and maintenance of vehicles and other equipment and staging areas shall be located at least 200 feet from any aquatic habitat.

- Construction Timing**.** Grading and clearing work shall be conducted between May 15 and October 15, of any given year, depending on the level of rainfall and site conditions.
- Revegetation. Project areas temporarily disturbed by construction activities shall be re-vegetated with an erosion control seed mix containing grassland species native to the Santa Rosa Plain.
- As compensation for permanent adverse effects to 0.85 acre of designated Critical Habitat for CTS, the County of Sonoma shall acquire 0.17 acre of CTS mitigation credits from a USFWS-approved off-site mitigation or conservation bank on the Santa Rosa Plain, resulting in an overall mitigation ratio of 0.2:1.

CTS habitat temporarily disturbed by vegetation removal (mowing) is expected to recover within one growing season, and therefore does not require mitigation.

Mitigation Measures for California Species of Concern

Impacts to California Species of Concern would be less than significant with the following mitigation measures incorporated:

Pappose tarplant (Centromadia parryi ssp. parryi)

A survey for pappose tarplant will be conducted during the species' flowering period (May – October) prior to year in which construction is scheduled. Following seed-set in the late summer/early fall (September – November) of that year, seeds shall be collected from stands of pappose tarplant within the study area. The harvested seeds shall be properly stored and shall be used to re-establish one or more new stands of tarplant at the Airport.

Western Pond Turtle (Actinemys marmorata)

Prior to the commencement of any vegetation removal in the vicinity of Airport Creek, the following measures shall be implemented:

- Pre-construction Surveys**.** The Project Biologist shall survey the ponds and the creek habitat and any uplands that would be affected by construction work within 300 feet of the ponds and creek. This survey shall occur within two days of the onset of construction activities. If any pond turtles are encountered during the surveys, construction work may not commence in the vicinity until the Project Biologist has relocated the pond turtle to nearby suitable, undisturbed aquatic habitat. The Project Biologist shall determine the best location for their release, based on the condition of the vegetation, soil, and other habitat features and the proximity to human activities.

- Daily Surveys**.** A designated construction monitor[7] shall conduct daily surveys when work is being done in the vicinity of Airport Creek. If any western pond turtles are observed during the daily surveys, construction work shall cease until the Project Biologist has been notified and has relocated the turtles to nearby suitable, undisturbed habitat. The Project Biologist shall remain on call and be available, as needed, to relocate any western pond turtles discovered by the designated monitor during construction.
- Proper Field Practices**.** To ensure that diseases are not conveyed between work sites by the Project Biologist or his or her assistants, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force[8] shall be followed at all times.
- If western pond turtle nests are found within the fenced exclusion area during the pre-construction surveys, the Project Biologist will be notified and additional measures may be identified and implemented subject to the approval of USFWS.

Burrowing Owl (Athene cunicularia)

The following measures shall be implemented to mitigate the impacts associated with the loss of occupied burrowing owl habitat.

- Pre-construction Surveys. A qualified 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 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.
- Standard Buffer Zones. If breeding or wintering burrowing owls are observed in the construction area, avoidance measures shall be implemented in accordance with the standardized CDFW protocols. No disturbance shall occur within 160 feet of occupied burrows during the non-breeding season of September 1 through January 31 or within 250 feet during the breeding season of February 1 through August 31.
- Non-standard Buffer Zones. Construction buffers may be reduced from the distances provided above if a site-specific analysis prepared by the Project Biologist

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7 A designated construction monitor shall be one or more supervisory construction personnel who are trained by the Project Biologist to verify compliance with all biological avoidance and minimization measures.

8 U.S. Fish and Wildlife Service. 2011. *Declining Amphibian Task Force Code of Practices*. Ventura Fish and Wildlife Office – Survey Protocols and Guidelines, available at: http://fws.gov/ventura/docs/species/protocols/DAFTA.pdf. Accessed May 4, 2020.

indicates that the nesting pair(s) or wintering owl(s) would not be adversely affected by construction activities. CDFW must approve this analysis before construction can proceed. If a smaller buffer is approved by CDFW, the qualified biologist shall conduct monitoring for a minimum of 10 consecutive days following the initiation of construction to verify that the nesting pair does not exhibit an adverse reaction to construction activities (e.g., changes in behavioral patterns, reactions to noise), and to verify that the burrows are not in danger of collapse due to equipment traffic. Monitoring shall continue at least once a week through the nesting/wintering cycle at that site to verify that no change in behavior by the owls occurs.

- Passive Relocation. Passive relocation measures may be implemented to encourage owls to move away from the work area prior to construction, subject to the approval of CDFW. Passive relocation would entail the installation of one-way doors in the burrows. The doors would be left in place for a minimum of 48 hours and monitored daily to evaluate owl exclusion and to ensure doors are functioning properly. Burrows would then be excavated, using hand tools whenever possible, and re-filled to prevent reoccupation. Sections of flexible plastic pipe would be inserted into burrows during excavation to maintain an escape route for any animals inside the burrow.

White-tailed kite (Elanus leucurus), Yellow warbler (Dendroica petechia brewsteri), Grasshopper Sparrow (Ammodramus savannarum), and other nesting and/or migratory birds

The following mitigation measures will be implemented to reduce impacts to nesting and/or other migratory birds:

- Pre-construction Surveys. A qualified biologist will conduct a pre-construction survey for nesting birds prior to disturbance for any construction work done during the bird nesting season (January 1-August 15 for raptors and February 15-August 31 for all other avian species), including vegetation removal. The survey will be conducted no more than 5 days prior to the start of construction and will include all habitat within 300 feet, as feasible, of the perimeter of the work zone.
- Standard Buffer Zones. Buffers will be placed around any nests found during the survey. No work will be conducted within the buffers until the qualified biologist has determined that the nesting attempt is complete. Buffers for raptors and sensitive species are generally 500 feet while the buffer for other species are generally on the order of 50 to 200 feet, with the precise distance determined by the qualified biologist conducting the preconstruction survey based on species, nest site characteristics, and the acclimation of the nesting birds to disturbance.

b) **Less than significant with mitigation incorporated.** The Proposed Project would result in the loss of 0.0000005 acre (0.020 square feet) of potential jurisdictional creek due to the installation of rebar to exclude deer from the creek corridor and 0.783 acre of associated riparian habitat due to vegetation clearing for fence installation and gravel road construction. Temporary impacts (potential tree trimming) would occur to 0.041 acre of potential jurisdictional creek and 0.915 acre of riparian woodlands.

The temporary impacts would be less than significant with the following avoidance measure implemented:

- All trimming of native riparian tree limbs with diameters of five inches or more shall be conducted under the supervision and direction of a certified arborist.
- As compensation for permanent impacts to riparian habitat, the County of Sonoma shall acquire a minimum of 0.783 acre of riparian mitigation credits from an off-site mitigation or conservation bank on or near the Santa Rosa Plain, resulting in an overall mitigation ratio of 1:1.

c) **Less than significant impact with mitigation incorporated.** The wetlands within the study area were mapped in compliance with the United States Army Corps of Engineers (USACE) Wetland Delineation Manual. Permanent and temporary impacts to wetland function were considered.

The Proposed Project would result in the filling of 0.0004 acre (16.29 square feet) of potential CWA jurisdictional wetlands identified as seasonal wetlands. The filling would occur as a result of installing anchors along the fence line and rebar reinforcements to the fence fabric at drainage crossings. The Proposed Project would also result in the loss of 0.0000005 acre (0.020 square feet) of potential jurisdictional creek due to the installation of rebar to exclude deer from the creek corridor. Temporary impacts would occur to 0.570 acre of potential jurisdictional seasonal wetlands. The permanent impacts to potentially jurisdictional seasonal wetlands and creek are less than 21 square feet and are, consequently, considered to be *de minimis* (i.e., less than 1/10 of an acre), and do not warrant the need for compensatory mitigation. Impacts to wetlands would be less than significant.

d) **Less than significant impact.** The Proposed Project would occur entirely on the Airport property and would have limited effect on the movement of wildlife. The Proposed Project consists of updates and additions to the Airport's existing wildlife exclusion perimeter fence in order to keep hazardous species such as deer and coyote excluded from the Airport area. Additionally, portions of the fence will consist of a "Dig Defense"-type fence, which is placed below grade to reduce the likelihood of burrowing animals accessing the Airport. As identified in **Table 5**, the federally listed species under the National Marine Fisheries

(NMFS) Administration are not likely to occur in the study area due to lack of suitable habitat. Therefore, the impact would be less than significant.

e) **Less than significant impact.** The Sonoma County General Plan includes policies for the protection and enhancement of Sonoma County's natural habitats including native trees, plant communities, and riparian corridors.[9] Sonoma County provides for the protection and enhancement of individual trees and their related plant communities through multiple regulations and ordinances. The sections of the County Municipal Code (CMC) that address the management of tree resources[10] include the following:

- Tree Protection Ordinance: This ordinance provides protection to eleven species of trees including madrone, big leaf maple, bay, redwood, and seven varieties of oak. Applicants for discretionary development permits are required to identify trees proposed for removal and trees proposed for protection. The riparian trees that may require trimming during construction do not fall in the categories of trees protected under this ordinance.
- Heritage and Landmark Tree Ordinance: This ordinance provides a process for trees to be nominated for special protections based on age, size, shape, rarity, or location. No trees covered by this ordinance are located within the study are of the Proposed Project.
- Valley Oak Habitat Combining Zone: This zone was created to protect and enhance the valley oak (*Quercus lobate*) and valley oak woodland. A permit is required to cut down any valley oak tree with a diameter at breast height (dbh) greater than 20 inches, or multiple trees having a cumulative dbh greater than 60 inches. The applicant must mitigate the resulting loss of trees by either retaining other valley oaks on the property, planting replacement valley oaks, or paying in-lieu fees per tree to support a county parks planting program. While the Airport is entirely within the Valley Oak Habitat Combing Zone,[11] no valley oak trees would be cut down as a result of the Proposed Project.
- Riparian Corridor Combining Zone: This zone was created to protect and enhance the natural function and biotic value of streams and adjacent areas. The ordinance prohibits grading, vegetation removal, agricultural cultivation, structures and roads

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9 Sonoma County. *General Plan 2020*. Amended August 2, 2016. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/. Accessed August 2021.

10 Sonoma County. Comprehensive Tree Ordinance Update, Existing Regulations. Available: https://sonomacounty.ca.gov/PRMD/Regulations/Comprehensive-Tree-Ordinance/. Accessed August 2021.

11 Sonoma County. Valley Oak Habitat combining zone district within unincorporated Sonoma County. Available: https://www.arcgis.com/home/item.html?id=817d0d9ad3764bb08fb7f9f3d7479788. Accessed August 2021.

within recognized stream channels or streamside conservation areas, with limited exceptions. Portions of the Airport are within the Riparian Corridor Combining Zone[12] and the Proposed Project may temporarily impact 0.915 acre of riparian woodlands due to tree trimming. However, all trimming of native riparian tree limbs with dbh of 5 inches or more shall be conducted under the supervisions and direction of a certified arborist. Therefore, the impact would be less than significant.

f) **Less than significant impact with mitigation incorporated.** Pursuant to 14 CFR §139.337, the Airport Sponsor prepared a Wildlife Hazard Assessment (WHA) and a Wildlife Hazard Management Plan (WHMP). One of the primary recommendations of the WHMP is that existing gaps in the perimeter fence that allow wildlife to enter the Airport be closed. The Proposed Project was developed in order to satisfy this recommendation of the WHMP.

The Conservation Strategy, PBO, and Santa Rosa Plain Recovery Plan were developed jointly by the USFWS; USACE; CDFW; USEPA; North Coast Regional Water Quality Control Board (NCRWQCB); Sonoma County; and various local municipalities, organizations, and landowner representatives, to create a long-term conservation plan to mitigate for the potential adverse effects of future development on federally listed plants and animals in the Santa Rosa Plain. The Conservation Strategy protects and contributes to the recovery of Burke's goldfields, Sonoma sunshine, Sebastopol meadow foam, many-flowered navarretia, and CTS, and provides the biological framework upon which the PBO is based.

Projects that require USACE permit approval (such as the Proposed Project) can be appended to the PBO, and thereby provided individual take authorization, if the projects apply the PBO's mitigation ratios and adhere to all applicable avoidance and minimization measures in the PBO. The PBO potentially allows appendage of projects on the Santa Rosa Plain that may adversely impact CTS; CTS Critical Habitat; or suitable habitat for Burke's goldfields, Sebastopol meadowfoam, or Sonoma sunshine. Projects anticipated to have adverse impacts to California Natural Diversity Database (CNDDB) known occurrences of Burke's goldfields, Sebastopol meadowfoam, or Sonoma sunshine cannot be appended to the PBO. The Conservation Strategy identifies eight conservation areas for listed plants and CTS, one listed plant and CTS preserve system, and one listed plant conservation area. Conservation areas are lands where recovery and mitigation efforts should be directed to best protect and expand populations of the listed species. The Conservation Strategy also encourages the establishment of preserves within these areas; translocation of listed species; habitat improvement through wetland creation, restoration, and enhancement; and

[12] Sonoma County. Riparian Corridor (RC) Combining Zone. Available: https://sonomacounty.ca.gov/PRMD/Regulations/Riparian-Corridors/Santa-Rosa-and-Environs/. Accessed: August 2011.

mitigation measures to reduce and compensate for effects. Projects in the Santa Rosa Plain that potentially affect these federally listed species should evaluate those effects and implement mitigation measures based on recommendations in the Conservation Strategy.

Under the Conservation Strategy, a large portion of the undeveloped parts of the Airport falls within the "Windsor Listed Plant Conservation Area". All of the Airport is located within an area described as "Potential for Presence of California Tiger Salamander and Listed Plants." The Conservation Strategy and the associated PBO contain various guidelines and objectives applicable to these two areas.

Conservation Strategy - "Potential for Presence of California Tiger Salamander and Listed Plants"

Within this area, non-hardscaped lands are considered to be suitable habitat for CTS; the species cannot be assumed to be absent from a site unless protocol-level trapping surveys have demonstrated their absence. Protocol-level surveys have not been conducted at the Airport due to the impracticability of conducting such surveys within an operationally active Airport site. Therefore, the BA prepared for the Proposed Project recognizes all non-hardscaped lands within the Airport as suitable CTS habitat. As such, impacts for the permanent disturbance of these non-hardscaped lands should be mitigated in accordance with the Conservation Strategy and the associated PBO. With the mitigation measures listed under the response to "a" above, the impacts related to the Conservation Strategy would be less than significant.

Vernal pools and other seasonal wetlands within this mapped area are considered suitable habitat for three federally listed plant species (Sonoma sunshine, Burke's goldfields, and Sebastopol meadowfoam). Under the Conservation Strategy and the PBO, all such wetland features must also be considered occupied habitat for these species unless protocol-level botanical surveys have demonstrated their absence. Protocol-level botanical surveys have been conducted at the Airport and the locations of all occupied habitat have been mapped. Consistent with the Conservation Strategy, the Proposed Project will avoid affecting all occupied habitat; effects are limited to suitable habitat. Impacts to all suitable habitats should be mitigated in accordance with the Conservation Strategy and the associated PBO. However, wetland impacts resulting from the Proposed Action would permanently impact an insignificant amount of habitat (0.0004 acre/16.29 square feet) and are considered *de minimis*, not requiring compensatory mitigation.

Conservation Strategy – "Windsor Plant Conservation Area"

Under Objective No. 2 of the Conservation Strategy, the following objectives are listed for the Windsor Plant Conservation Area:

1. Establish 75 to 150 acres of plant preserves of 25 to 100 acres each in the Windsor Plant Conservation Area.
2. Maintain at least 10 occurrences of both Sonoma sunshine and Burke's goldfields throughout their known range on the Santa Rosa Plain.
3. Preserve the one known population of many-flowered navarretia on the Santa Rosa Plain.

The Proposed Project is consistent with Objectives 1 and 2. The Airport previously established and placed under permanent protection and management three preserves, encompassing approximately 41 acres within which Burke's goldfields populations occur: (1) the Goldfields Preserve, (2) the Runway 14-32 Preserve, and (3) the Sonoma County Airport Consolidated Mitigation Area (SACMA) Preserve. These preserves are identified in the Conservation Strategy as components of the overall "Windsor Plant Conservation Area" which encompasses Airport lands and seeks to protect an adequate distribution and size of listed plant populations throughout the area. The Proposed Project would fully avoid any temporary or permanent effects to these three preserves.

The Proposed Action is also consistent with Objective No. 3. The one known occurrence of many-flowered navarretia is found within parcels to the northwest of the current Airport boundaries and would not be affected by the Proposed Project.

Wetland Mitigation Requirements under the Conservation Strategy

Section 5.3.1 of the Conservation Strategy states that vernal pools and seasonal wetlands on the Santa Rosa Plain should be replaced at a minimum ratio of 1:1; higher ratios may be needed depending on the quality of the wetland that is impacted. However, wetland impacts resulting from the Proposed Project would permanently impact an insignificant amount of habitat (0.0004 acre/16.29 square feet) and are considered *de minimis*, not requiring compensatory mitigation.

V. CULTURAL RESOURCES

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Setting: Throughout Sonoma County there are various cultural resources, including Native American resources, archaeological and sacred sites, and historical structures. The Area of Potential Effect (APE) for historic and architectural resources covers the same area as the study area shown in **Figure 2** and is shown in the cultural resources report prepared for the Proposed Project, which is available for review by request from the County. According to the National Register of Historic Places (NRHP), the nearest historic structure listed is James H. and Frances Laughlin House, which is about 0.7 mile east of the Airport.

Sonoma County, the owner and operator of the Airport, recently acquired the 2.88-acre parcel (assessor's parcel number [APN] 059-200-002) at 3725 Laughlin Road and will use Passenger Facility Charges (PFCs) for reimbursement of acquisitions costs. The Sonoma County Master Plan identifies the property's acquisition to eliminate the potential for incompatible development adjacent to the Airport. A cultural resources investigation of the 3725 Laughlin Road property acquisition, conducted in November 2019, identified no archaeological historic properties in the area. However, the investigation did identify a NRHP-eligible single-family residence and associated buildings dated from 1891 (i.e., the "Talmadge Estate"). The Talmadge Estate appears eligible for listing under Criterion C of the NRHP as a distinctive example of late 19th-century Neoclassical architecture.

The APE has been heavily disturbed as part of previous Airport-related development. Past environmental documentation has identified a Native American site of interest on Airport property. However, this site would not be disturbed by the Proposed Project.

Discussion:

- **No impact.** The nearest historic structure listed in the NRHP is Laughlin, James H. and Frances E., House, approximately 0.7 mile northeast of the Airport. No structures on the Airport are listed in the NRHP. The Proposed Project would not include demolition, relocation, or modification of any structure listed or eligible for listing on the NRHP. Therefore, the Proposed Project would have no impact on any historical resource.
- **Less than significant impact with mitigation incorporated.** Construction of the Proposed Project would involve ground-disturbing activities including excavation for new fence posts to a depth of approximately 3.5 feet. Additionally, grading would be required for maintenance road locations and fence locations within the APE. Evaluation of the APE identified no archeological sites on or eligible for listing on the NRHP and the limited ground disturbance is unlikely to affect archaeological historic properties. The Airport has been heavily disturbed as part of previous Airport-related development. However, because the Proposed Project would include excavation, previously unrecorded archaeological resources may be uncovered during construction. If any previously unrecorded archaeological resource were identified during ground-disturbing construction activities and were found to qualify as an historical resource, per CEQA Guidelines § 15064.5, or a unique archaeological resource, as defined in Public Resources Code (PRC) § 21083.2(g), any impacts to the resource resulting from the Proposed Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing the following mitigation measures:
    - The project specifications shall require the contractor to comply with the following measures regarding the discovery of cultural resources, including Native American Tribal Cultural Resources and items of historical and archaeological interest. The County's Construction Inspector and construction personnel will be notified of the possibility of encountering cultural resources during project construction.
        - The County shall notify the Tribal Historic Preservation Officers (THPOs) of the Federated Indians of Graton Rancheria (Native American Tribes) in writing at least five days prior to the start of the project's ground-disturbing activities that work will commence.
        - Prior to initiation of ground-disturbing activities, the County shall arrange for construction personnel to receive training about the kinds of cultural materials that could be present at the project sites and protocols to be followed should any such materials be uncovered during construction. An archaeologist who meets the U.S. Secretary of Interior's professional standards (48 CFR Parts 44738-44739 and Appendix A to 36 CFR 61) shall

provide appropriate archaeological training, including the purpose of the training to increase awareness and appropriate protocols in the event of an inadvertent discovery.

- The project specifications will provide that if discovery is made of items of historical, archaeological, or cultural interest, the contractor will immediately cease all work activities in the area of discovery. Historical, archaeological, and cultural indicators may include, but are not limited to, dwelling sites, locally darkened soils, stone implements or other artifacts, fragments of glass or ceramics, animal bones, and human bones. After cessation of excavation, the contractor will immediately contact the County's Construction Inspector and the THPOs. The contractor will not resume work until authorization is received from the Construction Inspector.

  - Should an archaeological deposit be encountered during ground disturbance in the APE, all ground-disturbing activities within 25 feet shall be redirected. The Airport shall notify the FAA to initiate consultation regarding treatment of the discovery, and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology contacted to assess the situation and make recommendations for the treatment of the discovery. If the deposit is found to be significant (i.e., eligible for listing in the NRHP) and an adverse effect would occur, the FAA in consultation with the SHPO shall identify appropriate treatments for the discovery.

- **No impact.** Construction of the Proposed Project would involve ground-disturbing activities including excavation measuring approximately 3.5 feet. A 2011 cultural resources and paleontological resources study that was prepared for the Airport's Master Plan update determined that there are no recorded fossil localities within or adjacent to the Airport.[13] Due to the shallow nature of the excavation and previously disturbed state of the study area, the Proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

- **Less than significant impact with mitigation incorporated.** The Proposed Project is unlikely to disturb any human remains, including those interred outside of formal cemeteries, due to the limited depth of excavation and the previously disturbed state of the study area. However, because the Proposed Project would include excavation, previously unrecorded human remains may be uncovered during construction. If any previously

[13] LSA Associates, 2011. *Cultural and Paleontological Resources Study for the Charles M. Schulz – Sonoma County Airport Master Plan Implementation Project.* July. Available: http://sonomacountyairport.org/pdf/w_appendix_i-1-38.pdf.

unknown human remains were encountered during ground-disturbing construction activities, any impacts to the human remains resulting from the Proposed Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing the mitigation measure:

- In the event that human remains are identified during project construction, these remains must be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, as appropriate.
- Section 7050.5 of the California Health and Safety Code states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.
- Section 5097.98 of the Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the MLD) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

VI. ENERGY

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency				X

Setting: Energy resources in Sonoma County include a mix of renewable and non-renewable sources, such as crude oil and gas, hydropower, geothermal, solar, biomass, and wind. According to the Sonoma County General Plan 2020.[14] Oil and gas are the primary energy sources for transportation and electricity for home and business purposes in Sonoma County. Renewable energy is primarily produced in the form of electric and geothermal power. The Sonoma County General Plan 2020 Open Space and Resource Conservation Element[15] includes goals related to decreasing energy consumption via mixed land use and increased public transit and pedestrian/bicycle travel. The County has also initiated the Sustainable Policies and Practices Project which aims to monitor and reduce energy consumption across Sonoma County indefinitely. The General Plan also contains goals to increase production and supply of renewable energy in Sonoma County, primarily through geothermal and electric power, as well as hydroelectric and solar photovoltaics.

Pacific Gas and Electric (PG&E) supplies electricity to the Airport while AT&T provides telecommunication to the Airport via a Minimum Point of Entry (MPOE). All sources of energy are provided via underground conduits.

Discussion:

a) **Less than significant impact**. There would be a slight increase in energy consumption during the relatively short construction duration (less than 6 months); however, once

[14] Sonoma County General Plan 2020, Open Space and Resource Conservation Element, https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/Open-Space-and-Resource-Conservation/, accessed April 2021.

[15] Ibid.

constructed, the Proposed Project would not increase energy resource consumption at the Airport. Therefore, the impact to energy would be less than significant.

b) **No impact**. The Airport would continue to comply with all applicable federal, state, and local laws and regulations related to renewable energy and energy efficiency. Therefore, there would be no impact.

VII. GEOLOGY AND SOILS

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii. Strong seismic ground shaking?				X
iii. Seismic-related ground failure, including liquefaction?				X
iv. Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Setting: Ground shaking refers to the motion that occurs in response to local and regional earthquakes. Ground shaking can endanger life and safety due to damage or collapse of structures or lifeline facilities. The California Building Code (CBC) requires structures to be designed to resist a minimum seismic force resulting from ground motion.

Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from ground shaking during an earthquake. Liquefaction potential increases with earthquake magnitude and ground shaking duration. The CBC requires the assessment of liquefaction in the design of all structures.

According to the Hazard Mitigation Plan Maps provided on the Sonoma County website[16], the nearest fault line to the Airport is the Healdsburg fault. Additionally, the Airport is not located in a high-risk zone for landslide or liquefication. The Airport runways are located in a low-risk area for liquefication and other types of ground failure. Therefore, runways would be expected to remain in service after the event of an earthquake. However, the Healdsburg-Rodgers Creek Fault and the Maacama Fault are located approximately 4 miles east of Airport property. Therefore, Airport property could potentially experience strong ground shaking. This could cause mild damage to modern buildings, and mild to moderate damage to older buildings. According to the County's Draft Hazard Mitigation Plan[17], all new and recent construction at the Airport complies with the current seismic design requirements of the California Building Code.

Discussion:

a) i) **No impact.** The Airport is located in the Healdsburg fault zone, which is displayed by the regulatory map found in the Sonoma County Hazard Mapping Tool[18]. However, the Proposed Project involves the construction of a wildlife exclusion perimeter fence, which would not expose people to risk of loss, injury, or death due to rupture of a known earthquake fault. There would be no impact.

ii) **No impact.** The Airport is at a location that is subject to strong ground shaking. However, the Proposed Project involves the construction of a wildlife exclusion perimeter fence, which would not expose people to risk of loss, injury, or death due to strong ground shaking. There would be no impact.

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16 County of Sonoma, Hazard Mitigation Plan Maps, *https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/Hazard-Mitigation/Plan-Update-Maps/*, accessed July 2021.

17 County of Sonoma Hazard Mitigation Plan, Seismic Hazards (April 2017), accessed March 2021.

18 Sonoma County Hazard Mapping Tool, *https://experience.arcgis.com/experience/64d531fc0e654c19a40a172a074a5640/page/page_8/?views=view_99*, accessed July 2021.

iii) **No impact.** Portions of the Airport are within an area identified to have moderate susceptibility to liquefaction. However, the Proposed Project involves the construction of a wildlife exclusion perimeter fence, which would not expose people to risk of loss, injury, or death due to liquefaction. There would be no impact.

iv) **No impact.** The topography at the Airport is relatively flat and is not in a high-risk area for landslides. Additionally, the Proposed Project involves the construction of a wildlife exclusion perimeter fence, which would not expose people to risk of loss, injury, or death due to landslide. There would be no impact.

b) **Less than significant impact.** The Proposed Project would not result in any change to impervious surface at the Airport. Construction activities would involve earth moving activities, such as excavation and grading, which would entail approximately 1.74 miles of ground disturbance (solely along the fence line). The Regional Water Quality Control Board requires that a National Pollutant Discharge Elimination System (NPDES) construction activity permit be issued prior to construction. The permit requires that the County impose water quality and watershed protection measures for all development projects, including erosion control. Compliance with NPDES would ensure impacts associated with soil erosion are less than significant.

c) **Less than significant impact.** The Airport is at low risk for liquefication and other types of ground failure and is not in a high risk zone for landslides. However, the Healdsburg-Rodgers Creek Fault and the Maacama Fault are located approximately 4 miles east of Airport property. While ground disturbance could result in some potential for erosion due to loss of topsoil at some locations, the Proposed Project involves the construction of a wildlife exclusion perimeter fence and impacts would be less than significant.

d) **No impact.** U.S. Department of Agriculture soil mapping identifies Huichica loam, shallow, ponded, 0 to 5 percent slopes as the primary soil type on the Airport. These soils are not considered to be expansive.[19] Additionally, the Proposed Project involves the construction of a wildlife exclusion perimeter fence, which would not result in creating substantial risks to life or property. There would be no impact.

e) **No impact.** The Proposed Project would not use a septic system or alternative wastewater disposal systems. Therefore, there would be no impact.

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[19] U.S. Department of Agriculture, 2021. Web Soil Survey. Available: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed: July 2021.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Setting: Activities that require fuel or power are the primary stationary sources of Greenhouse gases (GHGs) at airports. Aircraft and ground access vehicles that are not under the control of an airport sponsor, typically generate more GHG emissions than airport-controlled sources. Research has shown there is a direct correlation between fuel combustion and GHG emissions. In terms of U.S. contributions, the Government Accountability Office (GAO) reports that "domestic aviation contributes about three percent of total carbon dioxide emissions, according to USEPA data," compared with other industrial sources, including the remainder of the transportation sector (20 percent) and power generation (41 percent).[20] The International Civil Aviation Organization (ICAO) estimates that GHG emissions from aircraft account for roughly 1.3 percent of all anthropogenic GHG emissions globally.[21]

The County does not have an adopted Climate Action Plan (CAP) but has established GHG reduction goals. On May 8, 2018, the Board of Supervisors of Sonoma County adopted the Climate Change Action Resolution to support a county-wide framework for reducing GHG emissions and to pursue local actions that support the identified goals therein. The resolution highlights that Sonoma County agrees to work towards a target to reduce GHG emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.[22]

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20 U.S. Government Accountability Office, Report to Congressional Committees, Aviation and Climate Change, June 2009. Available: http://www.gao.gov/new.items/d09554.pdf.

21 International Civil Aviation Organization (ICAO) Environmental Report 2019, *Destination Green: The Next Chapter*, 2019. Available: https://www.icao.int/environmental-protection/Documents/ICAO-ENV-Report2019-F1-WEB%20(1).pdf.

22 Sonoma Count. 2018. Climate Change Action Resolution No. 18.0166. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/Climate-Change-Action-Resolution/. Accessed August 2021.

Discussion:

a) **Less than significant impact.** Construction-related sources of GHG emissions occur only over the duration of construction activities, which is anticipated to be completed within 6 months. These emissions were calculated using emission factors derived from the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, and are presented in **Table 4**. GHG emissions contributed by construction activities associated with the Proposed Project would be about 367.32 metric tons per year of carbon dioxide (CO2) equivalency. GHG emissions generated during construction would not exceed the NAAQS *de minimis* thresholds or BAAQMD significance thresholds. Therefore, the impact would be less than significant.

b) **Less than significant impact.** The Proposed Project, by implementing current County codes, would be consistent with local or State plans, policies, or regulations adopted for the purpose of reducing emissions of greenhouse gases, including the Climate Change Action Resolution. Therefore, the impact would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Setting: The State Water Resources Control Board GeoTracker database identified various registered hazardous waste sites on or adjacent to Airport property.[23] Sites identified as Leaking Underground Storage Tanks (LUST) Cleanup and Cleanup Program sites within or adjacent to Airport property include:

- Airport Cardlock (T0609700505) at 2200 Airport Boulevard. Closed LUST Cleanup Site.
- APEX Aviation Cardlock (T0609790867) at 2238 Airport Boulevard. Closed LUST Cleanup Site.
- APEX Aviation Knob Hill (T0609775733) at 2274 Becker Boulevard. Closed LUST Cleanup Site.
- Dragonfly Aviation (T0609700141) at 2222 Airport Boulevard. Closed LUST Cleanup Site.
- Major Aviation (T0609793203) at 2232 Airport Boulevard. Closed Cleanup Program Site.
- Sonoma County Department of Public Works Santa Rosa Road Maintenance Yard (T0609700166) at 2175 Airport Boulevard. Closed LUST Cleanup Site.
- Sonoma County Water Agency (T0609700091) at 2260 Ordinance Road. Closed LUST Cleanup Site.
- Sonoma County Airport (T0609700429) at 2244 Airport Boulevard. Closed LUST Cleanup Site.
- Sonoma County Airport – Redwood Hangar (SL0609755059) at 2220 Airport Boulevard. Closed Cleanup Program Site.
- Sonoma County Airport – SK Aviation (T100000002350) at 2232 Airport Boulevard. Closed LUST Cleanup Site.
- Weigh-Tronix (T0609793524) at 2320 Airport Boulevard. Closed Cleanup Program Site.
- Poodle Bus Lines (T0609793223) at 2200 Airport Boulevard. Closed Cleanup Program Site.
- Sonoma Cutrer Vineyards (T0609700482) at 4401 Slusser Road. Closed LUST Cleanup Site.

Permitted Underground Storage Tanks (USTs) on or adjacent to Airport property include:

- Airport Terminal Keyloc (49-000-000281) at 2200 Airport Boulevard.
- California Department of Fire – Sonoma Air Attack Base (49-000-005986) at 2235 Airport Boulevard.
- SoCo Road Yard – Santa Rosa (49-000-000193) at 2175 Airport Boulevard.
- Airport Wastewater Treatment Plant (49-000-000349) at 800 Aviation Boulevard.

A closed landfill is located on the southwest side of the Airport property and visible from Slusser Road. The County uses practices to prevent unnecessary exposure of people and property to

[23] California State Water Resources Control Board. Geotracker. Available: https://geotracker.waterboards.ca.gov/. Accessed August 2021.

risks of damage or injury from hazardous materials according to the Public Safety Element of the Sonoma County General Plan 2020.[24]

The Airport was formerly the site of the Santa Rosa Army Airfield (SRAAF), which was established as a sub-base to the Hamilton Army Airfield and was used to conduct training operations for fighter squadrons from 1942 to 1946. The primary mission of the SRAAF was to complete pre-combat training for fighter crews, including gunnery, bombing, and chemical warfare training. In 1982, and again in 1985, construction projects near Ordinance Road uncovered broken glass ampules containing chemical agents. After both incidents, the Army sent a clean-up crew to perform additional evaluation of the sites. The Army concluded that numerous unbroken glass ampules were deposited in the vicinity of Ordinance Road during World War II training sessions as a result of equipment malfunctions. No evidence indicates that bulk chemical agents were purposely disposed of on this site. However, additional unbroken ampules could still exist in this location (see **Figure 9**).[25]

An investigation conducted by the California Regional Water Quality Control Board identified twelve separate areas of concern within the former SRAAF boundary. Aside from the underground storage tanks (USTs) that were cleaned and closed in 2006, the remaining eleven areas of concern showed no evidence of hazardous or toxic waste, explosive ordinance, or hazardous building debris.[26]

Additionally, a variety of petrochemicals and chemicals products such as avgas, Jet A, solvents, cleaning products, various other lubricants, aqueous film forming foam (AFFF), and per- and polyfluoroalkyl substances (PFAS) are used and have been used at the Airport. Since the Airport is a licensed hazardous waste generator, it must comply with all federal, state, and county regulations relating to the handling of hazardous materials. The Airport has a General Industrial Storm Water Permit with the Regional Water Quality Control Board that requires monitoring and inspection of Airport facilities to prevent future hazardous material impacts to the local environment.

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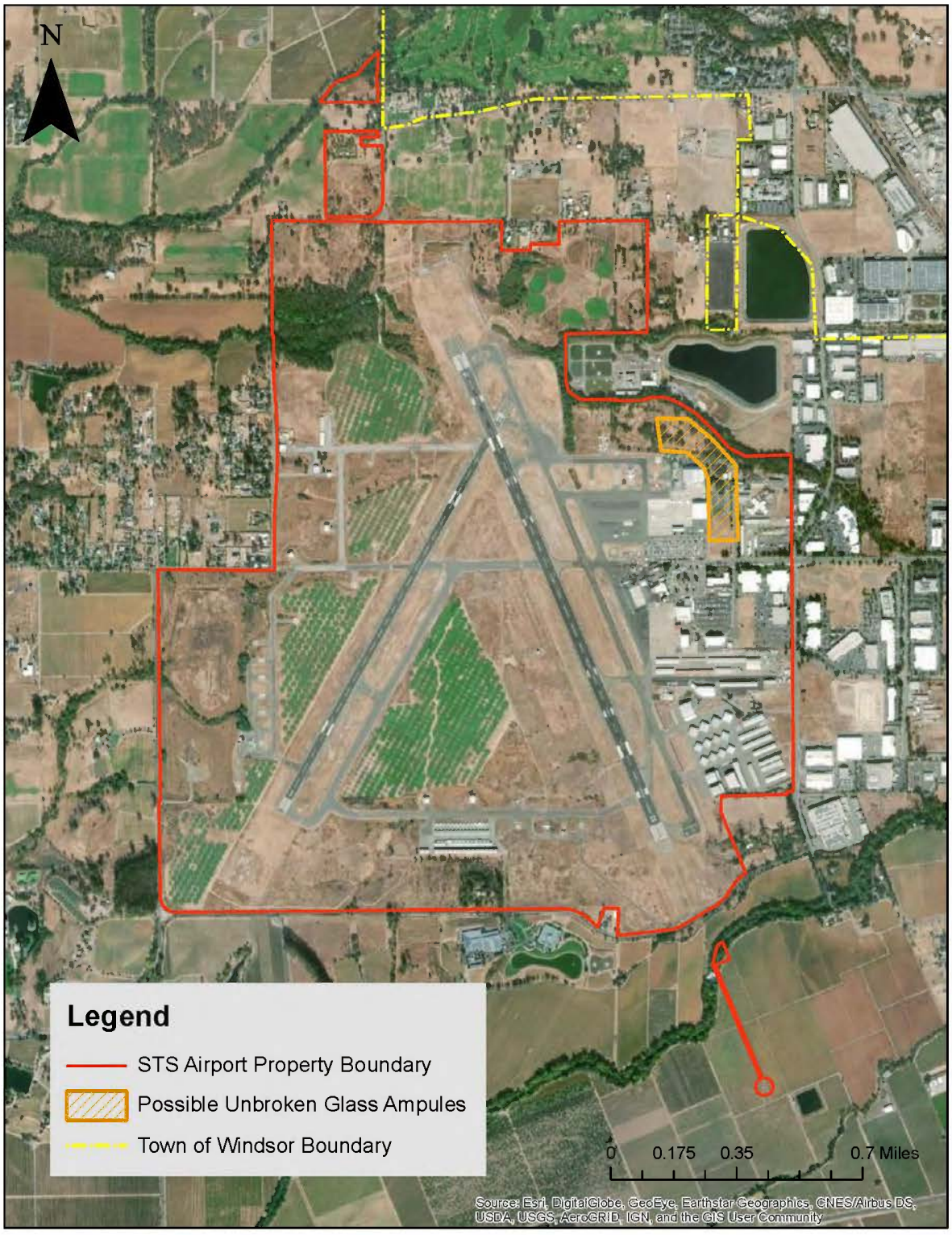
[24] Sonoma County. 2020. General Plan 2020, Public Safety Element. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/Public-Safety/. Accessed July 2020.

[25] Sonoma County. Permit and Resource Management Department, *Mitigated Negative Declaration- Apex Aviation Hangar Project*, May 2, 2005.

[26] Letter from California Regional Water Quality Control Board. 2006 *Notice of Proposed No Further Action*. February.

FIGURE 9
HAZARD SITES WITHIN THE AIRPORT BOUNDARY



Source: California Regional Water Quality Control Board, 2006; RS&H, 2020.

The California Department of Forestry and Fire Protection (CalFire) identified Very High Fire Hazard Severity Zones (VHFHSZ) through a ranking process based on fuels, topography, dwelling density, and weather. The Airport is outside of the VHFHSZ and within Low, Very Low, and Moderate zones.[27]

Discussion:

a) **Less than significant impact.** Construction of the Proposed Project would require temporary use and storage of hazardous materials such as diesel fuels and oils necessary to operate construction equipment. None of these materials would be permanently stored on site. The storage, use, and disposal of hazardous materials would continue to be subject to Airport policies for storage and handling of hazardous products. Construction would not occur at sites with known or suspected contamination. Construction of the Proposed Project would not affect the status or remediation of any contaminated sites that are described above. The construction contractor would be responsible for developing and implementing a Stormwater Pollution Prevention Plan (SWPPP), including adherence to the State published BMPs. The Airport Sponsor and on-site tenants currently have a number of permitted and regulated fueling facilities within the Airport boundaries. Each of these facilities is operated under federal, state, and county regulations. Other hazardous materials used to support operations at the Airport are regularly transported to and from the facility in accordance with all local, state, and federal regulations. Therefore, the impact would be less than significant.

b) **Less than significant impact.** As mentioned above, construction-related hazardous materials that could be used and transported include diesel fuel and oils. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations, in combination with construction BMPs implemented from a SWPPP (as required by the Construction General Permit) would ensure that all hazardous materials are used, removed, stored, and disposed properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the Proposed Project. No hazardous materials would be used or stored on site once construction of the Proposed Project is completed; the impact would be less than significant.

c) **Less than significant impact.** The nearest school to Airport property is the School & College Legal Services of California, located 0.1 miles east of the Airport. No elementary, middle, or high schools are located within 0.25 mile of the Airport. As noted above,

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[27] Sonoma County, ArcGIS Maps, Relative Wildlife Hazard Index. Available: https://sonomacounty.maps.arcgis.com/apps/mapviewer/index.html?layers=7a153a116b6448d2951287296869726a. Accessed July 2021.

construction activity would include the use of hazardous materials such as diesel fuels and oils that are necessary to operate construction equipment. These activities would be subject to federal, state, and local regulations, in combination with construction BMPs implemented from a SWPPP would ensure that all hazardous materials are used, removed, stored, and disposed properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the Proposed Project. No hazardous materials would be used or stored on site once construction of the Proposed Project is completed; the impact would be less than significant.

d) **No impact.** Under Government Code Section 65962.5, the California Department of Toxic Substances Control maintains a list of hazardous substance sites, referred to as the Cortese List. The Cortese List is a reporting document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The Cortese List includes federal superfund sites, state response sites, non-operating hazardous waste sites, voluntary cleanup sites, and school cleanup sites. A record search of the Cortese List indicated that there were no such sites at or adjacent to the Airport. The closest Cortese List site is a 930 Shiloh Road, which is approximately 1 mile from the Airport. Therefore, there would be no impact.

e) **Less than significant impact.** The Proposed Project is located on Airport property. Therefore, the Proposed Project would comply with FAA Airport Design standards and would not result in safety hazards on- or off-Airport. During construction, workers would comply with all Airport safety protocols and access to the airfield would not be required. Therefore, the impact would be less than significant.

f) **No impact.** The Proposed Project is not located in the vicinity of a private airstrip. There would be no impact.

g) **No impact.** The Proposed Project would have no off-Airport effects that would interfere with emergency response or evacuation plans. There is no separate emergency evacuation plan for the County and the Proposed Project would not change existing circulation patterns or have an effect on emergency response routes. There would be no impact.

h) **No impact.** The Proposed Project would consist of construction to an existing fence line and does not include the construction of any structures. Emergency access would be maintained throughout construction. There would be no impact.

X. HYDROLOGY AND WATER QUALITY

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site?			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv. impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management?			X	

Setting:

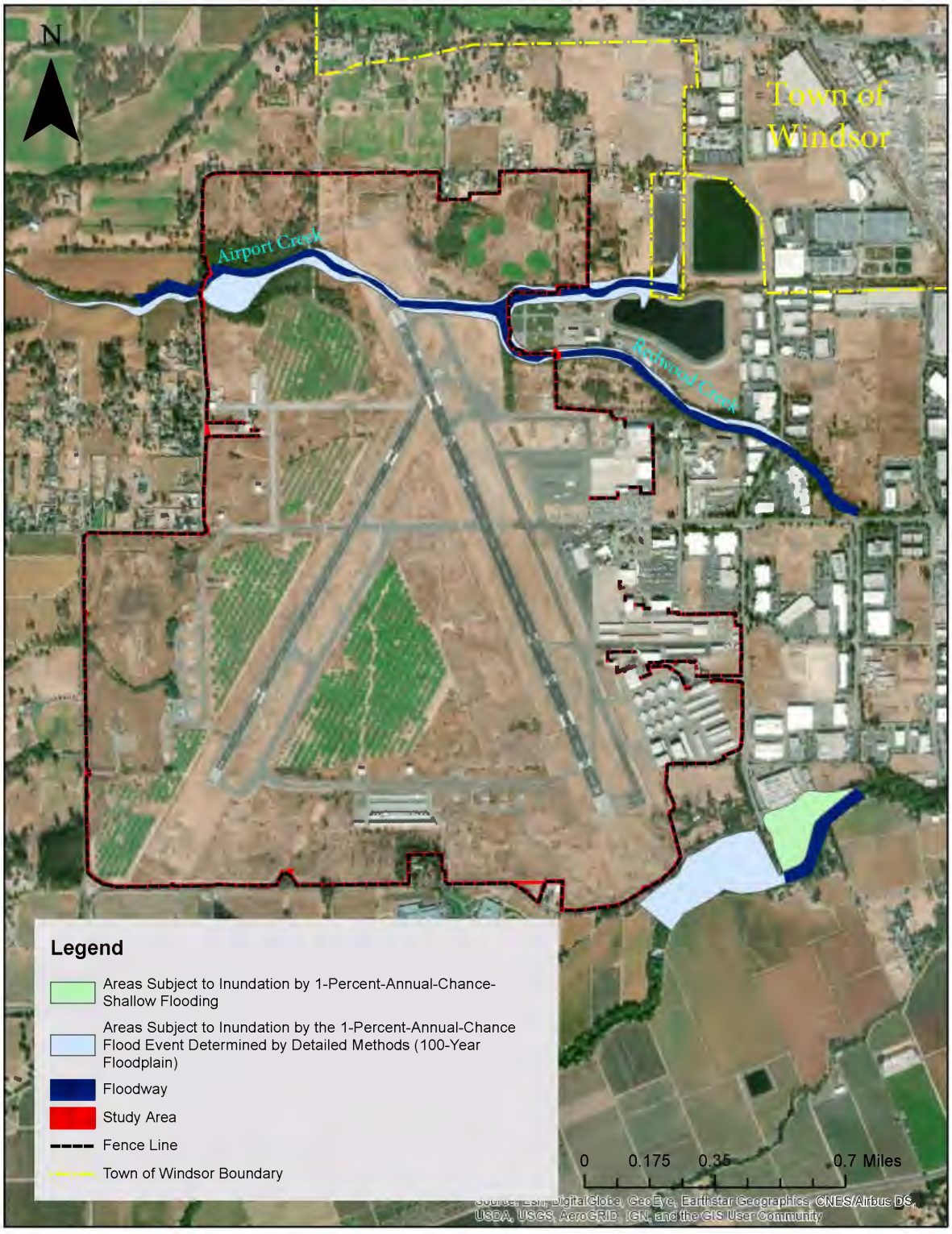
Floodplains

Three creeks flow across the Airport, generally from east to west. The creeks are tributaries to Mark West Creek via Windsor Creek to the west of the Airport. Runoff from the northern and northeastern portions of the Airport drains to Redwood Creek and Airport Creek. Both creeks support riparian or wetland habitat within the Airport. Ordinance Creek has been largely channelized or put into culvert and provides drainage to the developed area with hangars and aircraft storage on the eastern portion of the Airport. An approximately 890-foot segment of Airport Creek has been put into a culvert beneath the Runway Safety Area associated with the approach end of Runway 14. Runoff from the southern portion of the Airport drains to depressions along the north side of Laughlin Road and then flows via culverts and unnamed seasonal streams to Mark West Creek to the south. The western portion of the Airport drains to Airport Creek, which flows via an existing culvert under Windsor Road. Airport Creek and Redwood Creek both experience flooding under current conditions. Flood insurance rate map (FIRM) designations for the Airport vicinity, which are shown on **Figure 10**, indicate that floodplains exist within the study area. A map showing the details of the floodway associated with Airport and Redwood Creeks is shown on **Figure 11**. The floodway located within the Airport property, along Mark West Creek, includes both Zone AE and Zone AO Federal Emergency Management Agency (FEMA) designation. Floodways are used to discharge base flood waters without increasing the water elevation beyond a specified height. Zone AE flood insurance rate zones are used to designate areas where there is a one-percent-annual-chance for.

Surface Waters

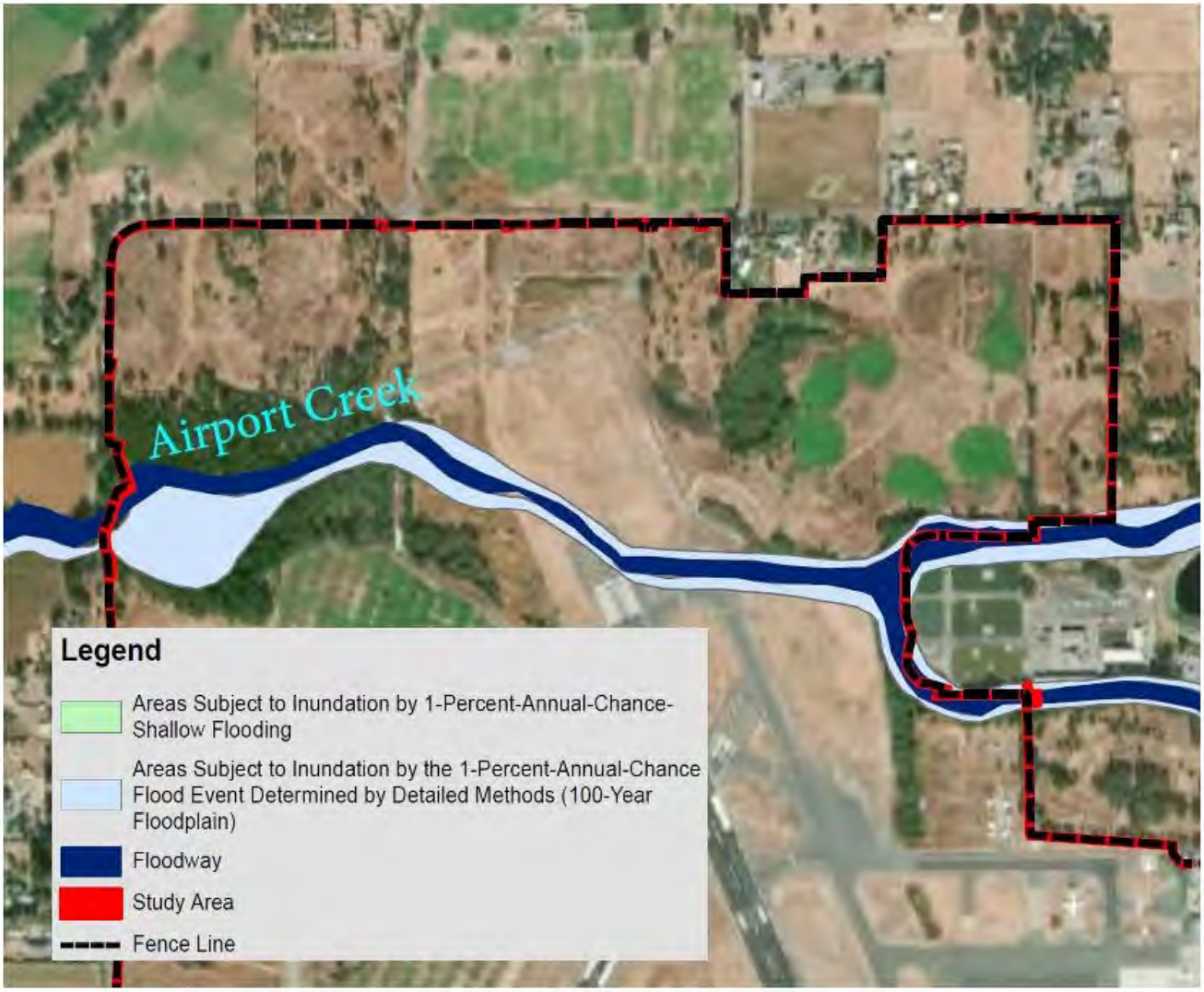
The Airport, which is in the jurisdiction of the North Coast Regional Water Quality Control Board, is located within the Mark West Creek subbasin of the Russian River Watershed. The subbasin is comprised of approximately 83 square miles that includes Windsor and the northern portion of Santa Rosa. Elevations in the subbasin range from 50 feet above sea level at the confluence of Mark West Creek and the Russian River to nearly 2,000 feet above sea level at its eastern boundary. The eastern portion of the subbasin is considerably more topographically diverse with mountains and valleys while the western portion, where the Airport is located, is generally flat. The site receives an average annual rainfall of approximately 31 inches.

FIGURE 10
FLOODPLAIN MAP IN STUDY AREA



Source: FEMA, 2020; RS&H, 2020

FIGURE 11
DETAILED FLOODPLAIN MAP FOR AIRPORT AND REDWOOD CREEKS ON NORTHERN PORTION OF AIRPORT



Source: FEMA, 2020; RS&H, 2020

The Airport is set within the Santa Rosa Plain. Primary water quality impairments in the Santa Rosa Plain as described in the County of Sonoma General Plan and Basin Plan are sedimentation and siltation, nutrients, and pathogens. Agricultural practices and the conversion of rangeland and forestland to vineyard have increased sedimentation and siltation in the Mark West Creek subbasin. Nutrients have been introduced to the subbasin through the use of fertilizers, grazing livestock, leaking septic systems and other nonpoint sources. Pathogens, primarily fecal coliform bacteria, have been introduced into the watershed by wastewater discharges, leaking septic systems, and from animal waste.

Groundwater

Approximately 42 percent of Sonoma County uses groundwater for potable and irrigation uses. The Sonoma County General Plan establishes four classifications to indicate general areas of groundwater availability:

- Class I are the major groundwater basins.
- Class II are major natural recharge areas.
- Class III are marginal groundwater availability areas; and
- Class IV are areas with low or highly variable water yield.

The General Plan designates the Airport to be over a major groundwater basin (Class I).

The Airport is located entirely within the Santa Rosa Valley Groundwater Basin and the Santa Rosa Plain Subbasin, which is distinct from the surface water subbasin. The Santa Rosa Plain Subbasin is the largest of the subbasins with a total surface area of approximately 125 square miles, extending from Rohnert Park in the south to between Healdsburg and Windsor in the north. In accordance with the Water Quality Control Plan for the North Coast Region, groundwater has been impaired at various locations region-wide particularly as a result of agricultural, industrial, and commercial chemical handling, storage, and disposal practices. Particular problems are known to exist in several groundwater basins within the Region, including the Santa Rosa Plain. The depth of the groundwater for the Santa Rosa Valley Basin and the Santa Rosa Plain Subbasin varies between two to five feet within grade during the winter season for areas within the Airport property.

Groundwater in the Santa Rosa Plain groundwater basin is managed by the Santa Rosa Plain Groundwater Sustainability Agency (GSA), which is a public agency formed to sustainably manage groundwater within the basin. The Groundwater Sustainability Plan (GSP) for the Santa Rosa Plain Subbasin was submitted by GSA to the California Department of Water Resources (DWR) in January 2022.[28] The GSP establishes a standard for sustainability of groundwater management and use, and determines how the basin will achieve this standard by 2042. Because

[28] Santa Rosa Plain Groundwater Sustainability Agency, 2022. *Groundwater Sustainability Plan*. January. Available: https://santarosaplaingroundwater.org/gsp/. Accessed: April 2022.

Santa Rosa Plain faces historic drought conditions, and with climate change projections showing that longer, more severe droughts are inevitable, the GSP lays out a path for long-term sustainability and resiliency, as defined by the Sustainable Groundwater Management Act (SGMA). The GSP was not developed to address immediate short-term issues, but is focused on long-term, systemic groundwater issues, and includes sustainable management criteria, monitoring networks, projects and management actions to achieve sustainability, and an implementation plan.

The County of Sonoma does not currently have a groundwater management plan. Groundwater is managed indirectly by Permit and Resource Management Department (PRMD) through well permits and by groundwater availability zones established in the General Plan. Under an agreement between the Airport and the Sonoma County Water Agency, treated wastewater from the wastewater treatment plant operated by the Sonoma County Water Agency is applied as irrigation water to the western and central portions of the Airport. The treated wastewater meets all State of California standards and contributes to the replenishment of groundwater in the Airport vicinity.

Under an agreement between the Airport and the Sonoma County Water Agency, treated wastewater from the wastewater treatment plant operated by the Sonoma County Water Agency is applied as irrigation water to the western and central portions of the Airport. The treated wastewater meets all State of California standards and contributes to the replenishment of groundwater in the Airport vicinity.

Discussion:

a) **Less than significant impact.** Construction of the Proposed Project would involve the use of heavy equipment and construction related chemicals, primarily in the form of diesel fuel. In the absence of proper controls, potential indirect impacts could result from accidental spills or inappropriate disposal of potentially harmful construction materials that could pollute surface waters or groundwater. The Stormwater Construction Permit would contain measures for handling these types of materials and action protocols to implement in the event of a spill or release. Compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities (Stormwater Construction Permit), SWPPP, and Spill Prevention, Control, and Countermeasure (SPCC) Plan that require construction-phase BMPs are considered protective of surface water quality and would minimize the potential for construction activities to create additional sources of polluted runoff that could violate waste discharge requirements or degrade water quality to levels below established standards such that public health is adversely effected.

   Construction of the Proposed Project would occur within a footprint along approximately 8.76 linear miles and includes some ground disturbing activities. In the absence of proper

controls, soil disturbing activity could generate pollutants such as sediment in stormwater runoff that could cause indirect impacts to the water quality of surface waters or groundwater. To meet requirements set forth by the Stormwater Construction Permit, the Proposed Action would implement erosion and sediment control practices during construction. The SWPPP would outline requirements and BMPs that would help prevent construction related pollutants from discharging offsite. The SWPPP would address the capture, retention, and control of sediment in disturbed areas of construction. BMPs may include perimeter controls such as silt fencing, storm drain inlet protection, runoff controls, entrance and exit controls, sediment basins, and temporary soil stabilization. These requirements and BMPs will be developed by the contractor and approved by the County prior to starting construction activities. By incorporating these measures as well as the requirements set forth in the GSP, the Proposed Project would have a less than significant impact on surface waters and groundwater.

Once constructed, stormwater runoff would have the potential to collect pollutants such oil, grease, sediments, and nutrients which could affect water quality of surface waters. With the infrequent use of the gravel maintenance roads and the proposed fence, the Proposed Project would not significantly increase pollutants in stormwater runoff. Stormwater runoff from the Proposed Project would be managed in accordance with the Stormwater Construction Permit and associated SWPPP, the Airport's Industrial SWPPP and SPCC Plan, and applicable LID and flood control requirements, which ensure compliance with water quality standards. Therefore, operation of the Proposed Project would not result in significant adverse impacts to surface waters or groundwater and the impact would be less than significant.

b) **Less than significant impact.** Construction activities for the Proposed Project are not expected to occur below the groundwater table. As the Proposed Project is located within a priority 1 basin, any groundwater encountered would be minimal. However, if groundwater is encountered, the construction contractor would be pumped to nearby upland areas, where it would not drain into the adjacent creeks, and be allowed to percolate back into the ground. No groundwater extraction is necessary to construct the Proposed Project.

Construction would not occur at sites with known or suspected contamination, so discharge or disposal of contaminated groundwater is not expected. Compliance with regulatory requirements would ensure that dewatering activities, if required, would not violate discharge requirements or degrade groundwater quality to levels below established standards or contaminate an aquifer such that public health is adversely affected.

Once constructed, the Proposed Project would not result in a change to groundwater resources. The Proposed Project would not involve groundwater extraction or other activities that could result in direct withdrawal or depletion of groundwater resources. The

Proposed Project would not result in a significant increase in impervious surfaces that would impact groundwater quality or recharge. Therefore, the impact would be less than significant.

c) i.-iv. **Less than significant impact.** Construction of the Proposed Project would occur in FEMA-designated floodplains. Construction activities within the floodplain would include construction of fence posts, fence, a debris rack, and gravel maintenance roads. Construction activities would adhere to applicable federal, state, and local permits and regulations. Compliance with these requirements would include construction controls and best practices for erosion and sedimentation, accidental and flood-induced spills, storage of hazardous materials, and construction waste and spoil disposal to minimize impacts to natural and beneficial floodplain values, including water quality, hydrology, and groundwater. Therefore, the Proposed Project would not result in direct or indirect adverse impacts on natural and beneficial floodplain values. The Proposed Project would provide flood hazard protection and procedures during construction to minimize adverse effects on human safety and damages or costs to infrastructure to the degree practicable. Therefore, a significant encroachment on the floodplain would not occur as a result of construction of the Proposed Project.

Development in FEMA-designated floodplains and floodways could cause adverse impacts to floodplain capacity and area, flood elevations, the flow of floodwaters, and natural and beneficial values of the floodplain. The Proposed Project would include two new fence crossings through the floodway of Airport Creek and a new debris rack through the floodway of Redwood Creek.

The Proposed Project would be designed and constructed in a manner that would assure that the proposed fence would not obstruct flood flows during the one percent chance annual flood event. As previously mentioned, the portion of the fence crossing the creek channel would be designed to minimize the amount of suspended debris trapped by the fence during high flows. Airport maintenance personal would visit the site to remove accumulated debris as needed, likely no more than two to three times yearly. Also, the Proposed Project would not place fill in the floodplain and would meet all applicable federal, state, and local regulations for development in floodplains. Therefore, the Proposed Project would not cause adverse impacts to floodplain capacity and area, flood elevations, the flow of floodwaters.

The Proposed Project would replace approximately 0.13 acre of pervious grassed surface with gravel road surface. Stormwater runoff from the Proposed Project would be managed in accordance with federal, state, and local regulations and permits and would not result in adverse impacts to water quality, hydrology, and groundwater which could affect the natural and beneficial values of floodplains.

The Proposed Project would not result in a significant encroachment on the floodplain because:

- The Proposed Project would not cause a considerable probability of loss of human life. The Proposed Project would not include the addition of buildings in or adjacent to floodplains. In addition, storms events are predictable, and maintenance operations of the Proposed Project would cease in the event of a storm event, which would reduce the probability of loss of human life.
- The Proposed Project would be designed to not obstruct flood flows or increase flood elevations and therefore would not cause future damage to structures or vital transportation facilities.
- The Proposed Project would not cause notable adverse impacts to natural and beneficial floodplain values. The Proposed Project would meet all federal, state, and local requirements related to floodplains, water quality, groundwater, and hydrology as discussed in other applicable sections of this document.

Based on the analysis provided above, the impact would be less than significant.

d) **No impact.** The Proposed Project is not located in an area determined to be at risk of seiches or tsunamis as there are no lakes or other large bodies of water close enough that are susceptible to this risk. In case of inundation by flood, the Proposed Project would not risk release of pollutants. There would be no impact.

e) **Less than significant impact**. As previously mentioned, the County of Sonoma does not currently have a groundwater management plan. Groundwater is managed indirectly by PRMD through well permits and by groundwater availability zones established in the General Plan. The Proposed Project would be managed in accordance with the Stormwater Construction Permit and associated SWPPP, the Airport's Industrial SWPPP and SPCC Plan, and applicable LID and flood control requirements, which ensure compliance with water quality standards. Therefore, operation of the Proposed Project would not result in significant adverse impacts to water quality or groundwater and the impact would be less than significant

XI. LAND USE AND PLANNING

Would the project:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.			X	

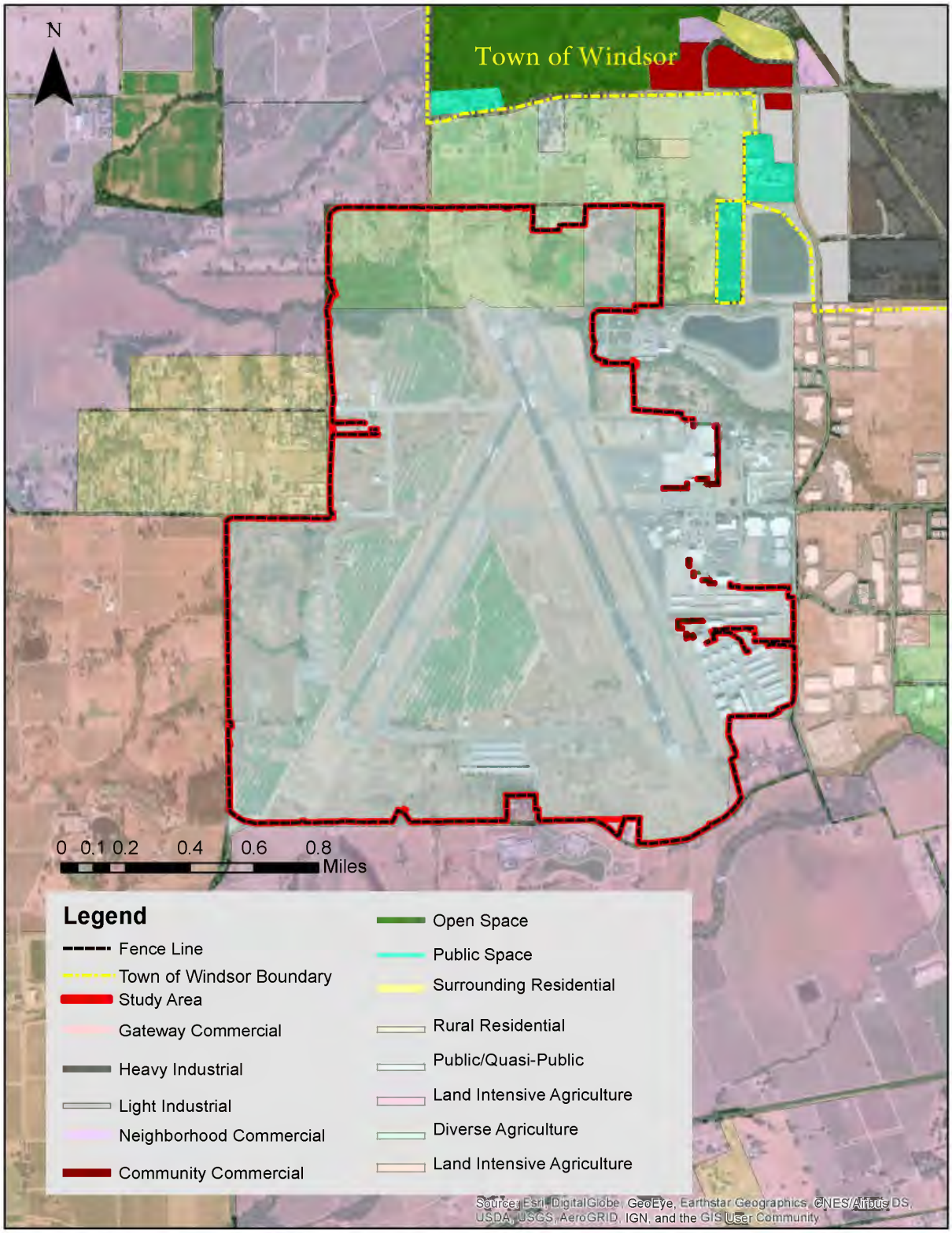
Setting: Land use within the Airport vicinity falls under the jurisdictional boundaries of Sonoma County and the Town of Windsor. The area within the Airport vicinity includes a variety of land uses. The immediate land uses surrounding the Airport perimeter include rural residential, agricultural, and light industrial lands (see **Figure 12**). Immediately east of the Airport, between the Airport property and U.S. Highway 101, are several office complexes and a light industrial/business park. Residential development exists in the incorporated Town of Windsor to the north and in the unincorporated Larkfield-Wikiup community to the east.

While the Airport exists in unincorporated Sonoma County, the northern portion of the area within the Airport vicinity falls within the Town of Windsor jurisdiction. The land immediately bordering the Airport perimeter is zoned as "Land Intensive Agriculture" to the south, "Rural Residential" to the west, "Diverse Agriculture" to the west and north, and "Limited Industrial" to the east.

The Sonoma County General Plan 2020 identifies planned land uses for the unincorporated areas immediately surrounding the Airport.[29] Planned land uses north of the Airport include Diverse Agriculture (one dwelling unit per 10 to 60 acres) and Rural Residential uses (one dwelling unit per 2.5 to five acres). South of the Airport planned land uses include Land Intensive Agriculture (one dwelling unit per 20 to 100 acres) and Rural Residential (one dwelling unit per four acres).

[29] County of Sonoma, 2008. *Sonoma County General Plan 2020*, September.

FIGURE 12
EXISTING LAND USE IN THE AIRPORT VICINITY



Source: Sonoma County, 2019; Town of Windsor, 2019; RS&H 2020

Additionally, the Town of Windsor's General Plan identifies a mix of planned land uses for the areas north of the Airport.[30] The nearest point within the Town limits is 0.7 miles from the existing end of Runway 14. The incorporated areas of Windsor located within the Airport vicinity are extensively developed. Therefore, planned land uses reflect the uses that currently exist and include Low-Medium Density Residential (three to six dwelling units per acre), and Medium Density Residential (five to eight dwelling units per acre). The Town's "Sphere of Influence," which represents the ultimate physical boundaries of the Town, encompasses unincorporated County lands outside the limits of the Town's boundary. These areas are slated for Estate Residential/Low Density Residential (0.2 to three dwelling units per acre) and are located approximately two miles northwest of the existing end of Runway 14 (see **Figure 12**).

Discussion:

a) **No impact.** Construction of the Proposed Project would occur entirely on Airport property and would not result in physically dividing of any existing community. No impact would occur.

b) **Less than significant impact.** The Proposed Project would be compatible with the surrounding Airport land uses (rural residential, agricultural, and light industrial lands), planned land uses on and in the immediate vicinity of the project site shown in **Figure 12**, and consistent with existing zoning designations surrounding the Airport.

It is anticipated that construction would occur between 7 AM and 6 PM. While there are nearby residences that could be sensitive to noise and glare impacts from construction, construction is anticipated to last four months and would only be at portions of the fence near residential land uses for a small portion of that time. Additionally, construction at the locations of the residential land uses does not include demolition of the existing fence, only the addition of barbed wire to extend the height of the fence (refer to **Figure 4**). Further, existing landscaping and trees would continue to block direct views and glare from the Airport property. Therefore, any impacts to the surrounding residential land uses would be minimal and temporary and would not conflict with any applicable land use plan, policy, or regulation. The impact would be less than significant.

[30] Town of Windsor, *Town of Windsor General Plan 2015*, July 20, 2005.

XII. MINERAL RESOURCES

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Setting: In accordance with the Surface Mining and Reclamation Act of 1975 (SMARA), the California Geological Survey (CGS) has classified lands within the state into Mineral Resource Zones (MRZs). The MRZ classifications are defined as follows:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4: Areas where available information is inadequate for assignment into any other MRZ.

The State Geologist currently classifies Sonoma County aggregate resource areas as MRZ-2. According to the Sonoma County General Plan[31], mining operations in Sonoma County consist nearly exclusively of extracting and processing rock, sand, and earth materials for the purpose of construction and landscaping. Sonoma County has adopted the Aggregate Resources Management (ARM) Plan to enact the State mandated mineral management policy.

[31] County of Sonoma, 2008. *Sonoma County General Plan 2020*, September. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/Open-Space-and-Resource-Conservation/. Accessed March 2021.

The nearest location of mapped mineral resources is just west of Eastside Road within Riverfront Regional Park, which is approximately 2 miles west of the Airport.

Discussion:

a) **No impact.** The Proposed Project would not result in the use or extraction of any mineral resources and would not restrict access to known mineral resource areas. The Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

b) **No impact.** The Airport is not located on a resource recovery site delineated on any local general plan, specific plan, or other land use plan. Due to the distance between the study area and the nearest mapped mineral resources, there would be no impact.

XIII. NOISE

Would the project result in:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundbourne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

Setting: FAA land use compatibility guidance is provided in 14 CFR 150, *Airport Noise Compatibility Planning*. Noise exposure contours are measure and expressed using Community Noise Equivalent Level (CNEL), as required by California Airport Noise Regulations (California Code of Regulations [CCR] Title 21). The CNEL contours are written in the Sonoma County Comprehensive Airport Land Use Plan (CALUP), which was adopted in January 2001. Airport-related noise and its impacts on land uses were considered in the development of the CALUP. As determined in the Airport's CALUP,[32] all residential areas are considered compatible with cumulative noise level below DNL 55 dBA.

As shown in **Figure 12** there are residential land uses near the Airport. These areas may be sensitive to aircraft noise associated with the Airport. All types of land uses are acceptable in areas below the 65 decibel (dB) CNEL. Once noise levels meet or exceed 65 CNEL, noise-sensitive land uses are compatible only if specified noise level reductions are secured through project design and construction, such as new attic insulation and acoustically rated exterior doors, storm doors, and windows. Above the 65 CNEL threshold, and without measures to

[32] County of Sonoma. *Comprehensive Airport Land Use Plan*. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/Airport-Land-Use-Plan/.

reduce noise levels, most developed land uses are generally considered incompatible with airport operations.

Discussion:

a) **Less than significant impact.** Construction of the Proposed Project would result in temporary increases to ambient noise levels at the location of construction activities. Increased ambient noise levels would be due to the use construction equipment for fence installation, excavation, and grading; however, these impacts would be temporary over the construction period (estimated to be less than 6 months).

As previously mentioned, the closest sensitive land use to the study area is a rural residential property located just southeast of Runway 14-32 and south of the Airport hangar facilities. Additional residential land uses are located on the west side of the Airport across Windsor Road and on the north side of the Airport along Sanders Road. However, construction would only be at portions of the fence near residential land uses for a small portion of the total construction time. Additionally, construction at the locations of these residential land uses does not include demolition of the existing fence, only the addition of barbed wire to extend the height of the fence (refer to **Figure 4**). Once constructed, the Proposed Project would have no effect on aircraft activity, flight patterns, or any other Airport operations and would not result in any increased noise. Therefore, noise impacts would be less than significant.

b) **Less than significant impact.** Construction of the Proposed Project could result in groundborne vibration and noise associated with construction activity. As stated above, construction within the vicinity of residential land uses would be limited to adding barbed wire to an existing fence, so potential exposure to groundborne vibration and noise during construction would be negligible. Following construction, the Proposed Project would have no effect on groundborne vibration or noise because there would be no effect on aircraft activity, flight patterns, or any other Airport operations. Therefore, the impact would be less than significant.

c) **Less than significant impact.** The Proposed Project would not affect aircraft activity, flight patterns, or any other Airport operations. Therefore, the Proposed Project would have no effect on the noise contours as presented in the Airport's CALUP. Any noise impact resulting from the Proposed Project would occur during construction and would be minimal and temporary. Therefore, the impact on ambient noise levels would be less than significant.

XIV. POPULATION AND HOUSING

Would the project:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Setting: Regional growth is the responsibility of the Association of Bay Area Governments (ABAG), which forecasts population growth for Bay Area local governments According to the United States Census Bureau[33], the population of Sonoma County was estimated at 494,336 as of 2019. According to ABAG, by 2040 that population is anticipated to be close to 600,000.[34]

Discussion:

a) **No impact.** The Proposed Project would not include residential or business development or include the extension of roads or other infrastructure. The Proposed Project consists of the construction of a wildlife exclusion perimeter fence along the existing Airport boundary. There would be no impact on population growth.

b) **No impact.** The Proposed Project would not displace any people. The Proposed Project consists of the construction of a wildlife exclusions perimeter fence along the existing Airport boundary. There would be no impact resulting from the displacement of people.

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33 U.S. Census Bureau Quick Facts, Sonoma County, California. Available: https://www.census.gov/quickfacts/sonomacountycalifornia. Accessed April 2021.

34 Association of Bay Area Governments (ABAG). *Projections 2040*. Available: https://mtc.ca.gov/sites/default/files/Projections_2040-ABAG-MTC-web.pdf. Accessed April 2021.

XV. PUBLIC SERVICES

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?				X
ii. Police protection?				X
iii. Schools?				X
iv. Parks?				X
v. Other public facilities?				X

Setting:

Fire Protection

Fire protection in Sonoma County is provided by a number of different agencies, including city fire departments, independent districts, and volunteer fire companies. Additional fire protection services in the unincorporated parts of the county are provided by the California Department of Forestry and Fire Protection (CDF). CDF is responsible for fire prevention and code enforcement services to enforce the California Fire Code and other fire-related codes and ordinances. The CDF Sonoma Air Attack Base is located at the Airport

Fire protection at the Airport is covered by the Airport-specific fire department, called the Sonoma County Airport Fire Department, located at the Airport.[35]

[35] Sonoma County Airport Fire Department, https://www.countyoffice.org/sonoma-county-airport-fire-department-santa-rosa-ca-7a3/. Accessed July 2021.

Police Protection

For police protection, Sonoma County includes area served by the California State Highway Patrol, the Sonoma County Sheriff's Office, Sonoma Police Department, and other various local police departments. The Sonoma County's Sheriff's Office has one helicopter stationed at the Airport.[36] Additionally, the Airport has Airport-specific security staff, the Transportation Security Administration (TSA).[37]

Schools

The nearest public school to the Airport is Windsor High School, located approximately 1.5 miles north of the Airport. Windsor High School is within the Windsor Unified School District. No elementary, middle, or high schools are located within 0.25 mile of the Airport.

Parks

The nearest park to the Airport is RT Mitchell Park, located approximately 1 mile north of the Airport within the Town of Windsor. RT Mitchell Park is managed by the Town of Windsor's Parks and Recreation Department. The nearest County-managed park is Riverfront Regional Park, which is located approximately 1.5 miles west of the Airport.

Discussion:

a) i.-v. **No impact.** The Proposed Project consists of the construction of a wildlife exclusion perimeter fence along the existing Airport boundary. The Proposed Project would not result in any substantial adverse physical impacts associated with any public services. The Proposed Project would have no effect on emergency response times. There would be no impact.

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[36] Sonoma County Sheriff's Office, Helicopter Unit. Available: https://www.sonomasheriff.org/about-helicopter-unit. Accessed July 2021.

[37] Sonoma County Airport, Security Information. Available: https://sonomacountyairport.org/passengers/security/. Accessed July 2021.

XVI. RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Setting: The Sonoma County General Plan 2020 Open Space and Resource Conservation Element[38] establishes goals, policies, and implementation measures for the management, renovation, and expansion of existing parks, and the development of new, parks and recreation facilities in order to meet existing and projected needs, and to assure an equitable distribution of parks throughout the county. The closest recreational facility to the Airport is R.T. Mitchell Park (P4), which is approximately 1 mile north of the Airport property and within the Town of Windsor. The nearest County-managed park is Riverfront Regional Park, which is located approximately 1.5 miles west of the Airport.

Discussion:

a) **No impact.** The Proposed Project consists of the construction of a wildlife exclusion perimeter fence along the existing Airport boundary. The Proposed Project would not result in any increase in the use of existing neighborhood and regional parks or other recreational facilities. There would be no impact.

b) **No impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. There would be no impact.

[38] The Sonoma County General Plan 2020 Open Space and Resource Conservation Element. Available: https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/Open-Space-and-Resource-Conservation/. Accessed March 2021.

XVII. TRANSPORTATION

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Setting: Senate Bill (SB) 743 addresses the evaluation of transportation impacts under CEQA and changes the methodology for CEQA analysis of transportation impacts to require the assessment of vehicle miles traveled (VMT) (CEQA Guidelines Section 15064.3). The Governor's Office of Planning and Research (OPR) provides VMT recommendations for residential and office land use projects. No VMT projections are provided for a project such as the construction of a security fence at an airport.

Sonoma County's transportation system is composed of several state highways, numerous county routes and local roads, a county wide public bus transit system, five public airports, and one public airstrip. As such, the area immediately surrounding the Airport contains a variety of roads, highways, and aviation facilities.

The Airport is accessible via U.S. Highway 101 and Airport Boulevard, which is the main access road to the Airport's passenger terminal. The west side of the Airport is bordered by Slusser Road, a small portion of Mark West Station Road, and Windsor Road. Windsor Road bends north and continues to border the Airport's northwest side. Sanders Road runs along the rest of the Airport's northern boundary. Sanders Road gives access to a smaller on-Airport road-Knecht Road, which is gated and only accessible to Airport employees. To the east of the Airport, a main road (Skyland Boulevard) gives access to Airport property via Aviation Boulevard. Skyland Boulevard is also connected to Ordinance Road, which leads to various on-airport buildings such as Rental Car Return and KaiserAir, Santa Rosa Jet Center. North Laughlin Road runs along the Airports southeastern boundary and connects to Becker Blvd, which can be used

to access the Pacific Coast Air Museum. Laughlin Road represents the southernmost boundary of Airport property.

Discussion:

a) **No impact.** The Proposed Project would be constructed entirely on existing Airport property and would not conflict with any program, plan, or policy addressing multimodal transportation in the county. The Proposed Project would not affect other county multimodal transportation facilities. There would be no impact.

b) **No impact.** The Proposed Project consists of the construction of a wildlife exclusion perimeter fence along the existing Airport boundary. The Proposed Project would have no effect on Airport operations either though increased activity or changes in flight patterns. Therefore, there would be no impact on VMT resulting from the Proposed Project.

c) **No impact.** The construction of a wildlife exclusion perimeter fence along the existing Airport boundary would have no effect on geometric design features of the roadways surrounding the Airport or on the Airport. The Proposed Project would not result in any increase of hazards or incompatible uses at the Airport. There would be no impact.

d) **No impact.** The Proposed Project is located within an existing airport and would not impact the public right-of-way or other private streets in the region. A fire station that specifically serves the Airport is located on Airport property and response times to airfield emergencies would not be impacted. The Proposed Project would not result in inadequate emergency access; there would be no impact.

XIX. TRIBAL CULTURAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		X		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

Setting: Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their "undertakings" on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is implemented by ACHP regulations (36 CFR Part 800). The FAA would be required to undertake Section 106 consultation prior to issuing federal approvals for the Proposed Project.

California PRC Section 5097.9 establishes the NAHC with specified powers and duties to identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private land. The NAHC also makes recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for

acquisition by the state or other public agency for the purpose of facilitating or assuring access to Native Americans.

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015 and incorporates tribal consultation and analysis of impacts to tribal cultural resources into the CEQA process. [39] It requires tribal cultural resources to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes.

The APE is located on Airport-owned property in Sonoma County, which has no known Tribal lands according to the U.S. Department of Interior, Indian Affairs Office.[40]

Tribes with interests in Sonoma County include:

- Absentee-Shawnee Tribe of Indians of Oklahoma,
- Cloverdale Rancheria of Pomo Indians of California,
- Dry Creek Rancheria Band of Pomo Indians (California),
- Federated Indians of Graton Rancheria (California),
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria California,
- Koi Nation of Northern California,
- Lytton Rancheria of California, Middletown Rancheria of Pomo Indians of California,
- Scotts Valley Band of Pomo Indians (Scotts Valley Band of Pomo Indians of California), and
- Sherwood Valley Rancheria of Pomo Indians of California. There are no tribal lands on Airport property.

In compliance with Section 106 of the NHPA, the FAA consulted with the California State Historic Preservation Officer (SHPO) and requested concurrence with the FAA's finding of No Historic Properties Affected. The FAA and the SHPO agreed to proceed in accordance with 36 CFR Section 800(c)(4), which indicates that if the SHPO fails to respond within 30 days of receipt of a request for review of a finding or determination that the FAA may proceed based on the FAA's finding and determination.

Tribal consultation under AB 52 was initiated by Sonoma County by sending out project notification letters to parties who had submitted written requests to the County to be notified of projects within their traditionally and culturally affiliated area. The Federated Indians of Graton Rancheria responded with a request for formal consultation with the County under PRC Section 21080.3. On November 23, 2021, the Airport Director and a County environmental specialist met with Federated Indians of Graton Rancheria tribal representatives virtually. The avoidance and minimization measures listed under **Section V. Cultural Resources, response (b)** were included in this Initial Study/Mitigated Negative Declaration (IS/MND) as a result of that meeting.

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[39] Governor's Office of Planning and Research, Tribal Cultural Resources (AB 52). Available: https://opr.ca.gov/ceqa/updates/ab-52/. Accessed July 2021.

[40] U.S. DOT Indian Affairs, Tribal Directory Dataset, https://www.bia.gov/tribal-leaders-directory. Accessed July 2019.

Discussion:

a) i) **Less than significant impact with mitigation incorporated.** Construction of the Proposed Project would involve ground-disturbing activities including excavation for new fence posts to a depth of approximately 3.5 feet. Additionally, grading would be required for maintenance road locations and fence locations within the APE. As documented in the cultural resources report prepared for the Proposed Project and summarized in **Section V. Cultural Resources**, evaluation of the APE identified no historic, architectural, archeological, and cultural properties on or eligible for listing on the NRHP and the limited ground disturbance is unlikely to affect archaeological historic properties. If unknown archaeological resources are uncovered during construction, the mitigation measure described under **Section V. Cultural Resources, response (b)**, would ensure that the impacts are reduced to a less than significant level.

ii) **Less than significant impact with mitigation incorporated.** There are no known tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, in a local register of historical resources as defined in PRC Section 5020.1(k), or determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 within the project disturbance area. No other information regarding sensitive tribal resources at the airport was provided by the tribes contacted as part of this CEQA process. As discussed in **Section V, Cultural Resources**, the Proposed Project would occur within previously disturbed portions of the Airport and, with the mitigation measures in place in the case of accidental discovery, does not have the potential to cause significant impacts to archaeological resources or human remains. The impact would be less than significant with mitigation incorporated.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant mpact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management reduction statutes and regulations related to solid waste?				X

Setting: Under an agreement between the Airport Sponsor and the Sonoma County Water Agency, treated wastewater from the wastewater treatment plant operated by the Sonoma County Water Agency is applied as irrigation water to the western and central portions of the Airport. The treated wastewater meets all State of California standards and contributes to the replenishment of groundwater in the Airport vicinity.

The County of Sonoma Integrated Waste Department[41] operates one central landfill located outside of Petaluma, as well as four transfer stations, located in Healdsburg, Guerneville, Annapolis, and Sonoma.

Discussion:

a) **No impact.** The Proposed Project would not involve impacts to storm drains or require any modifications to existing utilities. The Proposed Project would not increase wastewater generation at the Airport. The Proposed Project would not result in the construction of any new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities; therefore, there would be no impact.

b) **No impact.** The Proposed Project consists of the construction of a wildlife exclusion perimeter fence along the existing Airport boundary. The Proposed Project does not involve any new connections to or additional use of the existing water supply. There would be no impact. On water supply.

c) **No impact.** The Proposed Project would not generate wastewater or demand the service of a wastewater treatment provider. Therefore, there would be no impact on wastewater treatment.

d) **No impact.** The Proposed Project would not increase wastewater generation. Therefore, a determination by the wastewater treatment provider is not necessary.

e) **Less than significant impact.** Solid waste and construction waste from Sonoma County is landfilled outside of Petaluma on Mecham Road. The solid waste generated by the Proposed Project would be construction-related and debris from replacing the existing fence. Construction of the Proposed Project is not expected to generate a significant amount of solid waste and landfill has adequate capacity. Once constructed, the Proposed Project would not increase solid waste generation at the Airport, which would continue to generate solid waste at the same rates as at present. The impact would be less than significant.

f) **No impact.** The Airport would continue to comply with all applicable federal, state, and local laws and regulations related to solid waste. Operation of the Proposed Project would not include any components that would result in an increase in solid waste. There would be no impact.

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[41] County of Sonoma, Integrated Waste. Available: https://sonomacounty.ca.gov/TPW/Integrated-Waste/, Accessed April 2021.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Setting: The Office of the State Fire Marshall[42] identifies Airport property as containing land zoned as both Local Responsibility Area (LRA) Unzoned and LRA Moderate Severity. Local fire districts are responsible for fire suppression and prevention within LRAs.

As previously described in **Section XV. Public Services**, fire protection in Sonoma County is provided by a number of different agencies, including city fire departments, independent districts, and volunteer fire companies. Additional fire protection services in the unincorporated parts of the county are provided by CDF. The CDF Sonoma Air Attack Base is located at the Airport. Fire protection at the Airport is covered by the Airport-specific fire department, called the Sonoma County Airport Fire Department, located at the Airport.

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[42] Fire Hazard Severity Zones Maps, Office of the State Fire Marshall. Available: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed April 2021.

According to the Relative Wildfire Hazard Index on the Sonoma County ArcGIS Map Viewer, the Airport property contains land categorized as Low, Very Low, and Moderate fire hazard risk.[43] Immediately off Airport property and in the general vicinity, there are some areas categorized as High fire hazard risk.

Discussion:

a)-d) **No impact.** The Proposed Project is not located in or near a state responsibility area or on or near lands classified as very high fire severity zones. The Proposed Project consists of the construction of a wildlife exclusion perimeter fence along the existing Airport boundary. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. There would be no impact.

[43] Sonoma County, ArcGIS Maps, Relative Wildlife Hazard Index. Available: https://sonomacounty.maps.arcgis.com/apps/mapviewer/index.html?layers=7a153a116b6448d2951287296869726a. Accessed July 2021.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) **Less than significant with mitigation incorporated** Per the impact discussions throughout this IS/MND in **Sections I – XXI**, the potential of the Proposed Project to substantially degrade the environment is less than significant with incorporated mitigation measures.

b) **Less than significant impact**. As described in previous discussions, the Proposed Project would result in several potentially significant project-level impacts. However, in all cases, mitigation measures have been identified that would reduce these impacts to less-than-significant levels.

The primary objective of the Proposed Project is to construct a wildlife exclusion perimeter fence along the existing Airport boundary in order to exclude wildlife from entering Airport property and creating safety hazards. The impacts of the Proposed Project are mitigated to a less-than-significant level, mostly limited to the construction phase, and generally site

specific. No other Proposed Projects are proposed that would overlap or interact with the Proposed Project. The cumulative impact of the Proposed Project is less than significant. The limited intensity and duration of these impacts limit their potential to contribute to cumulative impacts when considered in combination with the effects of other past, current, or probable future projects.

c) **Less than significant impact.** The Proposed Project would not cause substantial adverse effects on human beings. Effects related to aesthetics, air quality, cultural resources, geology, GHG, hazardous materials, hydrology and water quality, land use, noise, public services, recreation, transportation, utilities, and wildfire are discussed within this IS/MND. The Proposed Project would not result in any significant and unavoidable impacts as any potential significant impact identified in this IS/MND in **Sections I – XXI** would be mitigated to a less than significant level. This impact is considered less than significant with mitigation incorporated.