

# **Initial Study & Mitigated Negative Declaration of Environmental Impact**

## **Healdsburg Municipal Airport Master Plan 2025**

### **Healdsburg, California**

**Applicant:** City of Healdsburg

**Date:** April 3, 2006

**Lead Agency:** City of Healdsburg Planning and Building Dept.  
401 Grove Street  
Healdsburg, CA 95448-4723

**Prepared by:** Richard Spitler, City of Healdsburg Planning and Building Dept.  
Robert Wadell, Wadell Engineering Corp.

**Review Period:** April 3, 2006 – May 5, 2006

## Initial Study

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063 to determine if the proposed project may have a significant impact upon the environment.

<b>Project title</b>	Healdsburg Municipal Airport Master Plan 2025
<b>Lead agency</b>	City of Healdsburg 401 Grove Street Healdsburg, CA 95448-4723
<b>Agency contact</b>	Richard Spitler, Development Services Director (707) 431-3348
<b>Project location</b>	1500 Lytton Springs Road, Healdsburg, CA APN 091-140-044
<b>Project applicant</b>	City of Healdsburg 401 Grove Street Healdsburg, California 95448
<b>General Plan designation</b>	Public/Quasi-Public
<b>Zoning designation</b>	Public

### Project Setting

The airport is located approximately three miles northwest of the center of the City of Healdsburg on Lytton Springs Road connecting with U.S. Highway 101 to the east. It is comprised of 45 acres of land. It is owned and operated by the City of Healdsburg, and although outside the city limits, it is incorporated within the city as an island.

Healdsburg is located in northern Sonoma County within the nine-county San Francisco Bay Region. Situated 12 miles north of the Santa Rosa, Healdsburg lies just beyond the northern edge of the intense urban development that has occurred along the Highway 101 Corridor in Sonoma County. The larger community of Windsor lies eight miles to the south. The small community of Geyserville is located three miles to the north, and Cloverdale is located farther on, approximately 18 miles to the north. See Exhibit 1, Location Map.

### Project Description

The City of Healdsburg has released the Healdsburg Municipal Airport Master Plan 2025. This plan was prepared by Wadell Engineering Corporation utilizing a Federal Aviation Administration grant under the Airport Improvement Program. The basic intent of this study is to evaluate the existing airport facilities, to assess airport demand and to prepare an airport master plan to accommodate the demand through the year 2025.

### Requested Actions

This project involves the approval by the City Council of the City of Healdsburg of the Healdsburg Municipal Airport Master Plan 2025.

### **Environmental Determination**

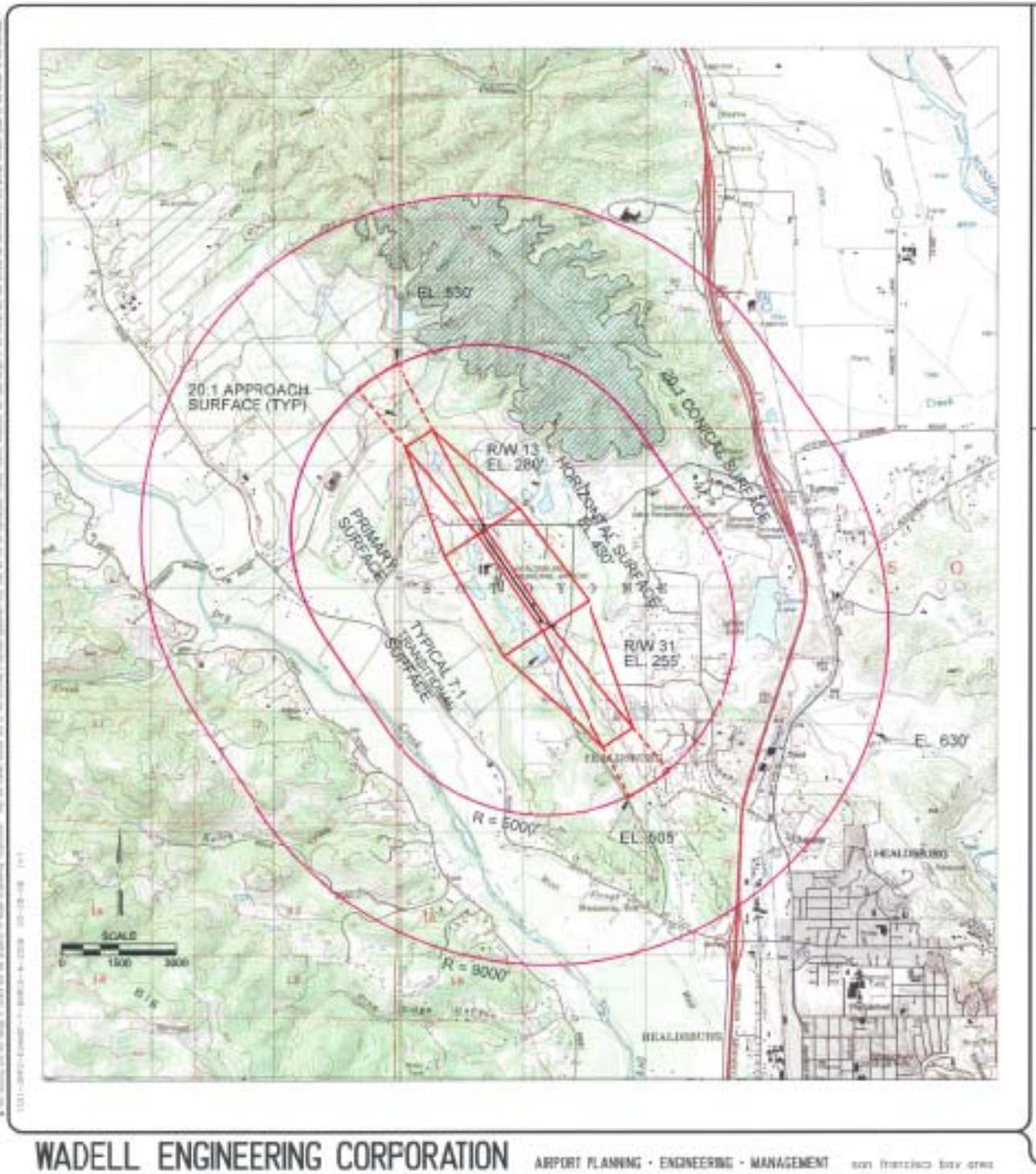
On the basis of the attached Initial Study, I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent, and a MITIGATED NEGATIVE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

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Richard Spitler  
Development Services Director  
City of Healdsburg

April 3, 2006

Figure 1 – Project Location





**Environmental Checklist**

<b>I. AESTHETICS</b>					
<i><b>Impact Significance Criteria:</b></i> A significant impact would occur if a project results in a substantial reduction of visual quality, or if it results in the creation of substantial light or glare adversely affecting views in the area.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Result in visually obtrusive development on designated scenic ridgelines, as delineated in the General Plan, or otherwise have a substantial effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within the viewshed of a designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**Discussion of Impacts**

- a) The project site does not include any designated scenic ridgelines and is not located within a scenic vista.
- b) The project site does not include any rock outcroppings or designated historic buildings. It is visible Lytton Springs Road, a short distance from Dry Creek Road. Adjacent land uses are low density residential and agricultural, including wineries. It is not visible from Highway 101, a designated scenic highway in the Healdsburg General Plan.
- c) Implementation of the project would not significantly change the nature and appearance of the existing airport. No expansion to the land area is necessary or contemplated with the adoption of the Master Plan. New structures and buildings to accommodate airport needs would not significantly degrade the site’s visual quality as it presently exists.
- d) The lighting of security, runway and taxiway would not be visible from most surrounding residential and agricultural uses. The proposed airport beacon and precision approach path indicator for runway 31 may be visible to some viewers. However, airfield lighting would continue to be “on-demand” using pilot radio controls; therefore, most of the night airfield lights would be off.

The following mitigation measures shall be incorporated as part of the project:

**Mitigation Measures:**

1. All new lighting related to building development and security shall be required to have the light element shielded and light directed to the immediately property so that it does not cause off premise glare.
2. Airfield lighting shall be “on-demand” using pilot radio controls.

**II. AGRICULTURE RESOURCES**

**Impact Significance Criteria:** A significant impact would occur if a project results in conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to non-agricultural land, or conflict with existing zoning for agricultural use, or a Williamson Act contract.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3

**Discussion of Impacts**

- a) The subject site is not classified as Prime Agricultural Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.
- b) The subject site is not zoned Agricultural and is not under a Williamson Act contract.
- c) The project site is located adjacent to existing agricultural lands for some fifty years. The Master Plan does not call for an expansion in the geographical area of the airport. It has not caused conversion of adjacent lands to other non-agricultural land uses.

No mitigation measures are necessary.

<b>III. AIR QUALITY</b>					
<b>Impact Significance Criteria:</b> A significant impact would occur if the project would a) conflict with or obstruct implementation of any applicable air quality plan, b) violate any air quality standard or contribute substantially to an existing or projected air quality violation, c) result in a cumulative 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), d) expose sensitive receptors to substantial pollutant concentrations, or e) create objectionable odors affecting a substantial number of people.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**Discussion of Impacts**

a-b) Pursuant to federal Clean Air Act requirements, all areas of California have been classified by attainment status with regard to National Ambient Air Quality standards. Northern Sonoma County is currently designated by the federal EPA as an attainment area for all federal standards. With regard to State Ambient Air Quality Standards, northern Sonoma County is designated by the California Air Resources Board (ARB) as a non-attainment area for PM10 (fine particulate matter less than 10 microns in size).

The airport has a small scale operation and the Master Plan shows an insignificant increase in the number of flights, well within the existing authorized limits for the airport. No significant air emission with airport operations is anticipated.

During grading and construction activities associated with project development, use of heavy machinery such as earthmoving equipment could generate fine particulates (i.e., fugitive dust, diesel emissions). However, standard conditions of approval imposed on the project by the City of Healdsburg for demolition and grading permits require contractors to utilize dust suppression methods, thereby reducing this impact to less-than-significant levels. No fireplaces are proposed by the project.

c) See response to question a., above.

- d) The project would result in direct sources of aerial emissions associated with vehicular traffic generated by additional vehicle traffic to and from the airport, and temporarily by construction vehicles and equipment as noted under question a., above, but would not expose sensitive receptors to substantial pollutant concentrations.
- e) The project does not involve any land uses that would create objectionable odors affecting a substantial number of people. During grading or construction activities, equipment could generate petroleum-based fuel odors that could temporarily affect the nearest sensitive receptors (nearby dwellings). This impact would be less-than-significant because of the temporary nature of the impact, which is associated with construction activities and then is discontinued upon completion of the project.

No mitigation measures are required.

**IV. BIOLOGICAL RESOURCES**

**Impact Significance Criteria:** Impacts upon biological resources would be significant if the proposed project substantially affected a rare or endangered plant or animal species (as defined and determined by the State Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers or the habitat of the species. Wetland losses can be considered significant depending upon significance or quality of habitat, presence of vernal pool features, and acreage. A substantial loss of riparian vegetation or habitat acreage or value resulting from development would be a significant impact. A substantial loss of acreage of other types of habitat identified as biologically unique and of limited distribution on a regional basis (e.g., serpentine chaparral, serpentine grassland, native grassland) may also be a significant impact.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) Have a substantial adverse effect on any riparian habitat or result in a substantial loss of any other types of habitat identified as biologically unique and of limited distribution, such as serpentine chaparral, serpentine grassland, and native grassland?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e) Result in any loss of heritage trees (as defined in the City Zoning Ordinance), or any substantial loss of oak woodland and/or mixed evergreen forest?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Discussion of Impacts**

- a) The subject site is devoid of native plant vegetation as it has been used as an airport for almost 50 years. Tree removal is not required for development of new hanger areas. An existing gully that has been filled periodically over the years will be cleaned and recompacted with additional import fill to meet grading and drainage requirements. Grading will be limited to the existing airport property and drainage patterns will not be altered. The site lacks natural habitat conditions and suitable habitat for any special-status species.
  - b) The project site does not include any areas of riparian habitat or any other types of habitat identified as biologically unique and of limited distribution, such as serpentine chaparral, serpentine grassland, and native grassland.
  - c) There are no jurisdictional wetlands, as defined by Section 404 of the Clean Water Act, present within the project site.
  - d) The project site does not include any waterways or creeks that provide habitat for native resident and migratory fish, or any areas that are used as an established native resident or migratory wildlife corridor, or as a native wildlife nursery.
  - e) The project site does not include areas of oak woodland or mixed evergreen forest.
- No mitigation measures are required.

<b>V. CULTURAL RESOURCES</b>					
<b>Impact Significance Criteria:</b> A significant impact would occur if a project would adversely affect the significance of a historical or archaeological resource (defined by CEQA Guidelines Sec. 15064.5), destroy a unique paleontological resource, or disturb any human remains.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Discussion of Impacts**

- a-b) The Master Plan calls for new airport development within the existing property that has been filled and developed for airport use for almost 50 years. No known historic or archaeological resources are known or expected to exist on the airport field area.
- c) There are no known paleontological or archaeological resources on the site. There are no unique geological features associated with the site.
- d) There are no known human remains that have been interred on the site. If human remains should be discovered during excavation of the site or during construction, State law requires that the Sonoma County Coroner and the Native American Heritage Commission be contacted to arrange for Native American participation in determining the disposition of such remains should they be determined to be Native American.

**Mitigation Measures**

Although there is no reason to anticipate discovery of archeological or historic resources on the site, the following mitigation measures shall be incorporated as part of the project:

Mitigation Measure:

3. Should any archaeological or historic features be discovered at any time during grading, scraping or excavation on the project site, all work shall be halted in the vicinity of the find and a qualified archaeologist shall be contacted immediately to make an evaluation. A note to this effect shall be included on the project’s improvements and construction plans.

**VI. GEOLOGY AND SOILS**

**Impact Significance Criteria:** A significant geologic impact would occur if a project exposes people or structures to major geologic hazards such as seismic damage, slope and/or foundation instability, erosion or sedimentation, land subsidence, and/or other problems of a geologic nature as set forth in the City of Healdsburg General Plan. A significant impact would also occur if a project results in substantial increases in erosion and sedimentation rates.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 8
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 8
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 8
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6
c) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8

**Discussion of Impacts**

The projects proposed in the Master Plan involve placement of earth fill and paving of relatively flat surfaces. An existing gully has received fill for a number of years and is scheduled to be filled so that airport safety is improved.

- a.i.) No evidence of existing faults or previous ground displacement on the site due to fault movement is indicated in the geologic literature or field exploration. Therefore, the likelihood of ground rupture at the site due to faulting is considered to be low. The site is not located in an Alquist-Priolo Earthquake fault studies zone. However, it cannot be entirely dismissed due to the close proximity to the Healdsburg-Rodgers Creek fault, and fault breaks do not always follow the trace of the most recent break.
- a.ii.) The region has been subjected in the past to ground shaking by earthquakes on the active fault systems that traverse the region. It is believed that earthquakes with significant ground shaking will occur in the region within the next several decades. Therefore, it must be assumed that the site will be subjected to strong ground shaking during the design life of the project.
- a.iii.) The risk of settlement due to liquefaction and densification risk at the site is considered low. The potential for lateral spreading and lurching at the site is also low.

The risk of exposure will be reduced to less-than-significant levels by the imposition of modern building codes that are designed, in part, to reduce the effects of seismic ground shaking in damaging structures, posing risks to human life, or causing injury.

In order to use shallow spread footings and conventional concrete slabs-on-grade, it will be necessary to remove the weak soils to their full depth and replace as a properly compacted engineered fill. Alternatively, structures could be supported on post-tension mat foundations that are designed to resist differential settlement of soils. These recommendations will be required by the Building Department to be incorporated into the project’s structural and improvements plans as a routine part of the building plan check process prior to the issuance of any building permits for the project.

- a.iv.) The risk of landsliding at the project site is considered nil due to relatively level topography.
- b) Some grading and removal of existing vegetation will be needed to construct the project (fill in the gulley and new hanger construction), exposing bare soil to potential erosion. However, erosion control measures are routinely required as a condition of approval imposed by the City of Healdsburg with approval of grading permits.
- c.) Soils within the project area are predominately loams. According to the Sonoma County Soil Survey published by the USDA (1972), these soils have moderate to high shrink-swell potential. However, a Soils and Foundation report will be required for the project as part of building plans to be submitted to the City that will include specifications to ensure there is no substantial risk to life or property.

No mitigation measures are required due to use of standard building permit regulations pertaining to soil compaction and foundation design.

<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>					
<b>Impact Significance Criteria:</b> A significant impact would occur if the proposed project creates a potential health or safety hazard, or involves the use, production, or disposal of materials that pose a hazard to people or animal or plant populations in the project area, or interferes with emergency response plans or emergency evacuation plans.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d) Be located on a site which is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e) Be located within two miles of the Healdsburg Municipal Airport and result in any safety hazard or noise problem for persons using the airport or for persons residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
g) Be located in an area designated as having a high, extreme or severe fire hazard, or otherwise 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

**Discussion of Impacts**

- a-b) Currently the airport stores and dispense aviation fuel for aircraft. The existing systems meet state and local requirements. No changes to the system are recommended in the Master Plan. Tanker trucks will continue to supply the airport fuel farm by traveling on public roads. The increase in fuel demand will be proportional to the increase in aircraft operation, which is not considered significant. There will be no storage of other potentially hazardous materials on the site. During construction, the project would require the use of certain hazardous materials such as oils and combustible fuels. The amount of such materials stored would not be substantial, and normal operating practices and procedures include preventative and protective measures that would reduce the risk of spills or accidents to a less-than-significant level.
- c) The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances other than noted in response to question a., above, in such a way that it would have any impact to the nearest school, Foss Creek Elementary School, located a relatively short distance southeast of the project site.
- d) The project site is not located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, the project does not involve any hazardous waste site that would create a significant hazard to the public or the environment.

- e) This section is not applicable as it is the nearest airport within the City of Healdsburg.
- f) The Master Plan has several provisions to improve airport safety including a fire protection water system. Implementation of the various project would improve site safety. Therefore, the project would not adversely affect any emergency response and/or evacuation plans.
- g) The project site is located in an area that does not include substantial fuel such as natural woodlands or dry grass. It has vineyards as the main use surrounding the airport with large water reservoirs. The project site does not include, nor is located adjacent to, any areas designated as having a high, extreme or severe fire hazard. Therefore, exposure to the risk of wildland fires would be minimal.

No mitigation measures are required.

<b>VIII. HYDROLOGY AND WATER QUALITY</b>					
<b>Impact Significance Criteria:</b> A significant impact would occur where a project results in an increased exposure of persons or property to substantial flooding or erosion, or would result in adverse effects to surface or groundwater quality or quantity.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Violate any water quality standards, waste discharge requirements, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such as there would be a net deficit in aquifer volume or a lowering of the local groundwater table?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff, in a manner that would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
f) Place housing within a 100-year flood as mapped on a federal Flood Hazard Boundary, or otherwise expose people or structures to a significant risk of loss, injury or death involving flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8

**Discussion of Impacts**

- a) Water quality in California is regulated by the U.S. Environmental Protection Agency’s National Pollution Discharge Elimination System, which controls the discharge of pollutants to water bodies from point and non-point sources. Local oversight of water quality has been delegated to the Regional Water Quality Control Boards throughout California. For Sonoma County, the North Coast Regional Water Quality Control Board exercises jurisdiction over discharges into surface waters.

Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

It is not anticipated that implementation of the Master Plan projects, due to their nature, will have an adverse impact on surface or ground water quality. Most of the site is already paved and drainage will be directed to the existing drainage system. Implementation of the project could result in potential water quality impacts due to increases in non-point pollution (urban runoff containing oil, grease, heavy metals, pesticides, fertilizers, and herbicides) resulting from airport related development of the site, including from paved and irrigated landscaped areas and airplane use. The project would result in a minor increased impervious surfaces due to new paved areas and buildings/structures in which urban runoff as part of storm drainage from the site would be discharged into the existing drainage system.

This system has a natural bio-filter process in effect.

The airport uses a county-approved septic field system for the office uses. The Master Plan projects will not significantly affect this situation.

- b) The airport has wells to serve its needs. Airports only need water for the office and fire protection. They do not need significant amounts of water. The proposed project would not deplete any groundwater supplies.
- c) The project site is relatively level. The site does not possess well-defined or substantial watercourses. The existing drainage system will be used. The project would result in an

insignificant increase in impervious surfaces due to new paved areas, buildings; with runoff directed to the existing on-site storm drain system.

- e) None of the site is located in Zone A on the FEMA Flood Insurance Rate Map, which is defined as “Areas of 100-year flood; base flood elevations and flood hazard factors not determined.” Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving flooding.

No mitigation measures are required due to use of standard building permit regulations pertaining to soil compaction and drainage control.

<b>IX. LAND USE AND PLANNING</b>					
<b>Impact Significance Criteria:</b> Significant land use impacts would occur if the project would substantially conflict with established uses in the project area, disrupt or divide established land use configurations, or result in a conflict with any applicable land use plan or policy (including but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Substantially conflict with established uses in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Conflict with any applicable land use plan or policy (including but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 5

**Discussion of Impacts**

- a) All new development will be within existing airport property. Parking and hangar development will be within existing terminal areas to the west and east. It will not require or necessitate changes to existing surrounding land use, and would therefore not conflict with established uses in the project area.
- b) The project would not disrupt or divide established land use configurations.
- c) The project will not conflict with any applicable land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect.

No mitigation measures are required.

**X. NOISE**

**Impact Significance Criteria:** Noise impacts would be significant if implementation of a non-preempted project exposes residences or other noise-sensitive land uses to noise levels exceeding the standards set forth in Article 21 under Section 9 of the City Zoning Ordinance. Construction noise impacts would be significant if such noise levels exceed limits specified in Section 8 of the above referenced section of the Zoning Ordinance. A cumulative noise impact is considered significant if noise from the project substantially contributes to a condition where a normally acceptable noise level is exceeded.

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 7
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7

**Discussion of Impacts**

a) The existing and forecast noise levels were computer modeled using the most current version of the FAA’s Integrated Noise Model (INM) to determine areas of noise impact. [See pages 46-51 of the Master Plan]. This is a different standard than the City’s Noise Regulation Ordinance, but more appropriate to airport uses.

The study indicates that there will be an increase in noise levels as traffic at the airport increase from an average of 51.8 to 66.6 operations per day, but no significant adverse impacts are anticipated. The Federal Aviation Regulations Part 150 establishes a CNEL of 65 dBA as the maximum acceptable noise exposure for residential land uses. At the Healdsburg Municipal Airport the existing and future 65 CNEL contours are within the existing airport property. On that basis, noise is not considered a problem.

The Sonoma County Airport Land Use Plan uses the 60 CNEL as the threshold for residential land uses. Although portions of the 60 CNEL contour extend outside the airport property line, there are no residences within that contour. Some neighbors have reported being disturbed by over flights of aircraft and aviation activity in the area. This is on an occasional basis either due to pilots unfamiliar with the flight elevations and accepted pathways for the airport or due to weather conditions. However, none exceeds the annual average noise modeled as part of this study.

- b) The project does not propose any uses or activities that would generate ground-borne vibration. While some minor grading may be needed to construct the project, it would not generate any ground-borne vibration that would be perceptible to nearby residents.
- c) See discussion under a).
- d) There will be temporary short-term noise associated with construction activities that could affect adjacent homes adjacent to the project site. However, all construction activities are required to comply with the City’s temporary construction noise standards.

The following mitigation measure shall be incorporated as part of the project:

**Mitigation Measure:**

- 4. Construction activities shall follow the hours of operation limitations set forth in the City’s Noise Reduction Ordinance of 7:30 am to 6:00 pm Monday through Saturday and none on legal holidays.

<b>XII. POPULATION AND HOUSING</b>					
<b>Impact Significance Criteria:</b> Direct or indirect significant impacts could occur if the project induces substantial population growth or if substantial numbers of existing housing or people are displaced, necessitating the construction of replacement housing elsewhere.					
Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Discussion of Impacts**

- a) The airport improvements will not have a direct impact on population or housing demand. The increased number of aircraft is estimated to go from 63 to 82 by the year 2025. Moreover, development of the project site for the proposed use is consistent with the Healdsburg General Plan.
- b-c) The project would not involve the displacement of adjacent residential dwellings or necessitate the construction or replacement of dwellings elsewhere. Therefore, the project would not displace substantial numbers of existing housing or residents.

No mitigation measures are required.

**XII. PUBLIC SERVICES**

**Impact Significance Criteria:** A significant impact would occur if the project results in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities (in order to maintain acceptable service ratios, response times or other performance objectives), the construction of which could cause significant environmental impacts. A significant impact could also occur where the project results in an increase in the use of existing parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated.

Would the project involve adverse impacts associated with the following public services:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 3
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3

**Discussion of Impacts**

a)-e) The project site is not located in a high fire hazard area. The Master Plan calls for improved fire protection measures. Existing police facilities to serve the City were recently expanded and modernized and are considered adequate for the needs of the City for the foreseeable future, assuming the level of growth currently regulated by the City’s Growth Management Program. The airport will not impact the school district. The airport is considered a recreational resource, in addition to its economic and emergency assistance role. The project would not increase demand for other public facilities to the degree that new facilities would be needed.

No mitigation measures are required.

**XIII. TRANSPORTATION/TRAFFIC**

**Impact Significance Criteria:** A significant impact would result if operation for any single traffic movement dropped to LOS E or F or if operation of an intersection as a whole fell below LOS D. For short, dead end streets, an increase in volumes of 500 vehicles per day would be considered significant. For longer streets, an increase in traffic volumes above 2,000 vehicles per day would be considered significant. A significant impact would also occur if there is inadequate emergency access or inadequate parking capacity.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible equipment (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
e) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Discussion of Impacts**

- a-b) The average daily vehicle trips to the airport is expected to increase from 315 to 410 trips per day. All access is via Lytton Springs Road. The activity is spread throughout the day and is within the capacity of the existing road system. No significant impacts are anticipated.
- c) The project does not involve any new roads or driveways with potential hazardous design features, or involve any type of incompatible equipment.
- d) The airport has adequate emergency vehicle access. The Master Plan projects will airport safety within the field itself.
- e) The airport has ample parking for its foreseeable needs.

No mitigation measures are required.

**XIV. UTILITIES AND SERVICE SYSTEMS**

**Impact Significance Criteria:** A significant impact would occur where utilities (i.e., water supply, fire flow, sewer capacity, electricity) are inadequate or unavailable to serve the proposed project unless needed improvements are implemented prior to or in conjunction with the project.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact	Reference(s)
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7
d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
e) Result in inadequate wastewater treatment capacity to serve the project's projected demand in addition to existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
g) Conflict with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**Discussion of Impacts**

a&b) The Airport uses an on-site septic system. It will not affect the city wastewater treatment plant.

c) The airport improvements will not require new drainage improvements.

d) The site uses existing wells and will not require new wells.

e) See discussion under a).

f) Solid waste from Healdsburg is currently transferred first to the North County Transfer Station, and thence transported to landfill sites located outside the County where adequate capacity exists. Therefore, existing and planned solid waste disposal facilities will adequately serve this project.

- g) Compliance with regulations related to the disposal of any solid waste generated by project construction will be the responsibility of the construction contractor.

No mitigation measures are required.

<b>XV. MANDATORY FINDINGS OF SIGNIFICANCE</b>		
	Yes	No
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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) As discussed in Section IV, the project will not reduce the habitat of a fish or wildlife species. No federal- or state-listed rare or endangered plant or animal species have been found on the site. No historic or archaeological resources will be impacted. The assessment on noise indicates that no adverse impacts will occur with project development.
- b) No other projects are proposed in the project site vicinity on either Dry Creek Road or Lytton Springs Road that would cumulatively impact traffic conditions in the City of Healdsburg or the Sonoma County road system. The study's traffic analysis concluded that with the addition of project trips to existing volumes, no significant traffic impacts will occur. However, because the project is consistent with the General Plan wherein development has been planned for and cumulative impacts and their mitigations have already been addressed, no further analysis is required (see CEQA Guidelines 15130, as amended).
- c) Development of the project could have indirect impacts on some area-wide residents, workers and visitors due to an increase in traffic. However, as discussed in Section XIII, these effects will not be significant.

## REFERENCES

1. City of Healdsburg, *Healdsburg General Plan Policy Document*, adopted August 3, 1987, with text revisions adopted through October 4, 2004.
2. City of Healdsburg, *Healdsburg General Plan Background Report*, June 1990, as amended
3. City of Healdsburg, *General Plan Assessment Report (Final EIR)*, prepared by J. Laurence Mintier & Associates, July 1987.
4. City of Healdsburg Municipal Code, as amended
5. City of Healdsburg Zoning Ordinance, as amended
6. City of Healdsburg Public Works Department, *Engineering Standard Plans and Specifications Manual*, as adopted
7. Wadell Engineering Corporation, *Healdsburg Municipal Airport Plan 2025*, March 2006.
8. U.S. Federal Emergency Management Agency, *Flood Insurance Rate Map*.
9. Economic & Planning Systems, Inc., *City of Healdsburg Municipal Service Review*, Prepared for the Sonoma County Local Agency Formation Commission, February 2006.