



SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY  
**STAFF REPORT**

Item No.  
**14**

Meeting Date: **MARCH 3, 2011**

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**Subject:**

**Adopt a Negative Declaration to Construct and Operate a Central Receiving and Distribution Center at San Diego International Airport**

**Recommendation:**

Adopt Resolution No. 2011-0030, adopting a Negative Declaration prepared in accordance with the California Environmental Quality Act (CEQA) to construct and operate a central receiving and distribution center (Proposed Project) at San Diego International Airport (SDIA).

**Background/Justification:**

**Environmental Review**

The San Diego County Regional Airport Authority (Airport Authority) is the lead agency and the Board of the Airport Authority (Board) is the decision-making body with authority to consider and adopt a Negative Declaration for the Proposed Project. In accordance with CEQA, the Board shall adopt the Negative Declaration only if it finds, on the basis of the whole record before it (including the initial study and comments received), that there is no substantial evidence that the Proposed Project will have a significant effect on the environment and that the Negative Declaration reflects the lead agency's independent judgment and analysis.

**Description of the Proposed Project**

The purpose of the Proposed Project is to provide a central receiving and distribution center (CRDC) facility for the efficient consolidated receiving and distribution of incoming deliveries and products at the airport. The need for a CRDC is based on (a) the closure of the loading dock facilities formerly at the west end of Terminal 2 West due to the Green Build 10-gate terminal expansion; (b) the need to expand the number of receiving loading docks due to increased delivery volume anticipated from the upcoming Concession Development Program which will increase both the number of stores and concessionaires needing deliveries; and (c) the need to accommodate potential future security screening requirements of incoming products into terminals at airports. Existing truck deliveries use North Harbor Drive to deliver products to the terminals. The proposed CRDC on the north side of the airport will replace existing vehicle trips using North Harbor Drive with consolidated truck deliveries via a third party operator that will use the airfield perimeter road to deliver to the secure side of the terminals.

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The CRDC must be operational by December 1, 2012, in conjunction with the launch of the Concession Development Program. A Request for Proposals has been issued for a developer to design, build and finance the CRDC. Staff anticipates seeking authorization at the Board's June 2011 meeting for the Authority to lease the project site to the selected firm (site lease) and to execute an installment purchase agreement with the selected firm once the CRDC is complete.

Further, the Proposed Project has independent utility from other future airport projects identified in the San Diego International Airport Master Plan - Northside Improvements area. Some of the characteristics of the Proposed Project include:

- **Independent Timeline:** The CRDC has a separate and independent timing requirement to be operational by December 1, 2012. The CRDC will organize a presently unmanaged set of deliveries that occur at the terminal curbside to a managed and scheduled system at one facility. The other proposed airport uses in the Northside Improvements area are not proposed to be constructed and operational until 2015 or later.
- **Designated Airport Support Use:** The CRDC is proposed on airport property designated for Airport Support uses between the Airport Traffic Control Tower, the Fuel Farm and the Aircraft Rescue and Fire Fighting facility. The CRDC is proposed within the existing fenced perimeter intrusion detection system and not proposed on the former General Dynamics that is contemplated as part of the future Northside Improvements area.
- **Existing Circulation and Utilities Sufficient:** Ground access circulation to the CRDC will use the existing Washington Avenue/Pacific Highway intersection with no intersection improvements required. The CRDC will connect to existing utilities that serve the adjacent Airport Support facilities. No major upgrades to the dry and wet utilities are required to connect to the CRDC.

### **Negative Declaration Review**

The Airport Authority is the lead agency in accordance with CEQA. The Airport Authority prepared an Initial Study and Environmental Checklist (collectively, "IS") to evaluate the potential environmental impacts of the Proposed Project in accordance with CEQA and its implementing Guidelines. The IS prepared to evaluate the potential environmental impacts of the Proposed Project showed that there is no substantial evidence, in light of the whole record, that the Proposed Project may have a significant effect on the environment. The Airport Authority has prepared and proposes to adopt a Negative Declaration for the Proposed Project.

As the lead agency, the Airport Authority has provided a notice of intent to adopt a Negative Declaration to the public, responsible agencies, trustee agencies, and the County clerk. The Airport Authority has mailed a notice of intent to adopt a Negative Declaration to all organizations and individuals who have previously requested such notice in writing. The Airport Authority has published the notice of intent to adopt a Negative Declaration in the San Diego Union-Tribune and San Diego Daily Transcript to allow public review. The Airport Authority posted a notice of intent to adopt a Negative Declaration on-site in the area where the Proposed Project is to be located and supporting documents are on file with and may be reviewed during business hours in the Office of the Clerk and are available on the Airport Authority website at the Environmental Review/CEQA webpage.

### **Responses to Comments Received on Negative Declaration**

The Negative Declaration was available electronically and circulated for public review and comment for a period of more than 30 days from November 23, 2010 through December 30, 2010.

Eight (8) comment letters were received in response to the Negative Declaration from:

1. Department of Navy – Commander Navy Region Southwest
2. State of California Coastal Commission – San Diego Area
3. State of California – Division of Aeronautics
4. State of California – Department of Toxic Substances Control
5. City of San Diego – Solid Waste Local Enforcement Agency
6. City of San Diego – Public Utilities Department - Water and Sewer Development Section
7. City of San Diego – Development Services
8. San Diego County Archaeological Society

Copies of the comment letters are included in the final Negative Declaration along with the responses to comments in accordance with CEQA.

### **Adoption of Negative Declaration**

Prior to approval of the Proposed Project, the Negative Declaration for the CRDC must be adopted by the Board as the decision making body of the lead agency in accordance with state law. An IS and Negative Declaration have been prepared and completed in accordance with CEQA. On the basis of the whole record, there is no substantial evidence that the Proposed Project may have a significant effect on the environment. The final Negative Declaration is available on the Airport Authority website at the Environmental Review/CEQA webpage.

### **Fiscal Impact:**

There are negligible costs associated with the preparation of the Negative Declaration that are included in the operating budget.

**Environmental Review:**

- A. This Board action is for a Proposed Project that as initially identified, could have potentially significant environmental impacts. An initial study and Negative Declaration were prepared, available electronically, and circulated for public review and comment in accordance with CEQA. All potentially significant environmental impacts were analyzed and a determination was made that there is no substantial evidence, in light of the whole record, that the proposed Project may have a significant effect on the environment.
- B. California Coastal Act Review: This Board action is related to the Proposed Project that will require issuance of a coastal development permit from the Coastal Commission as cited in the Comment letter from the California Coastal Commission dated December 3, 2010. An application for a coastal development permit will be submitted to the California Coastal Commission; review and consideration of the coastal development permit is anticipated at a 2011 California Coastal Commission meeting.

**Equal Opportunity Program:**

Not applicable.

**Prepared by:**

ANGELA SHAFER-PAYNE  
VICE PRESIDENT, PLANNING AND OPERATIONS

RESOLUTION NO. 2011-0030

A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY ADOPTING A NEGATIVE  
DECLARATION TO CONSTRUCT AND OPERATE A  
CENTRAL RECEIVING AND DISTRIBUTION  
CENTER AT SAN DIEGO INTERNATIONAL  
AIRPORT

WHEREAS, the San Diego County Regional Airport Authority ("Airport Authority") is the lead agency proposing to construct and operate a central receiving and distribution center ("Proposed Project") at San Diego International Airport ("SDIA"); and

WHEREAS, the Board is the decision-making body of the Airport Authority; and

WHEREAS, the purpose of the Proposed Project is to provide an efficient storage and distribution center for incoming deliveries of products at the airport; and

WHEREAS, the need for a central receiving and distribution center is based on (a) the closure of the existing loading dock facilities at Terminal 2 West for the 10-gate terminal expansion; (b) the operation of multiple concessions in both the secure and non-secure passenger terminal areas; and (c) the potential implementation of future security screening requirements of incoming products at airports; and

WHEREAS, the Proposed Project has independent utility from other future airport projects identified in the San Diego International Airport Master Plan – Northside Improvements area; and

WHEREAS, the Proposed Project has a timeline that is separate and independent from Northside Improvements, requiring the Proposed Project be operational by December 1, 2012 where Northside Improvements are not proposed to be constructed until 2015 or later; and

WHEREAS, the Proposed Project will organize a presently unmanaged set of deliveries that occur at the terminal curbside to a managed and scheduled system at one facility; and

WHEREAS, the Proposed Project will be located on airport property designated for Airport Support uses between the Airport Traffic Control Tower, the Fuel Farm and the Air Rescue Fire Fighting facility; and

WHEREAS, the Proposed Project will be located within the existing fenced perimeter intrusion detection system and not proposed on the former General Dynamics that is contemplated as part of the future Northside Improvements area; and

WHEREAS, existing utilities are sufficient to support the Proposed Project and no major upgrades to dry or wet utilities are required; and

WHEREAS, ground access circulation to the Proposed Project will use the existing Washington Avenue/Pacific Highway intersection with no intersection improvements required; and

WHEREAS, as the lead agency, the Airport Authority prepared an initial study and environmental checklist (collectively, "IS") to evaluate the potential environmental impacts of the Proposed Project in accordance with the requirements of the California Environmental Quality Act, Cal. Pub. Res. Code §§21000, *et seq.* ("CEQA"), and its implementing Guidelines, 14 Cal. Code Regs. §15000, *et seq.* ("CEQA Guidelines"); and

WHEREAS, the IS prepared to evaluate the potential environmental impacts of the Proposed Project showed that there is no substantial evidence, in light of the whole record, that the Proposed Project may have a significant effect on the environment; and

WHEREAS, based on the IS and consistent with the CEQA and the CEQA Guidelines, including Cal. Pub. Res. Code § 21064.5 and CEQA Guidelines §§15070-15075, and the Airport Authority's own CEQA Procedures, a proposed Negative Declaration was prepared to document the reasons in support of the finding that the Proposed Project would not have a significant effect on the environment; and

WHEREAS, the Airport Authority provided notice of its intent to prepare a Negative Declaration for the Proposed Project (Pub. Res. Code §21092; 14 Cal. Code Regs. §15072) and provided a public review for the proposed negative declaration for period of more than thirty (30 days) from November 23, 2010, through December 30, 2010, including notification to the State Clearinghouse, consistent with CEQA Guidelines §15082; and

WHEREAS, the Airport Authority received eight (8) written comment letters on the Negative Declaration and responded to the comment letters in a final Negative Declaration; and

WHEREAS, in accordance with §§15071 and 15072 of the CEQA Guidelines, the Negative Declaration consists of the following:

- (1) The Negative Declaration and all appendices thereto, which includes, but is not limited to, the following information: a description of the Proposed Project, the project's location, the name of the project proponent, and a proposed finding that the Proposed Project will not result in any significant environmental impacts;
- (2) The staff report to the Airport Authority, regarding the adoption of the Negative Declaration, and approval of the Proposed Project;
- (3) Airport Authority Resolutions relating to the Negative Declaration adoption and approval of the Proposed Project; and
- (4) All attachments and documents incorporated by reference in items (1) through (4), above; and

WHEREAS, the Airport Authority provided notice of intent to adopt a Negative Declaration to the public, responsible agencies, trustee agencies, and the County clerk; mailed a notice of intent to adopt a Negative Declaration to all organizations and individuals who have previously requested such notice in writing; published the notice of intent to adopt a Negative Declaration in the *San Diego Union-Tribune* and *San Diego Daily Transcript*; and posted a notice of intent to adopt a Negative Declaration onsite in the area where the Proposed Project is to be located and supporting documents are on file with and may be reviewed during business hours in the Office of the Clerk and are available on the Airport Authority website at the Environmental Review/CEQA webpage; and

WHEREAS, the Board of the Airport Authority held a duly noticed public meeting on March 3, 2011, to receive and consider public testimony with respect to the Proposed Project and the completeness and adequacy of the IS and the proposed Negative Declaration for the Proposed Project; and

WHEREAS, the Board has reviewed all of the CEQA documentation for the Proposed Project, including staff's analysis of the environmental effects of the Proposed Project, and all public comments (written and oral) pertaining thereto, and using its independent judgment and analysis has determined that, on the basis of the whole record before it, there is no substantial evidence in support of a fair argument that the Proposed Project may have a significant impact on the environment; and

WHEREAS, the decision-making body of the lead agency may adopt the Negative Declaration only if it finds on the basis of the whole record before it (including the Initial Study and comments received), that there is no substantial evidence in support of a fair argument that the Proposed Project will have a significant impact on the environment and that the Negative Declaration reflects the lead agency's independent judgment and analysis.

NOW, THEREFORE, BE IT RESOLVED that the Board, acting as the decision-making body of the Airport Authority, the lead agency for the Proposed Project, finds that:

1. the Initial Study and the Negative Declaration have been prepared and completed in compliance with CEQA; and
2. it has reviewed and considered all documentation comprising the Negative Declaration for the Proposed Project; and
3. on the basis of the whole record before it, including the Initial Study and all comments received, there is no substantial evidence that the Proposed Project may have a significant effect on the environment; and
4. the Negative Declaration reflects the Board's independent judgment and analysis; and
5. the Negative Declaration is complete, adequate, and fully complies with all requirements of CEQA, the State CEQA Guidelines and the Airport Authority's CEQA Procedures and
6. no substantial evidence has been presented which would call into question the facts and conclusions in the Initial Study and the Negative Declaration or require that the Initial Study and/or the Negative Declaration evidence be re-examined; and
7. significant new information has not been added to the Initial Study and Negative Declaration since circulation of the draft Initial Study and Negative Declaration such that recirculation for additional public review is necessary; and
8. the Negative Declaration has not been "substantially revised" since circulation such that recirculation for addition public review is necessary pursuant to CEQA Guidelines §15073.5(a) and that no new, avoidable significant effect has been identified that requires the addition of mitigation measures or project revisions in order to reduce that effect to a level of insignificance; and

9. any comments received on the Negative Declaration do not constitute substantial evidence to support a finding of significant impact; and

BE IT FURTHER RESOLVED that the Board hereby ADOPTS the Negative Declaration (Attachment A) for the construction and operation of a central receiving and distribution center at San Diego International Airport, and FINDS that the Negative Declaration serves as adequate, complete and appropriate environmental documentation for the Proposed Project and fully complies with the requirements of CEQA, the CEQA Guidelines, and the Airport Authority's CEQA Procedures.

BE IT FURTHER RESOLVED that the Negative Declaration has been, and will continue to be, on file at the Airport Authority offices located at 3225 North Harbor Drive, 3<sup>rd</sup> Floor, San Diego, California; and

BE IT FURTHER RESOLVED that the Board DIRECTS staff to submit an application for a coastal development permit to the California Coastal Commission consistent with the California Coastal Act.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 3rd day of March, 2011, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

\_\_\_\_\_  
TONY R. RUSSELL  
DIRECTOR, CORPORATE SERVICES/  
AUTHORITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
BRETON K. LOBNER  
GENERAL COUNSEL

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**FINAL  
NEGATIVE DECLARATION  
SDCRAA #ND-10-01**

**CENTRAL RECEIVING AND DISTRIBUTION CENTER  
SAN DIEGO INTERNATIONAL AIRPORT  
SAN DIEGO, CALIFORNIA**



**San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, California 92138-2766  
[www.san.org](http://www.san.org)**

**FEBRUARY 2011**

**FINAL  
NEGATIVE DECLARATION**

**CENTRAL RECEIVING AND DISTRIBUTION CENTER  
San Diego International Airport  
San Diego, California**

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**Attachments**

- A. Initial Study
- B. Environmental Checklist and Evaluation of Environmental Impacts
- C. Figures
- D. Traffic Analysis Memo
- E. Comments Received and Responses To Comments



**San Diego County Regional Airport Authority**

Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776

Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101

[www.san.org](http://www.san.org)

## **NEGATIVE DECLARATION**

### **I. SUMMARY**

**NAME OF PROJECT:** Central Receiving and Distribution Center at San Diego International Airport (SDIA)

**PROJECT PROPONENT:** San Diego County Regional Airport Authority

**PROJECT LOCATION:** San Diego International Airport, San Diego, San Diego County

### **II. PROJECT DESCRIPTION**

**Purpose and Need:** The purpose for a Central Receiving and Distribution Center (CRDC) is to provide an efficient storage and distribution center for incoming deliveries of products at the airport. The need for a CRDC is based on a) the closure of the existing loading dock facilities at Terminal 2 West for the 10-gate terminal expansion; b) multiple concessions in both the secure and non-secure passenger terminal areas; and c) potential future security screening requirements of incoming products at airports. Existing truck deliveries use public streets (primarily North Harbor Drive) to deliver products to the terminals on the south side of the airport. The proposed CRDC on the north side will replace existing vehicle trips using North Harbor Drive with consolidated truck deliveries that will use the secure airfield perimeter road to deliver to the secure side of the terminals.

**Project Description:** The CRDC is proposed on the north side of the airport near other Airport Support uses including the air traffic control tower, fuel farm, and air rescue fire fighting facility with primary access from Pacific Highway and Washington Street. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height will not exceed 30 feet. The warehouse will include a non-secure delivery area, a security screening area, dry/cold/freezer storage, and a secure loading dock. The warehouse will also include offices and areas to accommodate future security screening facilities and requirements. An estimated 50 to 70 truck deliveries will be made to the CRDC daily with an estimated daily volume of 15,000 cubic feet per day. Products will be unloaded, screened and consolidated into delivery trucks that will use the vehicle service road on the airfield to distribute to the terminals, primarily in the early morning between 3:00-7:00 am.

**Consistency with Airport Master Plan:** As identified in the adopted San Diego International Airport Master Plan and related Final Programmatic Environmental Impact

Report (May 2008), Airport Support uses were proposed on the north side of the airport for airport maintenance and storage facilities. The CRDC will consolidate deliveries made to the airport terminals in a single warehouse with the potential for security screening. This airport use was analyzed at a programmatic level and the CRDC project is deemed consistent with the Airport Support uses depicted in the Airport Land Use Plan for San Diego International Airport (Final EIR, Figure 2.2). The existing vehicle trips generated by delivery trucks will be reduced or eliminated from North Harbor Drive to access the airport terminals. Future vehicle deliveries would be made to the CRDC on the north side and distributed via a consolidated delivery truck using the secure airfield perimeter road to deliver to the secure side of the terminals.

### **III. ENVIRONMENTAL REVIEW AND DETERMINATION**

- The San Diego County Regional Airport Authority is the Lead Agency in accordance with the California Environmental Quality Act (CEQA). The San Diego County Regional Airport Authority prepared an Initial Study and Environmental Checklist to evaluate the potential environmental impacts of the proposed project. The Initial Study is included as Attachment A and the Environmental Checklist is included as Attachment B.
- On the basis of the Initial Study and the Environmental Checklist, the Airport Authority finds that the proposed project WILL NOT have a significant effect on the environment.
- The San Diego County Regional Airport Authority proposes to adopt the Negative Declaration for the proposed project, pursuant to State CEQA Guidelines (Title 14 – California Code of Regulations) regarding the implementation of the California Environmental Quality Act (Public Resources Code - Section 21000 et seq.).

### **IV. PUBLIC REVIEW OF NEGATIVE DECLARATION**

- As the lead agency, the San Diego County Regional Airport Authority has provided notice of intent to adopt a Negative Declaration to the public, responsible agencies, trustee agencies, and the county clerk prior to adoption of the Negative Declaration.
- The San Diego County Regional Airport Authority has mailed a notice of intent to adopt a Negative Declaration to all organizations and individuals who have previously requested such notice in writing.
- The San Diego County Regional Airport Authority has given notice of intent to adopt a Negative Declaration to allow public review by publication in the San Diego Union-Tribune, and in other newspapers of general and local community circulation.
- The San Diego County Regional Airport Authority has posted a notice of intent to adopt a Negative Declaration on- and off-site in the area where the project is to be located.
- The Negative Declaration and supporting documents are on file with and may be reviewed during business hours in the Office of the Clerk, San Diego County Regional Airport Authority, 3225 North Harbor Drive, San Diego, CA 92101.

## **V. RESULTS OF PUBLIC REVIEW**

- No comments were received during the public review period.
- Comments were received, but did not address the proposed Negative Declaration findings or the accuracy/completeness of the Initial Study and/or Environmental Checklist. No response is necessary. The comments are included in the attachments.
- Comments addressing the proposed findings of the Negative Declaration and/or accuracy or completeness of the Initial Study and/or Environmental Checklist were received during the public review period. The comments and responses to these comments are included in the attachments.

## **VI. CONTACT INFORMATION**

The Negative Declaration and supporting documents are on file with and may be reviewed during business hours in the Office of the Clerk, San Diego County Regional Airport Authority, 3225 North Harbor Drive, San Diego, CA 92101.

Prepared by the Airport Planning Department:

Mr. Ted Anasis, AICP - Manager – Airport Planning Department; (619) 400-2478

Ms. Lynda Tamura – Staff Assistant – Airport Planning Department

**NEGATIVE DECLARATION**

**CENTRAL RECEIVING AND DISTRIBUTION CENTER  
San Diego International Airport  
San Diego, California**

**ATTACHMENT A**

**Initial Study**



**San Diego County Regional Airport Authority**

Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776

Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101

[www.san.org](http://www.san.org)

**INITIAL STUDY**

1. Project title: Central Receiving and Distribution Center at San Diego International Airport (SDIA)

2. Lead agency name and address:

San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

3. Contact person and phone number: Ted Anasis, AICP – Manager, Airport Planning, (619) 400-2478

4. Project location: San Diego International Airport, City of San Diego

5. Project sponsor's name and address:

San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

6. General plan designation: International Airport      7. Zoning: International Airport

8. Description of project:

**Purpose and Need:** The purpose for a Central Receiving and Distribution Center (CRDC) is to provide an efficient storage and distribution center for incoming deliveries of products at the airport. The need for a CRDC is based on a) the closure of the existing loading dock facilities at Terminal 2 West for the 10-gate terminal expansion; b) multiple concessions in both the secure and non-secure passenger terminal areas; and c) potential future security screening requirements of incoming products at airports. Existing truck deliveries use public streets (primarily North Harbor Drive) to deliver products to the terminals on the south side of the airport. The proposed CRDC on the north side will replace existing vehicle trips using North Harbor Drive with consolidated truck deliveries that will use the secure airfield perimeter road to deliver to the secure side of the terminals.

**Project Description:** The CRDC is proposed on the north side of the airport near other Airport Support uses including the air traffic control tower, fuel farm and air rescue fire fighting facility with primary access from Pacific Highway and Washington Street. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height will not exceed 30 feet. The warehouse will include a non-secure delivery area, a security screening area, dry/cold/freezer storage, and a secure loading dock. The warehouse will also include offices and areas to accommodate future security screening facilities and requirements. An estimated 50 to 70 truck deliveries will be made to the CRDC daily with an estimated daily volume of 15,000 cubic feet per day. Products will be unloaded, screened and consolidated into delivery trucks that will use the vehicle service road on the airfield to distribute to the terminals, primarily in the early morning between 3:00-7:00 am.

**Consistency with Airport Master Plan:** As identified in the adopted San Diego International Airport Master Plan and related Final Programmatic Environmental Impact Report (May 2008), Airport Support uses were proposed on the north side of the airport for airport maintenance and storage facilities. The CRDC will consolidate deliveries made to the airport terminals in a single warehouse with the potential for security screening. This airport use was analyzed at a programmatic level and the CRDC project is deemed consistent with the Airport Support uses depicted in the Airport Land Use Plan for San Diego International Airport (Final EIR, Figure 2.2). The existing vehicle trips generated by delivery trucks will be reduced or eliminated from North Harbor Drive to access the airport terminals. Future vehicle deliveries would be made to the CRDC on the north side and distributed via a consolidated delivery truck using the secure airfield perimeter road to deliver to the secure side of the terminals.

9. **Surrounding land uses and setting:** The proposed project is located on the north side of San Diego International Airport and the entire site and adjacent areas are developed with airport uses including the air traffic control tower, fuel farm and air rescue firefighting facility. Further to the north is Pacific Highway and to the west is the U.S. Marine Corps Recruit Depot.

10. **Other public agencies whose approval is required:**

California Coastal Commission – Coastal Development Permit

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the environmental checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality              |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology / Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use / Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |   |

**DETERMINATION: On the basis of this initial evaluation:**

- 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.



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Signature

2/23/2011

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Date

Ted Anasis, AICP – Manager, Airport Planning  
Airport Planning Department  
San Diego County Regional Airport Authority

**NEGATIVE DECLARATION**

**CENTRAL RECEIVING AND DISTRIBUTION CENTER  
San Diego International Airport  
San Diego, California**

**ATTACHMENT B**

**Environmental Checklist  
and  
Evaluation of Environmental Impacts**

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# Environmental Checklist and Impact Analysis

- 1 Project Title:** Central Receiving and Distribution Center (CRDC) – San Diego International Airport
- 2 Lead Agency Name and Address:** San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776
- 3 Contact Person and Phone Number:** Ted Anasis, AICP  
619-400-2478
- 4 Project Location:** San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA
- 5 Project Sponsor's Name and Address:** San Diego County Regional Airport Authority (SDCRAA)  
P.O. Box 82776  
San Diego, CA 92138-2776
- 6 General Plan Designation:** Institutional & Public and Semi-Public Facilities; Industrial Employment (*per the City of San Diego General Plan; however, the SDCRAA is a local entity of regional government responsible for land use determinations at the airport*)
- 7 Zoning:** International Airport
- 8 Description of Project:** The Central Receiving and Distribution Center (CRDC) will provide an efficient storage and distribution center for incoming deliveries of products at the airport. The need for a CRDC is based on a) the closure of the existing loading dock facilities at Terminal 2 West for the 10-gate terminal expansion; b) multiple concessions in both the secure and non-secure passenger terminal areas; and c) potential future security screening requirements of incoming products at airports. Existing truck deliveries use public streets (primarily North Harbor Drive) to deliver products to the terminals on the south side of the airport. The proposed CRDC on the north side will replace existing vehicle trips using North Harbor Drive with consolidated truck deliveries that will use the secure airfield perimeter road to deliver to the secure side of the terminals.
- The CRDC is proposed on the north side of the airport near other Airport Support uses including the air traffic control tower, fuel farm and air rescue fire fighting facility with primary access from Pacific Highway and Washington Street. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height will not exceed 30 feet. The warehouse will include a non-secure delivery area, a security screening area, dry/cold/freezer storage, and a secure loading dock. The warehouse will also include offices and areas to accommodate future security screening facilities and requirements. An estimated 50 to 70 truck deliveries will be made to the CRDC daily with an estimated daily volume of 15,000 cubic feet per day. Products will

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be unloaded, screened and consolidated into delivery trucks that will use the vehicle service road on the airfield to distribute to the terminals, primarily in the early morning between 3:00-7:00 am.

Reference: San Diego International Airport Master Plan and Final Environmental Impact Report, May 2008. Available at [www.san.org](http://www.san.org).

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### Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources            | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems       | <input type="checkbox"/> Mandatory Findings of Significance |   |

### Determination:

On the basis of this initial evaluation:

- 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 to 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

  
\_\_\_\_\_  
Signature

February 23, 2011  
\_\_\_\_\_  
Date

Ted Anasis, AICP  
\_\_\_\_\_  
Printed Name

San Diego County Regional Airport Authority  
\_\_\_\_\_  
For

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## Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where earlier analyses are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the environmental effects of a project in whatever format is selected.
9. The explanation of each issue should identify:
  - (a) The significance criteria or threshold, if any, used to evaluate each question
  - (b) The mitigation measure identified, if any, to reduce the impact to a less-than-significant level

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS. Would the project:</b>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.13, *Aesthetics*, of the AMP FEIR addresses potential impacts to aesthetic resources from implementation of the AMP. That section cross-references Section 5.12, *Light Emissions*, of the AMP FEIR relative to light and glare impacts. The following evaluates the extent to which those analyses apply to the Proposed Project.

**a. Would the project have a substantial adverse effect on a scenic vista?**

**No Impact.** The CRDC would be located on the north side of San Diego International Airport in a developed area designated for airport support uses with existing airport uses including the air traffic control tower, airport fire fighting and rescue station and airport fuel farm. The height of the CRDC would not exceed 30 feet and would not have an adverse effect on any views to coastal resources or scenic vistas.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?**

**No Impact.** The project site is occupied by airport uses, and is devoid of any notable trees, rock outcroppings, or other such scenic resources. The CRDC would be located on the north side of San Diego International Airport in a developed area designated for airport support uses with existing airport uses including the air traffic control tower, airport fire fighting and rescue station and airport fuel farm. The proposed CRDC would not significantly alter the nature and character of existing views.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

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**No Impact.** The CRDC would be located on the north side of San Diego International Airport in a developed area designated for airport support uses with existing airport uses including the air traffic control tower, airport fire fighting and rescue station and airport fuel farm. The proposed CRDC would not degrade the existing visual character or quality of the site and its surroundings.

**d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** As cross-referenced in Section 5.13 of the AMP FEIR, Section 5.12, *Light Emissions*, addresses potential lighting and glare impacts associated with development at SDIA. The AMP FEIR analysis of impacts associated with new development, such as that associated with the Airport Implementation Plan, indicates light and glare associated with the SDIA project site is presently generated by buildings and exterior sources to protect and secure people, property and the air transportation system. Implementation of the proposed CRDC is an Airport Support use, as addressed within the AMP FEIR, that would include a warehouse and vehicle circulation on the existing airport roads. Increased building and exterior sources would result in greater amounts of light emanating from interior and exterior sources. The AMP FEIR analysis is applicable to the Proposed Project, and adequately addresses potential light and glare impacts. Additionally, inclusion of the following measures from the AMP FEIR as components of the Proposed Project would reduce impacts to a less than significant level.

- The light fixtures specified for the project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.
- Exterior lighting shall be designed and located as to avoid intrusive effect on runway operations, so as not to result in an air safety hazard. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses.

Relative to construction-related impacts, page 5.12-3 of the AMP FEIR indicates that construction activities could create light or glare impacts during both daylight and non-daylight hours if safety and security lights were not positioned correctly. With the following measure as a component of the Proposed Project during construction, those impacts would be reduced to a less than significant level.

- During construction activities, the construction contractor shall ensure that temporary construction-related lighting shall be arranged so that direct rays would not shine on or produce glare for adjacent street traffic, or community, biological or scientific resources.

The impacts analysis concludes on page 5.12-4 of the AMP FEIR that, because the AMP project includes improvements (i.e., features and measures incorporated into the project to reduce environmental impacts) to ameliorate the effects of light and glare from additional illumination at SDIA resulting from the Proposed Project and from construction, there would be a less than significant impact due to light emissions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURAL RESOURCES.</b> In determining whether impacts on 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. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with 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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.21, *Effects Not Found to be Significant*, of the AMP FEIR, specifically page 5.21-2, provides a discussion regarding agricultural land. The following summarizes the basis for such a conclusion that new development at SDIA would not affect agricultural resources.

**a. Would the project 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?**

**No Impact.** SDIA is underlain by artificial fill and bay deposits, neither of which is identified in the Soil Candidate Listing for prime farmland and farmland of statewide importance by the United States Department of Agriculture. Further, SDIA is designated as 'Urban Land' and 'Made Land' by the United States Department of Agriculture. Urban Land is land that is primarily covered by buildings, streets, and sidewalks, and, hence, it is unavailable for agricultural activity. Made Land consists of smooth, level areas that have been filled with excavated and transported soil material, paving material, and soil material dredged from lagoons, bays, and harbors, which is also unavailable for agricultural activity. As such, implementation of the Proposed Project would have no impact on farmland.

**b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** No agricultural resources or operations exist within the project limits or adjacent areas. The project site is not zoned for agricultural use but is designated for airport uses; and no Williamson Act contracts apply to the project site.

**c. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use?**

**No Impact.** No agricultural resources or operations exist within the project limits or adjacent areas.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>iii. AIR QUALITY.</b> When 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:				
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 a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.5, *Air Quality*, of the AMP FEIR addresses potential impacts to air quality from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

**a. Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less Than Significant Impact.** As described in greater detail below, the analysis and conclusions of the AMP FEIR relative to air quality impacts related to operational emissions are considered to be applicable to, and adequate for, the improvements included in the Proposed Project. As also described below, implementation of the Proposed Project is not expected to substantially increase the amounts of construction-related emissions addressed in the AMP FEIR. This is due to the fact that

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implementation of the currently proposed improvements in the northern portion of the airport is anticipated to occur sometime after the peak construction period assumed in the AMP FEIR. As such, no additional air quality impacts are anticipated.

Operational Emissions: The AMP FEIR includes a delineation of the federal, state, and local regulatory framework applicable to the AMP including the Airport Land Use Plan. The AMP FEIR indicates that implementation of the Airport Land Use Plan, which includes the types of uses included in the Proposed Project, would result in exceedance of the threshold of significance for emission loads of oxides of nitrogen (NO<sub>x</sub>) in 2030 compared to the No Project Alternative. As indicated in Sections 5.5.6.5 and 5.5.6.6 of the AMP FEIR, implementation of either the Airport Land Use Plan or the No Project Alternative would each exceed the thresholds of significance for concentrations of NO<sub>2</sub>, Particulate Matter of a size 10 microns or less in diameter (PM<sub>10</sub>), and Particulate Matter of a size 2.5 microns or less in diameter (PM<sub>2.5</sub>). All of the exceedances are attributable primarily to emissions from aircraft operations, which for the most part are not within the control of SDCRAA, and from the associated ground service equipment (GSE) operations.

Implementation of the Proposed Project, which includes certain improvements assumed in AMP FEIR to be in the Airport Land Use Plan but not specifically called out in the AMP FEIR as the Proposed Project, would not change the conclusions of the AMP FEIR air quality analysis. Inclusion of the Airport Support uses, such as the currently Proposed Project, were accounted for in the AMP FEIR as part of the Airport Land Use Plan.

The conclusion of the AMP FEIR analysis, presented on page 5.5-41 of the AMP FEIR, indicates that implementation of the proposed AMP project, including the Airport Land Use Plan, would not conflict with or obstruct implementation of an applicable air quality plan; however, significant impacts from project-related NO<sub>x</sub> emissions were identified as being unavoidable. That conclusion would not change with implementation of the Proposed Project. No additional air quality impacts are anticipated.

Construction Emissions: The AMP FEIR analysis also addresses construction-related emissions associated with the proposed development of improvements anticipated to occur within five years after approval of the AMP. Those improvements included the projects originally assumed within the Airport Implementation Plan, which comprise the vast majority of the projects contemplated in the AMP. The AMP FEIR analysis concludes that construction emissions would be less than applicable thresholds of significance, although emissions of NO<sub>x</sub> and Particulate Matter (PM) of a size 10 microns or less in diameter or of a size 2.5 microns or less in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>) would come within 10 percent of significance thresholds. As such, the AMP FEIR analysis of construction-related emissions is considered to already provide a conservative ("worst-case") estimate of potential air quality impacts. No additional air quality impacts are anticipated.

**b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impact.** The AMP FEIR analysis indicates that concentrations of ambient air pollutant emissions associated with implementation of the Airport Land Use Plan and Airport Implementation Plan would not exceed National Ambient Air Quality Standards, but would exceed California Ambient Air Quality Standards for NO<sub>2</sub> and PM<sub>10</sub>/PM<sub>2.5</sub>. As noted above, such exceedances would, however, occur in the future even if the new development did not occur (i.e., would occur even under the No Project Alternative), based on anticipated increases in aircraft operations. Implementation of the proposed AMP Project would, therefore, not result in a violation of air quality standards or contribute substantially to an existing or projected air quality violation (see page 5.5-37 of the AMP FEIR). As indicated above, implementation of the Proposed Project would not materially change the air pollutant emissions and concentrations, and the associated significance conclusions, presented in the AMP FEIR.

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- c. **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

**Less Than Significant Impact.** As indicated in Section 5.5.8 of the AMP FEIR's analysis of cumulative air quality impacts, the estimated amounts of NO<sub>x</sub>, volatile organic compounds (VOC), and carbon monoxide (CO) emissions from aircraft and GSE associated with SDIA under both Baseline and future year conditions are well within the amounts contained in the current Ozone State Implementation Plan (SIP) and CO Maintenance Plan for San Diego County. Therefore, the emissions associated with planned improvements to SDIA, in combination with all the emissions from other sources in the area, are fully accounted for and are not expected to impede the area's progress to attaining National Ambient Air Quality Standards and California Ambient Air Quality Standards for these pollutants. As noted above, implementation of the Proposed Project would not materially change the cumulative air quality impacts conclusions of the AMP FEIR analysis. No additional air quality impacts are anticipated.

- d. **Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** As described on page 5.5-11 of the AMP FEIR, sensitive receptors in proximity to the airport include the school and residential areas of Liberty Station to the west and northwest; Spanish Landing Park and the recreation area along Navy Lagoon to the south and west; and the military installations (i.e., Marine Corps Recruit Depot (MCRD) and United States Coast Guard) to the north and southeast. To provide a conservative (worst-case) analysis, other receptors were placed along the SDIA property boundary approximately 1,000 feet apart as a means of the identifying areas of highest pollutant concentrations whether the public had access or not - see Figure 5.5-2 for the locations of the 33 receptors analyzed. The AMP FEIR air quality analysis estimates future concentrations at these receptors assuming buildout of the uses included in the Airport Land Use Plan, with the highest concentrations summarized in Tables 5-5.30 and 5-5.31 for the modeling years 2015 and 2030, respectively. The results indicate exceedances of the California Ambient Air Quality Standards for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Such exceedances would also occur under the Airport Implementation Plan and the No Project Alternative, as indicated in Tables 5-5.42 and 5-5.44 of the AMP FEIR. These conclusions and supporting analysis would not be materially changed by the Proposed Project. No additional air quality impacts are anticipated.

- e. **Would the project create objectionable odors affecting a substantial number of people?**

**No Impact.** Given the basic nature and location in the north are of SDIA, implementation of the Proposed Project would not create objectionable odors affecting a substantial number of people. No air quality impacts are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified 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"/>
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, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.8, *Biotic Communities/Endangered and Threatened Species*, of the AMP FEIR addresses potential impacts to biotic resources including listed species, and Section 5.9, *Wetlands*, of the AMP EIR addresses potential impacts to wetland resources from implementation of the AMP. The following evaluates the extent to which those analyses apply to the Proposed Project.

- a. **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in**

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**local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less Than Significant impact.** As indicated on page 5.8-1 of the AMP FEIR, the vast majority of SDIA is developed or highly disturbed and devoid of any sensitive biotic resources. The two notable exceptions are the California least tern nesting areas ("ovals") at the southeast portion of SDIA and the undeveloped portion of the former Naval Training Center at the southwest portion of SDIA. As such, the improvements currently proposed in the northern portion of the airport are not located at, or near, the two sensitive resource areas. The Proposed Project would use the on-airport access road that connects to the terminals around the west end of the runway, farthest away from the California least tern nesting area. Based on the above, potential impacts to the California least tern nesting area are anticipated to be less than significant.

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** As indicated on page 5.9-2 of the AMP FEIR, there are currently no wetlands (i.e., riparian habitat) at SDIA. There is no other sensitive natural community at SDIA. As such, no impact to wetlands would occur from the Proposed Project.

- c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** As noted above, there are no wetlands near the currently proposed improvements; hence, no impact would occur.

- d. Would the project 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 wildlife nursery sites?**

**No Impact.** As noted above, the vast majority of SDIA is developed or highly disturbed, with the exception of two areas in the southern portion of the airport (i.e., the California least tern nesting areas ("ovals") at the southeast portion of SDIA and the undeveloped portion of the former Naval Training Center at the southwest portion of SDIA). Those areas do not support any movement of species. No impact would occur from the Proposed Project.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** As noted above, the vast majority of SDIA is developed or highly disturbed, with the exception of two areas in the southern portion of the airport. Those areas do not support any resources that are subject to local policies or ordinances such as a tree preservation policy or ordinance. No impact would occur from the Proposed Project.

- f. Would the project conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or any other approved local, regional, or state habitat conservation plan?**

**No Impact.** As indicated on page 5.8-6 of the AMP FEIR, SDIA is not within an adopted habitat management plan or natural communities conservation plan. Although the airport is within the municipal limits of the City of San Diego, and the City is a participating jurisdiction in the San Diego Multiple Species Conservation Program (MSCP), State Tidelands along San Diego Bay are specifically excluded from the MSCP. These State Tidelands are addressed in the San Diego Bay Integrated Natural Resources Management Plan, which was prepared by the U.S. Navy and the Port

of San Diego; however, that plan does not focus on "developed fill areas" such as SDIA, nor does it provide applicable guidance for the development of SDIA. As such, no impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in California Environmental Quality Act (CEQA) Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
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"/>	✓
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

### Discussion:

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.7, *Historic, Architectural, Archaeological, Paleontological, and Cultural Resources*, of the AMP FEIR addresses potential impacts to such resources from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

**a. Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA §15064.5?**

**No Impact.** As delineated in Section 5.7.3.1 of the AMP FEIR, the Allied Aerospace Building is a potential historic resource located in the northern portion of SDIA. Development of the improvements currently proposed in the northern portion of the airport would not impact the Allied Aerospace Building. No impact is anticipated.

**b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA §15064.5?**

**No Impact.** As indicated on page 5.7-10 of the AMP FEIR, no archaeological sites have been identified within the SDIA Master Plan project area. The current topography of the project area has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. Based on this, archaeological resources would not be anticipated in the project area. No impact is expected to occur.

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**c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No Impact.** As indicated on page 5.7-10 of the AMP FEIR, the SDIA Master Plan area is built on what was originally mudflats and bay. Decades of dredging and placement of fill soils have built up the airport area to its current topography. Based on this, there is no potential for paleontological resources within the project area. No impact is anticipated to occur.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** As noted above, the current topography of the project area has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. Based on this, human remains would not be anticipated in the project area. No impact is expected to occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS. Would the project:</b>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.14, *Geology and Soils*, of the AMP FEIR addresses potential impacts related to these environmental factors from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

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a. **Would the project 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.**

**Less Than Significant Impact.** As indicated on page 5.14-7 of the AMP FEIR, there are no active or potentially active faults known to underlie SDIA and adjacent areas; however, several designated Earthquake Fault Zones occur in close proximity to the south and east, raising the possibility that unknown faults may underlie the project site. The potential for seismically-induced ground rupture is considered less than significant because: (1) the probability of a seismic event of sufficient magnitude to induce surface rupture occurring within the SDIA Airport Land Use Plan area is considered low; (2) project-specific geotechnical investigations required for all development projects would include a fault evaluation study for all proposed structures intended for human occupancy (as previously defined), and would either verify that active faults are not present or that adequate buffers occur, or would identify additional measures to address associated potential impacts (e.g., relocating structures to provide appropriate buffers); and (3) said geotechnical investigations would identify design and construction measures to address potential ground rupture effects for additional proposed facilities such as utilities and pavement, including efforts such as the use of engineered fill (e.g., proper composition and placement methodology), appropriate subgrade design and reinforced concrete, and shorter pipeline lengths with flexible joints. Assuming that the results of the described geotechnical investigation, as well as appropriate elements of regulatory/industry standards such as Uniform Building Code (UBC), Greenbook and/or American Society for Testing and Materials (ASTM) are incorporated into project design and construction, potential impacts related to seismically induced ground rupture would be avoided or reduced below a level of significance. The analysis and conclusions summarized above apply for the Proposed Project. No significant impact is expected to occur.

- ii. **Strong seismic ground shaking?**

**Less Than Significant Impact.** As described on pages 5.14-7 and 5.14-8 of the AMP FEIR, estimated ground acceleration (shaking) levels within and around SDIA could potentially result in significant impacts to proposed facilities such as structures, foundations or utilities, depending on site- and event-specific factors such as event duration, motion frequency and underlying soil/geologic conditions. The project design for new development at SDIA, including the Proposed Project, however, would incorporate measures to accommodate projected seismic loading, pursuant to the recommendations in the required site-specific geotechnical investigation, as well as existing regulatory/industry standards such as the UBC, Greenbook and/or ASTM International. Specific measures from the noted standards (and/or other pertinent sources) that may be used in the project design to accommodate seismic loading include proper fill composition, depth, moisture content and compaction (pursuant to ASTM requirements); use of properly reinforced concrete and masonry; anchoring (or other means for securing applicable structures); and use of appropriate pipeline materials and/or flexible joints. Assuming that the results of the described geotechnical investigation, as well as appropriate elements of regulatory/industry standards are incorporated into project design and construction, potential impacts related to seismically induced ground acceleration would be avoided or reduced below a level of significance. The analysis and conclusions summarized above applies equally to the Proposed Project and are considered sufficient for the Proposed Project. No significant impact is expected to occur.

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**iii. Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** As indicated on page 5.14-8 of the AMP FEIR, SDIA and vicinity are within an area considered to have a generally high potential for liquefaction. The project design for any new development at SDIA, including the Proposed Project, would incorporate measures to address potential liquefaction and related effects, pursuant to recommendations in the required site-specific geotechnical investigation and the previously noted regulatory/industry standards. In the event certain standard measures to remediate liquefaction effects such as ground modification (e.g., dynamic compaction) or the use of deep foundations are determined to be infeasible, additional equally effective measures would be employed as described in the AMP FEIR. Assuming that the results of the required geotechnical investigation, as well as appropriate elements of regulatory/industry standards, are incorporated into project design and construction, potential impacts related to seismically induced liquefaction and related effects would be avoided or reduced below a level of significance. The analysis and conclusions summarized above applies equally to the Proposed Project and are considered sufficient for the Proposed Project. No significant impact is expected to occur.

**iv. Landslides?**

**No Impact.** As indicated on page 5.14-9 of the AMP FEIR, SDIA and adjacent areas exhibit generally level and low-lying topography, which is not subject to a significant risk from landslides. No impacts would occur.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** As indicated on page 5.14-10 of the AMP FEIR, construction activities associated with all new development at SDIA would increase the potential for soil erosion and sedimentation; however, as cross-referenced to Section 5.6, *Hydrology and Water Quality*, of the AMP FEIR, such activities would be subject to National Pollution Discharge Elimination System (NPDES) control requirements, as administered through SDIA Stormwater Management Plans (SWMP). Those measures would serve to reduce erosion and sedimentation impacts to a level that is less than significant. The analysis and conclusions summarized above applies equally to the Proposed Project and are considered sufficient for the Proposed Project. No significant impact is expected to occur.

**c. Is the project 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less Than Significant Impact.** See discussions above regarding liquefaction and landslide hazards. Page 5.14-9 of the AMP FEIR addresses other geotechnical issues such as expansive soils, corrosive soils, and compressible materials. The subject analysis concludes that, with implementation of measures recommended in the required project-specific geotechnical investigations, potential impacts would be reduced to a level that is less than significant. The analysis and conclusions summarized above applies equally to the Proposed Project and are considered sufficient for the Proposed Project. No significant impact is expected to occur.

**d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** See above.

- e. **Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** SDIA and adjacent areas utilize the City's sanitary sewer system, not septic tanks or other alternative wastewater disposal system. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b>				
Would the project:				
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"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-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 that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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## Discussion:

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.15, *Hazards and Hazardous Materials*, of the AMP FEIR addresses potential impacts related to hazardous materials from implementation of the AMP. Section 5.16, *Human Health Risk Assessment*, of the AMP FEIR addresses potential human health risk impacts from implementation of the AMP, including as related to emissions of hazardous air pollutants. The following evaluates the extent to which those analyses apply to the Proposed Project.

**a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** As indicated on page 5.15-4 of the AMP FEIR, a variety of hazardous materials typically associated with the operation of a commercial airport, including those of airport tenants, are used at SDIA. Such use and activities are strictly regulated by numerous federal, state, and local safety regulations. A portion of the CRDC will be used to store and distribute hazardous materials and wastes (i.e. primarily waste cooking oil) from the terminals prior to transport and disposal in accordance with federal, state and local laws. The CRDC would remove the existing storage of hazardous materials and wastes from the immediate passenger terminal areas and relocate to a designated area in the CRDC. The Proposed Project would not involve the generation, use or storage of hazardous materials in quantities or types that are substantially different from those that are currently associated with the airport, and therefore the Proposed Project would not create additional long-term risks to the public or the environment from these substances. Potential impacts would, therefore, be less than significant.

**b. Would the project 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?**

**Less Than Significant Impact.** As indicated above, a variety of hazardous materials are used at SDIA, and such use is strictly regulated by numerous federal, state, and local safety regulations. The Proposed Project would not involve the generation, use or storage of hazardous materials in quantities or types that are substantially different from those that are currently associated with the airport. Development of new facilities at the airport would be subject to current safety management requirements and design standards that serve to minimize, if not avoid, the potential for the occurrence of, and significant hazards from, upset and accident conditions. Potential impacts would, therefore, be less than significant.

**c. Would the project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?**

**Less Than Significant Impact.** There is no existing or proposed school within 0.25-mile of the Proposed Project. No acutely hazardous materials, substances, or wastes are anticipated to be distributed or stored at the CRDC. As indicated above, the handling of hazardous materials/wastes at the airport is subject to a number of federal, state, and local safety regulations. Based on the nature of the materials/wastes associated with the proposed uses and the existing regulatory framework that applies to the handling of such materials/wastes, potential impacts, if any, to uses in the nearby area would be less than significant.

**d. Is the project located on a site that 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?**

**Less Than Significant Impact.** As described on page 5.15-5 and shown in Figure 5.15-1 of the AMP FEIR, there are 15 sites and facilities at and near SDIA that are known, or have the potential, to contain hazardous wastes or environmental contamination. Relative to the Proposed Project, this includes five sites and facilities in or near the northern portion of the airport and three sites and facilities in or near the southern portion of the airport. As more fully described on pages 5.15-8 through 5.15-10 of the AMP FEIR, the eight sites/facilities include the following:

<b>Name</b>	<b>General Location</b>	<b>Description</b>
<b>Northern Portion of Airport</b>		
Airport Fuel Farm - Site No. 6	North central tip of SDIA	Site of the existing airport fuel farm. Contains two 1 million-gallon aboveground storage tanks for jet fuel. No reported environmental contamination or significant leaks.
Former Live-Fire Training Facility - Site No. 7	North central edge of SDIA, south of Fuel Farm	This 3-acre site was used until 1987 for live-fire training. Now covered with dirt or asphalt, the extent of residual soil/groundwater contamination (if any) is unknown.
Former General Dynamics Facility - Site No. 8	Comprises majority of northeast portion of SDIA	90-acre site formerly used for manufacturing of aircraft and other military equipment. Presently vacant and serves as a staging area for unloading trucks and parking cars. Chemicals of concern include chlorinated hydrocarbons, petroleum hydrocarbons and chromium. Designated for "open field" land-uses.
Jimsair UST - Site No. 9	East central edge of SDIA	Underground storage tank (UST) associated with an existing Fixed-base operator (FBO).
Baron-Blakeslee Facility - Site No. 16	North of I-5 (Off-Airport)	Chemical use and storage facility listed on state lists for environmental corrective action.
<b>Southern Portion of Airport</b>		
Former Teledyne-Ryan Facility - Site No. 5	S.E. sector of airport, N. of Harbor Dr.	Also known as the former Northrop Grumman Corp. and Ryan Aeronautical Company facility, this 47-acre site is presently occupied with vacant buildings and other supporting infrastructure. The environmental condition of the property is currently under litigation.
Convair Lagoon - Site No. 11	S. of airport property, W. of the U.S. Coast Guard facility and S. of Harbor Dr.	10-acre shallow embayment, site of stormwater conveyance system outfall. Evidence of PCB contamination in sediments reported in 1979. Sampling indicates the former Teledyne-Ryan Facility is the primary source.
U.S. Coast Guard Facility - Site No. 12	S.E. of airport property, and S. of Harbor Dr.	Facility is listed on federal and state lists for hazardous materials and USTs. No reported soil or groundwater contamination or significant spills.

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Figure 5.15-2 of the AMP FEIR shows the location of the development uses proposed for the northern and southern portions of the airport relative to the eight sites/facilities described above. Relative to the northern portion of the airport, Sites No. 8 and No. 9 are located within the area proposed for future development, but Sites No. 6, No. 7, and No. 16 are removed from the development area. Relative to the southern portion of the airport, Site No. 5 is located within the area through which the proposed on-airport access road would extend, but Sites No. 11 and No. 12 are removed from the subject improvement area. As indicated on page 5.15-11 of the AMP FEIR, relative to the fact that such sites/facilities occur at or near the proposed development area, "plans are already in place or under development to avoid or mitigate any potential impacts associated with these sites." Recent environmental assessment of Site No 8 above provides additional information to further define the extent of contamination and to identify the appropriate mitigation measures required by statute and/or regulation ("Phase II Environmental Assessment Report, Former General Dynamics Lindbergh Field Plant Facility, San Diego, California – Kleinfelder, December 2009). In light of the recent studies, the information in, and conclusions of, the AMP FEIR relative to listed sites/facilities and their relationship to future development are considered to still be valid and applicable to the Proposed Project. Potential impacts would be less than significant.

- e. **For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 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?**

**Less Than Significant Impact.** The improvements associated with the Proposed Project would occur within the boundary of SDIA. Development of the CRDC, which is generally contemplated in the adopted Airport Land Use Plan as an Airport Support use, is subject to numerous design and operational requirements, particularly those set forth by the FAA, specifically intended and designed to address potential safety hazards. As described on page 5.2-15 of the AMP FEIR, the Airport Land Use Compatibility Plan (ALUCP) for SDIA, which aims to protect public health and safety from noise and other hazards related to the operation of SDIA, indicates that the Proposed Project would be compatible with the goal of the ALUCP and the potential impacts would be less than significant. As such, potential airport-related safety impacts would be less than significant.

- f. **For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The project is not within the vicinity of a private airstrip.

- g. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** Page 5.15-11 of the AMP FEIR states that there are no potential hazards to public safety or impairment to emergency response or evacuation plans associated with the Airport Land Use Plan, based largely on the fact that the Proposed Project would not involve the generation, use, or storage of hazardous materials in quantities or types that are substantially different from those that currently exist. Potential impacts associated with the Proposed Project would be less than significant.

- h. **Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The project site is within an existing urban industrial environment dominated by concrete and asphalt, well removed from wildlands. There is no fire hazard relative to wildlands. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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-site or off-site?	<input type="checkbox"/>	<input 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-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
g. Place housing within a 100-year flood plain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
h. Place within a 100-year flood plain structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>

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## Discussion:

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.6, *Hydrology and Water Quality*, of the AMP FEIR addresses potential impacts related to surface hydrology and water quality from implementation of the AMP. Section 5.14, *Geology and Soils*, of the AMP FEIR includes a discussion of groundwater from implementation of the AMP. The following evaluates the extent to which those analyses apply to the Proposed Project.

**a. Would the project violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** As indicated on page 5.6-10 of the AMP FEIR, all future development is subject to the Airport Stormwater Management Plan (SWMP). This would include improvements in the Proposed Project area. The SWMP incorporates the terms of the General Industrial Storm Water Permit which satisfies construction general permit requirements. The SWMP requires that all municipal activities, inclusive of new development, to provide for Best Management Practices (BMPs); therefore, impacts relative to construction, grading, as well as erosion and sedimentation would be less than significant.

With regard to urban runoff associated with the Proposed Project site, as discussed on page 5.6-10 of the AMP FEIR, the Airport Land Use Plan, which includes the types of uses proposed for the subject northside development improvements, would be implemented by the SDCRAA. Such implementation would include provisions to meet the requirements of the SDIA SWMP, which would result in a less than significant impact on urban runoff.

**b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** As indicated on page 5.14-5 of the AMP FEIR, shallow, unconfined groundwater has been reported at depths of between 5 and 12 feet below the surface at SDIA. Groundwater levels within SDIA are generally static due to the proximity of the bay and lack of substantive withdrawals (i.e., through wells and/or pumping), although aquifer levels can vary locally in accordance with mean high tide elevations and diurnal tidal fluctuations. Overall groundwater movement in the site and vicinity is west and south toward San Diego Bay, although this movement may also vary locally.

With the possible exception of temporary construction-related dewatering of shallow groundwater, if required for development of the proposed improvements, approval and implementation of the Proposed Project would not involve withdrawal of groundwater. Development of the Project site could add a very minor amount of new impervious surface area, which would reduce on-site surface water infiltration and groundwater recharge. This impact would be less than significant, given that the vast majority of the site is already, and has long been, paved.

**c. Would the project 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-site or off-site?**

**Less Than Significant Impact.** There are no streams or rivers at or near the project site. The north area is flat and has been subject to previous development, which included the routing of surface flows into the local storm drain system, as appropriate. Implementation of the Proposed Project may involve some minor rerouting of surface flows, based on the location and orientation of new

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structures, but is not expected to result in any appreciable change in surface drainage patterns. Potential impacts to surface drainage patterns would be less than significant.

Regarding the potential for the project to result in substantial erosion or siltation, please see the discussion above in Section VI (b.) of this Initial Study. As indicated, potential impacts would be less than significant.

- d. Would the project 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-site or off-site?**

**Less Than Significant Impact.** As indicated above, there are no streams or rivers at the project site, and the vast majority of the site has been previously developed. Implementation of the Proposed Project would not result in a substantial increase in the rate or amount of surface runoff that would result in flooding. Potential impacts to surface drainage volumes would be less than significant.

- e. Would the project create or contribute runoff water, that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** See discussions above in Sections VIII (a.), (c.), and (d.). Potential impacts to surface drainage volumes would be less than significant.

- f. Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** See discussion above in Section VIII (a). Potential impacts to water quality would be less than significant.

- g. Would the project place housing within a 100-year flood plain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The Proposed Project does not entail the construction of housing.

- h. Would the project place within a 100-year flood plain structures that would impede or redirect flood flows?**

**Less Than Significant Impact.** As indicated on page 5.6-9 of the AMP FEIR, virtually all of SDIA is mapped as Zone X, "areas determined to be outside the 500-year floodplain." Approximately 8.9 acres of the former TDY property is within the mapped 100-year floodplain and could experience up to one foot of flooding during a 100-year storm. As such, none of the development proposed within the northern portion of the airport as part of the proposed improvements would place structures within a 100-year flood plain and potential impacts would be less than significant.

- i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less Than Significant Impact.** There are no levees or dams at or near SDIA that pose a potential for flooding at the project site. Implementation of the improvements contemplated in the Proposed Project would increase the number of people and structures occurring in the northern portion of the airport; however, as indicated directly above, the subject area is not within a 100-year flood plain.

- j. Would the project contribute to inundation by seiche, tsunami, or mudflow?**

**Less Than Significant Impact.** SDIA is not near any confined water bodies posing a seiche hazard, nor is it near hillside areas posing a mudflow hazard. As indicated on page 5.6-9 of the AMP FEIR, tsunamis associated with seismic activity are a potential flood hazard; however, the highest recorded tsunami in San Diego Bay was approximately 5 feet from peak to trough, which would not affect SDIA. As such, potential impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING. Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.2, *Land Use Planning*, of the AMP FEIR addresses potential impacts related to land use plans and land use compatibility from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

**a. Would the project physically divide an established community?**

**No Impact.** The Proposed Project would occur within the boundaries of the airport and would be comparable to, and compatible with, the other airport-related uses that currently exist including the adjacent airport traffic control tower, airport rescue and firefighting station and airport fuel farm. Relative to the Proposed Project, existing off-airport uses adjacent to the northern portion of the airport include the Marine Corps Recruit Depot to the west and northwest and Pacific Highway and commercial/industrial uses to the northeast and east. Implementation of the Proposed Project would not physically divide an established community and there would be no impact.

**b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less Than Significant Impact.** The AMP FEIR analyzed the compatibility of the Airport Land Use Plan, which includes the types of uses associated with the Proposed Project, with numerous land use plans, policies, and regulations. Those plans, policies, and regulations include: the California Tidelands Trust; the California Coastal Act; the SDIA Airport Land Use Compatibility Plan; the San Diego Port Master Plan/California Coastal Act; the City of San Diego Strategic Framework Element;

City of San Diego Community Plans including those for the Peninsula, Uptown, Midway-Pacific Highway Corridor, and Downtown Community Plan Areas; North Bay Redevelopment Plan, Naval Training Center (NTC) Redevelopment/Reuse Plan; NTC Precise Plan and Local Coastal Program; San Diego Airport Approach Overlay Zone; and, City of San Diego Airport Environs Overlay Zone (AEOZ). The AMP FEIR evaluation related to each of these land use plans, policies, and regulations found that approval of the then proposed Airport Land Use Plan would not result in any significant conflicts. In other cases, the fact that the proposed uses were airport-related and SDIA has long been an airport accounted for in applicable planning documents, and all new development would be subject to airport-related development standards, were the bases for concluding that no significant land use conflicts would occur. That analytical framework and basis for conclusions would also apply to the improvements associated with the Proposed Project. Potential impacts would be less than significant.

**c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?**

**No Impact.** The project involves development proposed in the northern portion of SDIA, which is in a highly urbanized setting that is largely devoid of biological resources. As discussed above in Section IV (f.), the Proposed Project is not located within any habitat conservation plan or natural communities' conservation plan. There would be no impact related to such a plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES.</b> Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.21, *Effects Not Found to be Significant*, of the AMP FEIR, specifically page 5.21-2, provides a discussion of mineral resources. The following summarizes that discussion, as applicable to the Proposed Project.

**a. Would the project 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.** SDIA is underlain by artificial fill and bay deposits and is designated as 'Urban Land' and 'Made Land' by the United States Department of Agriculture. SDIA is not listed as a mineral resource recovery site. As such, SDIA does not contain a known mineral resource of value to the region or residents of California. Implementation of the Proposed Project would have no impact on mineral resources.

- b. **Would the project 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?**

No Impact. See above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in 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"/>
d. Result in 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"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.1, *Noise*, of the AMP FEIR addresses potential impacts related to noise, including from aircraft, surface traffic (i.e., motor vehicles on nearby roadways), and construction from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

- a. **Would the project result in exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?**

**Less Than Significant Impact.** With regard to potential impacts from aircraft noise, the AMP FEIR states: "Aircraft noise analysis is limited to the Proposed Airport Implementation Plan as the land

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uses within the Proposed Airport Land Use Plan would have a less than significant impact on airfield operations. Specifically, while additional cargo facilities are included with the North Area projects, aircraft operations, including nighttime cargo operations, are not forecasted to increase for a given year due to the Proposed Airport Land Use Plan." (See pages 5.1-6 and 5.1-14 of the AMP FEIR). The currently proposed Proposed Project is consistent with the land use assumptions of the adopted Airport Land Use Plan; hence, the AMP FEIR conclusion that potential aircraft noise impacts would be less than significant is still valid and applicable. The Proposed Project would not result in exposure of persons to or generate noise levels above the existing conditions on the airport.

With regard to potential impacts from surface traffic noise, the AMP FEIR analysis includes traffic from the near-term development of uses under the Airport Implementation Plan as well as from the longer term buildout of uses under the Airport Land Use Plan. As indicated on page 5.1-28 of the AMP FEIR, comparison of peak hour  $L_{eq}$  noise level increases for AMP buildout with peak hour  $L_{eq}$  for the No Project Alternative (i.e., the comparison basis for assessing the potential for significant impacts) indicates a maximum increase of 0.7 dBA, which is less than significant. Relative to impacts measured in terms of Community Noise Equivalent Level (CNEL), the completion of the AMP improvements is assessed as having a less than significant noise impact because it would only incrementally increase daily noise (compared to the No Project Alternative) by 0.7 CNEL. At only one location would the increase compared to the existing condition be in excess of 3.0 dBA  $L_{eq}$ , and this location is adjacent to an industrial facility (Solar Turbine) and commercial uses. The land uses currently proposed for the northside development area are similar in nature to those assumed in the AMP FEIR for the Airport Land Use Plan; however, the amount of development currently proposed is less than originally assumed. Development improvements associated with the Proposed Project would, therefore, be less than significant.

With regard to potential impacts from construction noise, Section 5.1.4 of the AMP FEIR provides an estimate of construction noise levels based on a typical mix of construction equipment. Due to the louder noise levels and more frequent events that occur with aircraft operations and surface vehicle traffic and in consideration of the logarithmic quantities of noise measured in decibels (see Section B.1.1 of Appendix B of the AMP FEIR), aircraft and highway noise would continue to be the determinative sources in the noise environment. Thus, the ambient noise levels would not be expected to increase due to the construction activity. Based on the above, the construction work associated with the improvements contemplated under the Proposed Project would cause less than significant impacts in regard to noise.

**b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** As indicated on page 5.1-30 of the AMP FEIR, construction work would not be expected to result in excessive ground-borne vibration to home sites. This is considered particularly true for the improvements contemplated under the Proposed Project, given the distant and location of the nearest residence being approximately 1,000 feet and on the other side of Interstate 5 (i.e., would have a greater potential to experience vibration impacts, if any, from heavy truck travel on the nearby freeway than from airport construction activities). Potential vibration impacts associated with project construction would be less than significant.

**c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** See discussion above in Section XI (a.).

**d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** See discussion above in Section XI (b.).

- e. For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 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?

**Less Than Significant Impact.** The improvements contemplated under the Proposed Project are located at SDIA. There would be no people residing at the project site, and potential noise exposure impacts to surrounding areas are discussed in Section XI (a.) above (i.e., less than significant). People working at the project site would be exposed to noise levels typical of an airport. Such noise exposure is regulated by state and federal Occupational Safety and Health Administration (OSHA) standards. Potential impacts would be less than significant and no further analysis is warranted.

- f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The project is not within the vicinity of a private airstrip. No further analysis is warranted.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING.</b> Would the project:				
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"/>
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 a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.4, *Population and Housing*, of the AMP FEIR addresses potential population and housing impacts from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

- a. **Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** As indicated on page 5.4-3 of the AMP FEIR, implementation of the land use and development plans contemplated under the AMP would not significantly affect population or housing. Developing SDIA with the proposed land uses would not displace any residents or residences because the Proposed Project locations currently contain airport or aviation

industrial uses. The planned development also would not generate enough new employment opportunities at SDIA to affect the job/housing balance or induce growth that would affect this balance (see also Section 6.2, *Growth-Inducing Impacts*, of the AMP FEIR). Additionally, the level of improvements proposed at SDIA would not be such to entice new residents to the San Diego area, thereby creating a need for new housing. These conclusions in the AMP FEIR, which apply to the overall land use and development plans for SDIA overall, would also apply to improvements contemplated under the Proposed Project; population and housing impacts would be less than significant.

**b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Proposed Project area is part of an airport. There is no housing on the site. No housing would be displaced by the Proposed Project. No further analysis is warranted.

**c. Would the project displace a substantial number of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** See above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIII. PUBLIC SERVICES.** Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.17, *Public Services*, of the AMP FEIR addresses potential impacts related to fire protection and law enforcement. Section 5.18, *Recreation*, addresses potential impacts related to parks and recreation. Section 5.21,

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*Effects Not Found to be Significant*, discusses environmental impacts determined during the Notice of Preparation (NOP) process for the AMP DEIR to not be significant, including those related to schools and libraries. The following evaluates the extent to which those analyses apply to the Proposed Project.

- a. **Would the project 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 to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

***Fire protection?***

**Less Than Significant Impact.** The AMP FEIR addresses potential impacts to fire protection services relative to required fire flow, response distance and time from existing fire stations and the respective fire department's judgment for needs in the area. As indicated on page 5.17-40 of the AMP FEIR, new development proposed at SDIA is expected to have sufficient fire flow, given the capacity of the water lines serving SDIA. This includes the 12- to 16-inch water mains at SDIA and the secondary system of water laterals branching off of the primary system, which consists of 8- to 16-inch water lines providing service to the terminals and apron areas, as well as the adjacent TDY facilities along Harbor Drive. Of particular note with regard to fire protection is a 10-inch fire service water line surrounding the fuel storage tank farm connected along the north side of the main runway to a 16-inch ductile iron fire service. This 16-inch fire service extends along the access road between MCRD and the former General Dynamics site, where it joins a 12-inch main near the intersection of Washington Street and Pacific Highway.

While additional aircraft movements, passenger activity, and cargo facility development would potentially increase the potential for fires and airfield incidents, standard procedures for plan review would ensure that new construction is developed in conformance with the Uniform Fire Code, the SDF Code, FAA Codes, and other applicable standards. As such, new development would have adequate fire hydrants, fire flow, fire prevention and warning systems, and fire equipment access to all structures and areas of the property.

The San Diego Fire Department's (SDFD's) response time is a function of the type of emergency and the equipment required; for example, it would take more time to get larger equipment to the site than smaller equipment. It is expected that the Airport Station and Stations 1, 3, and 8, with mutual aid from Stations 4, 5, 7, 11, 15, 20 and 22 would continue to provide fire protection services on the airfield and at the airport and maintain adequate response times and service levels. In addition, the SDFD would continue to conduct ongoing reviews of staffing and equipment levels in relation to the proposed development and any changes in aircraft types, increases in aircraft movements and passenger activity. No new fire fighting facilities are expected to be constructed and there would be no need for existing fire stations to be relocated.

Based on the above factors, the Proposed Project would result in less than significant impacts on fire protection and emergency medical (i.e., paramedic) services.

***Police protection?***

**Less Than Significant Impact.** As described on page 5.17-43 of the AMP FEIR, the San Diego Harbor Police Department (SDHPD) would be expected to incur both short-and long-term impacts related to the construction and operation of new development planned for SDIA. Short-term impacts would include: increase in emergency calls during construction; reports and investigations of construction thefts; and required plan checks and physical inspections; these are addressed below. Long-term (i.e., operational) impacts would include increases in calls for service, business watch and other crime prevention services, as well as increases in case reports. Such new development would

not, however, adversely affect the airport substation's protection or operational activities (e.g., through physical impacts to the substation or restrictions in station personnel's access to airport facilities).

During periods of demolition and construction within and adjacent to SDIA property, construction activities and associated traffic congestion would have the potential to increase response times and increase traffic patrol and other law enforcement activities. These potential impacts would be addressed through coordination and planning with law enforcement and fire protection agencies to reduce effects from construction on traffic, emergency access, and response times. The standard procedures for plan review would also address coordination with local law enforcement agencies to ensure that measures, such as detour plans, scheduling, and traffic control, are implemented where needed to avoid congestion that would hamper emergency response.

Based on the factors discussed above, the Proposed Project would have a less than significant impact on law enforcement.

**Schools?**

**No Impact.** As indicated in Section 5.21.5 on page 5.21-2 of the AMP FEIR, guidelines from the City of San Diego on significance criteria for schools deal mainly with residential developments that could influence school enrollment. The proposed improvements and future land uses at SDIA do not include any residential development. Additionally, they would not directly impact any schools; that is, all improvements would be physically on existing airport property. No significant noise changes were determined due to the development proposed at SDIA, nor is it growth inducing as detailed in Chapter Six, Other Effects of the Proposed Project, of the AMP FEIR. As such, future development at SDIA, including under the Proposed Project, would not impact school enrollment. No further analysis is warranted.

**Parks?**

**No Impact.** See discussion below in Section XIV (a.).

**Other public facilities?**

**No Impact.** As indicated in Section 5.21.6 on page 5.21-2 of the AMP FEIR, guidelines from the City of San Diego on significance criteria for libraries deal mainly with residential developments that could influence library use. The proposed improvements and future land uses at SDIA do not include any residential development. Also, they are physically on existing airport property and would not include occupation or closure of any libraries. The proposed development at SDIA is not growth inducing as detailed in Chapter Six, Other Effects of the Proposed Project, of the AMP FEIR, and therefore, would not impact library use. No further analysis is warranted.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIV. RECREATION.** Would the project:

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.18, *Recreation*, of the AMP FEIR addresses potential impacts related to parks and recreation from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

- 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?**

**Less Than Significant Impact.** As discussed on page 5.18-3 of the AMP FEIR, new development planned to occur at SDIA, including the Proposed Project, would not generate increased numbers of visitors to San Diego. Similarly, the employment opportunities created by the expansion of the existing airport facilities would be minor in comparison to the regional labor market and would not be expected to draw new residents to the San Diego area. Accordingly, the new development is not expected to induce new growth within the region that would create an increased demand for parks or other recreational resources.

The Proposed Project would not result in any direct impacts to park or recreational facilities. This assessment reflects that the expansion of SDIA would be limited to former aviation industrial Port Tideland leaseholds and a portion of the former NTC that has already been transferred to SDCRAA. No airport facilities would be expanded into existing or planned recreational areas.

New development would not generate noticeable changes in noise contours off airport. Accordingly, there would be no noise-related effects to the recreational facilities near the airport or under its approach and departure flight paths. Similarly, it is not anticipated that new development would significantly affect viewers at Spanish Landing Park, Harbor Island or other areas where scenic views contribute substantially to the recreational experience.

Based on the above, improvements contemplated under the Proposed Project would have a less than significant impact on recreation.

- 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?**

**Less Than Significant Impact.** See above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in 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"/>
b. Cause, either individually or cumulatively, exceedance of 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"/>
c. Result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.3, *Traffic and Circulation*, of the AMP FEIR addresses potential traffic impacts from implementation of the AMP. The following evaluates the extent to which that analysis applies to the Proposed Project.

- a. **Would the project cause an increase in traffic which 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)?**

**Less Than Significant Impact.** As indicated on page 5.3-4 of the AMP FEIR, the traffic analysis for the AMP FEIR assessed traffic conditions and associated traffic impacts for existing (2005), near-term (2010 and 2015) and mid-/long-term or horizon year (2020, 2025, and 2030) conditions.

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Impacts are evaluated relative to street segments, intersections, freeway segments and ramps, and railroad crossings. The AMP FEIR analysis of traffic impacts from development under the Airport Implementation Plan, which proposes improvements designed to accommodate airport activity levels projected to occur by 2015, delineates, in the main text of the FEIR, impacts anticipated to occur in 2010, 2015, and 2030. Impacts for 2020 and 2025 are presented in Appendix D of the AMP FEIR. The AMP FEIR analysis of traffic impacts associated with the Airport Land Use Plan is based on a worst-case/conservative assumption that buildout of all land uses envisioned under the Plan occurs by 2015, with the increases in airport-related traffic for the subsequent modeling years (i.e., 2020, 2025, and 2030) being the result of naturally occurring increases in aviation activity forecasted to occur in the future. The AMP FEIR traffic analysis of the Airport Land Use Plan delineates, in the main text of the FEIR, impacts anticipated to occur in 2015 and 2030. Impacts for 2020 and 2025 are presented in Appendix D of the AMP FEIR.

The Proposed Project would divert existing truck deliveries to the Airport via North Harbor Drive to the CRDC with vehicle access from Pacific Highway and Washington Street. An estimated 50-70 truck deliveries would be made to the CRDC daily with an estimated daily volume of 15,000 cubic feet per day. Products will be unloaded, screened, and consolidated into delivery trucks that will use the vehicle service road on the airfield to distribute to the terminals, primarily in the early morning between 3:00 and 7:00 am. The diversion of existing vehicle trips to the north area is not anticipated to result in traffic impacts, particularly since a substantial portion of the existing deliveries will be removed from North Harbor Drive with the Proposed Project. No significant traffic impacts are anticipated with the Proposed Project.

**b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** As indicated on page 5.3-23 of the AMP FEIR, San Diego Association of Governments (SANDAG) is the designated Congestion Management Agency for the San Diego Region. Congestion Management Plan (CMP) arterials designated by SANDAG are part of the overall CMP system, which includes those roadways that serve the highest level of regional traffic, serve major regional facilities, and provide significant inter-community traffic service and freeway congestion relief. Street segments in the study area designated as CMP Arterials include: North Harbor Drive; Grape Street; Hawthorn Street; and Pacific Highway. As described above, the traffic impacts associated with implementation of the improvements contemplated in the Proposed Project have already been addressed and disclosed in the AMP FEIR's analysis of the Airport Land Use Plan, which assumes all new development is completed by 2015. In light of that, the traffic impacts associated with the Proposed Project have been adequately addressed.

**c. Would the project result in a change in vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The improvements proposed at SDIA, including those associated with the Proposed Project, would all occur on land and would not affect any vessel traffic patterns. No impact would occur.

**d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact.** Implementation of the Proposed Project would not increase hazards due to a design feature or incompatible use. As such, no potential impacts would occur.

**e. Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** No potential impacts related to emergency access would be anticipated.

**f. Would the project result in inadequate parking capacity?**

**Less Than Significant Impact.** The Proposed Project would provide adequate parking for truck deliveries and personnel. No additional impacts to parking are anticipated.

**g. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact.** The Proposed Project would not conflict with policies or potential opportunities supporting alternative transportation. No barriers to pedestrian or bicycle circulation are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
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"/>
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"/>
c. Require or result in the construction of new stormwater 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"/>
d. Have sufficient 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply 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:**

The San Diego International Airport Master Plan and related Final Environmental Impact Report (AMP FEIR) analyzed the adopted Airport Land Use Plan which designated Airport Support uses such as the CRDC at this proposed location on the north side of San Diego International Airport. Section 5.11, *Utilities and Service Systems*, of the AMP FEIR addresses potential impacts related to energy (electricity

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and natural gas), telecommunication systems, water demand/supply and systems, sewer, and solid waste from implementation of the AMP. The following evaluates the extent to which the analyses pertaining to the questions posed below apply to the Proposed Project.

**a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**No Impact.** As indicated below in Section XVI (b.), implementation of the Proposed Project would result in a less than significant increase in wastewater volumes generated at the airport, which would be subject to payment of applicable sewer capacity fees. Based on the nature of the currently proposed improvements, implementation of the Proposed Project would have no effect on the wastewater treatment requirements set forth by the state Regional Water Quality Control Board-San Diego Region for the City of San Diego.

**b. Would the project 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?**

**No Impact.** As indicated below in Sections XVI (d.) and (e.), implementation of the Airport Land Use Plan, which includes the currently proposed uses, would not have a significant impact on existing water or wastewater systems. The Project would not require or result in the construction of new water or wastewater treatment plants or expansion of existing facilities.

**c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** As indicated above in Section VIII (e.), the Project's potential impacts to surface drainage volumes would be less than significant.

**d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** A Water Supply Assessment by the City of San Diego Public Utilities Department specifically found that adequate water supply would be available for development proposed at SDIA - see page 5.11-11 of the AMP FEIR. This includes the uses assumed for the Airport Land Use Plan, which includes the uses in the Proposed Project. Adequate water supply and water systems exist in the area proposed for the CRDC. As such, the Project's potential impacts related to water supply and water systems are anticipated to be less than significant.

**e. Has the wastewater treatment provider, which serves or may serve the project, determined that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Development of SDIA in accordance with the proposed Airport Land Use Plan, which includes the types of land uses contemplated under the Proposed Project, would result in additional wastewater-generating facilities (e.g., sinks, toilets). Existing wastewater systems have adequate capacity in the area proposed for the CRDC. Potential sewer system impacts related to implementation of the Proposed Project, accounted for within the Airport Land Use Plan, would be less than significant.

**f. Is the project served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs of the project?**

**Less Than Significant Impact.** Operation of the new development proposed at SDIA is anticipated to result in an increase of solid waste generated at SDIA. This increase would be negligible in comparison to the available disposal capacity described on pages 5.11-7 and 5.11-8 of the AMP

FEIR. As indicated on page 5.11-13 of the AMP FEIR, future development proposed at SDIA would have a less than significant impact on the solid waste disposal system.

**g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** The disposal of municipal (non-hazardous) waste would occur at Miramar Landfill in accordance with applicable state and local requirements (there are no applicable federal requirements - see Section 5.11.2.3 of the AMP FEIR for discussion of the regulatory framework related to solid waste generation/disposal). Any hazardous waste resulting from construction, demolition, and operations at SDIA would not be disposed at Miramar Landfill and would instead be disposed at a landfill approved to receive hazardous waste, as required by local and state regulations, or otherwise treated/managed in accordance with federal, state, and local requirements (see Section 5.15.2 of the AMP FEIR for discussion of the regulatory framework applicable to hazardous wastes). The project's potential impacts related to the regulation of solid waste would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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?**

**Less Than Significant Impact.** As described above in Section IV, the Proposed Project would occur at SDIA, which is highly developed and largely devoid of biological resources. The one notable exception is, however, the presence of two nesting areas for the California least tern, which is a federal and state listed endangered species. As such, the improvements currently proposed in the northern portion of the airport are not located at, or near, the two sensitive resource areas. The Proposed Project would use the on-airport access road that connects to the terminals around the west end of the runway, farthest away from the California least tern nesting area. Based on the above, potential impacts to the California least tern nesting area are anticipated to be less than significant.

- 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.)**

**Less Than Significant Impact.** Table 5-20.6 of the AMP FEIR summarizes the conclusion of the cumulative impacts analysis completed for each environmental topic addressed in the AMP FEIR, as follows:

**Summary of Cumulative Impacts by Topic**

<b>Topic</b>	<b>AMP FEIR Section</b>	<b>Incremental contribution to significant cumulative impact?</b>
Noise	5.1	The SDCRAA is not currently aware of any proposed projects that would create cumulative noise impacts in combination with aircraft and highway noise exposure levels.
Land Use Planning	5.2	Cumulative developments envisioned would be consistent with the land uses defined in the area's Community Plans or in the Port Master Plan. Consequently, these future developments when combined with the AMP Project would not result in any significant land use impacts.
Traffic and Circulation	5.3	Since SANDAG forecasts account for all approved plans and projects within the region, all traffic estimates used in the study account for cumulative traffic. Therefore, traffic impacts represent cumulative impacts anticipated in the study area under each alternative.
Population and Housing	5.4	AMP Project would not incrementally contribute to a significant cumulative population and housing impact because it would not require relocation of residents, demolish or relocate residences or measurably affect jobs/housing balance.
Air Quality	5.5	Conservatively high background concentrations levels were modeled to account for air emission sources outside of the study area; therefore, cumulative impacts were

**Summary of Cumulative Impacts by Topic**

<b>Topic</b>	<b>AMP FEIR Section</b>	<b>Incremental contribution to significant cumulative impact?</b>
		assessed. Although significant PM 2.5 and PM 10 concentration levels were determined, ambient conditions for these pollutants already exceed CAAQS levels.
Hydrology and Water Quality	5.6	The current storm drain system is considered to be undersized; therefore, any additional flow would exacerbate this condition unless improvements to the existing system are made. All SDIA projects must adhere to the SWMP; therefore, water quality impacts would be less than significant individually and cumulatively.
Historic, Architectural, Archaeological, Paleontological and Cultural Resources	5.7	AMP Project would not incrementally contribute to a significant cumulative impact because there would be no impacts to historic/cultural resources.
Biotic Communities/Endangered & Threatened Species	5.8	AMP Project would not incrementally contribute to a significant cumulative impact because it would not directly affect sensitive vegetation communities or valuable habitat and because other reasonably foreseeable projects would not affect California least terns.
Wetlands	5.9	AMP Project would not incrementally contribute to a significant cumulative impact because only 0.1 acre of isolated, disturbed (and non-jurisdictional) wetland habitat would be affected by the AMP Project.
Coastal Resources	5.10	AMP Project would not incrementally contribute to a significant cumulative impact to coastal resources because it would be consistent with the coastal resources management and planning policies of the California Coastal Act, and because other developments in the Coastal Zone also would be required to be consistent with these policies.
Utilities and Service Systems	5.11	AMP Project would not incrementally contribute to a significant cumulative impact because service providers would be able to accommodate proposed SDIA improvements and other projected developments.
Light Emissions	5.12	AMP Project would not incrementally contribute to a significant cumulative impact because the project site is already in an urbanized area and is highly illuminated.
Aesthetics	5.13	AMP Project would not incrementally contribute to a significant cumulative impact because it would be in compliance with applicable aesthetic design guidelines and visual resource plans and policies.
Geology and Soils	5.14	AMP Project would not incrementally contribute to a significant cumulative impact because geology and soils

**Summary of Cumulative Impacts by Topic**

Topic	AMP FEIR Section	Incremental contribution to significant cumulative impact?
		impacts would be confined to the airport study area and would not add to the geology and soils impacts of other area projects.
Hazards and Hazardous Materials	5.15	AMP Project would not incrementally contribute to a significant cumulative impact because measures would be taken during construction to limit potential for impacts, and hazards associated with the NTC site would be mitigated separately.
Human Health Risk Assessment	5.16	As with the air quality analysis, the HHRA included long range plans for increased traffic due to forecast demand. Although the AMP Project contributes incrementally to human health risk effects, the non-cancer effects found for 2015 are attributable primarily to the pollutant acrolein and the impacts are likely overstated due to the aircraft engine speciation profiles used in the analysis.
Public Services	5.17	AMP Project would not incrementally contribute to a significant cumulative impact because new developments can be accommodated and because new public services are added as required.
Recreation	5.18	AMP Project would not incrementally contribute to a significant cumulative impact because it would have virtually no effect on recreational resources.

The AMP FEIR cumulative impacts analyses consider the SDIA AMP Project including the Airport Airport Land Use Plan which designated Airport Support uses in the proposed location of the CRDC. The types of improvements contemplated under the Proposed Project are included in the Airport Land Use Plan. Those conclusions are considered to still be valid and applicable to the Proposed Project; no cumulative impacts are anticipated.

**c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** As indicated in the discussions above, implementation of the Proposed Project would not result in a substantial adverse effect on human beings, either directly or indirectly. The Proposed Project will consolidate an existing airport function and operation in a central facility (i.e. Central Receiving and Distribution Center) in an area designated for similar Airport Support uses in the adopted Airport Land Use Plan for San Diego International Airport.

## **NEGATIVE DECLARATION**

### **CENTRAL RECEIVING AND DISTRIBUTION CENTER San Diego International Airport San Diego, California**

## **ATTACHMENT C**

### **Figures**

1. Regional Location Map
2. Site Plan
3. Site Plan
4. Project Location at SDIA
5. Project Location and Heights of Surrounding Airport Facilities and Structures



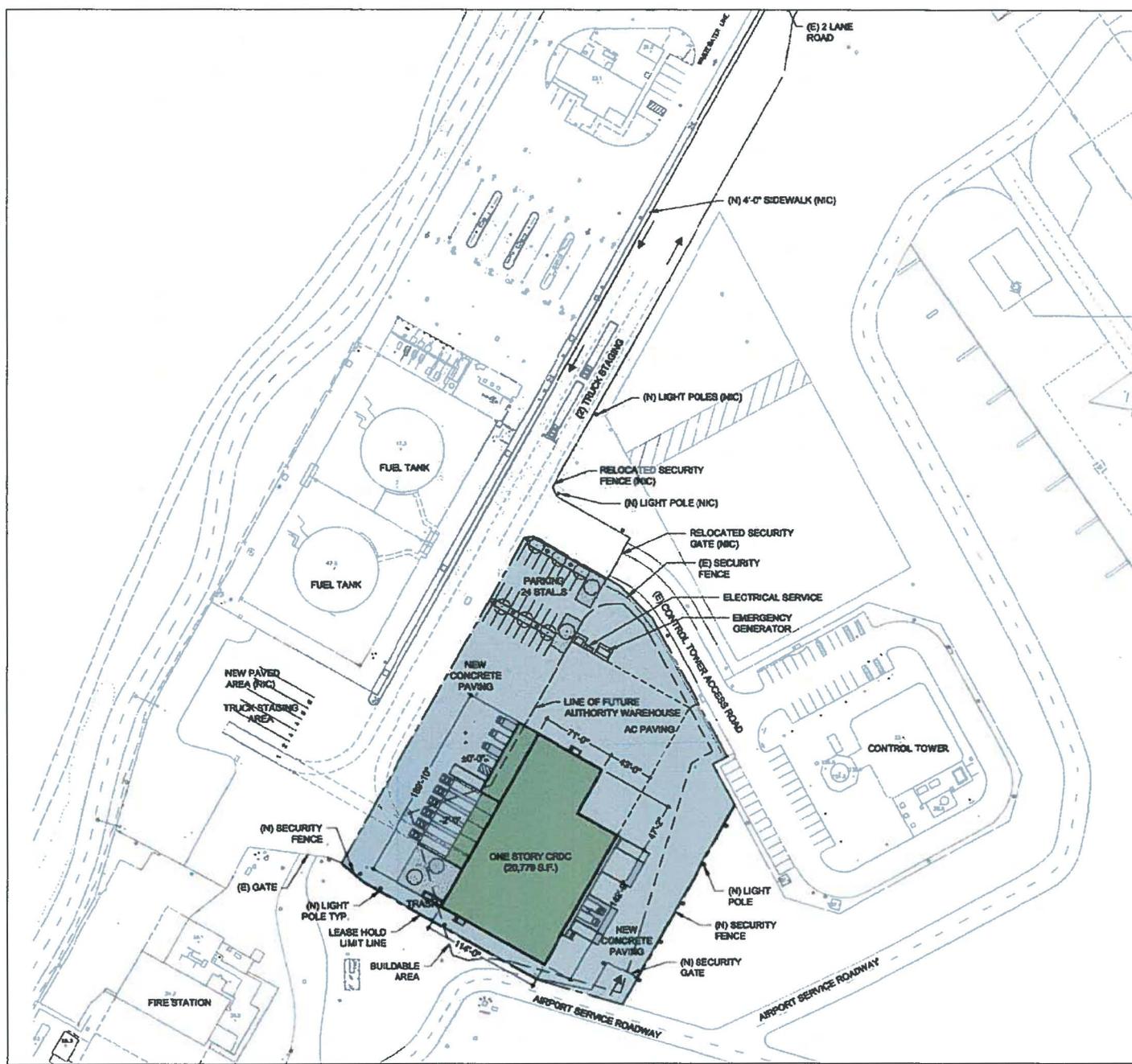


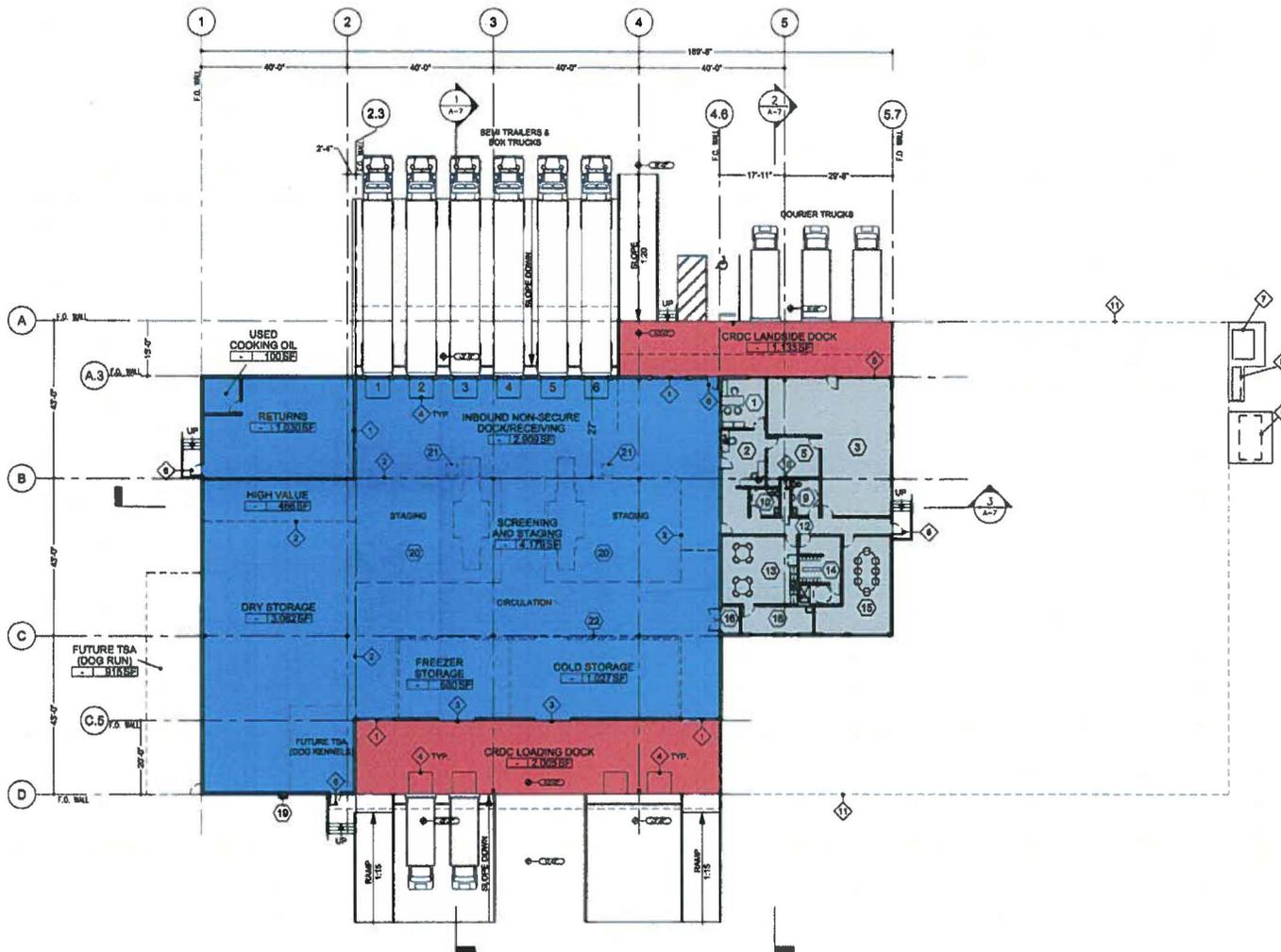
-  CRDC
-  LEASE HOLD AREA  
99,095 S.F.  
2.3 ACRES
-  BUILDABLE ENVELOPE  
58510 S.F.

 north  
 Not to Scale

Source: GPA Architects, Inc.  
 Preliminary Site Plan - October 15, 2010

**Figure 2**  
**Site Plan**  
**Central Receiving and**  
**Distribution Center**





**LEGEND**

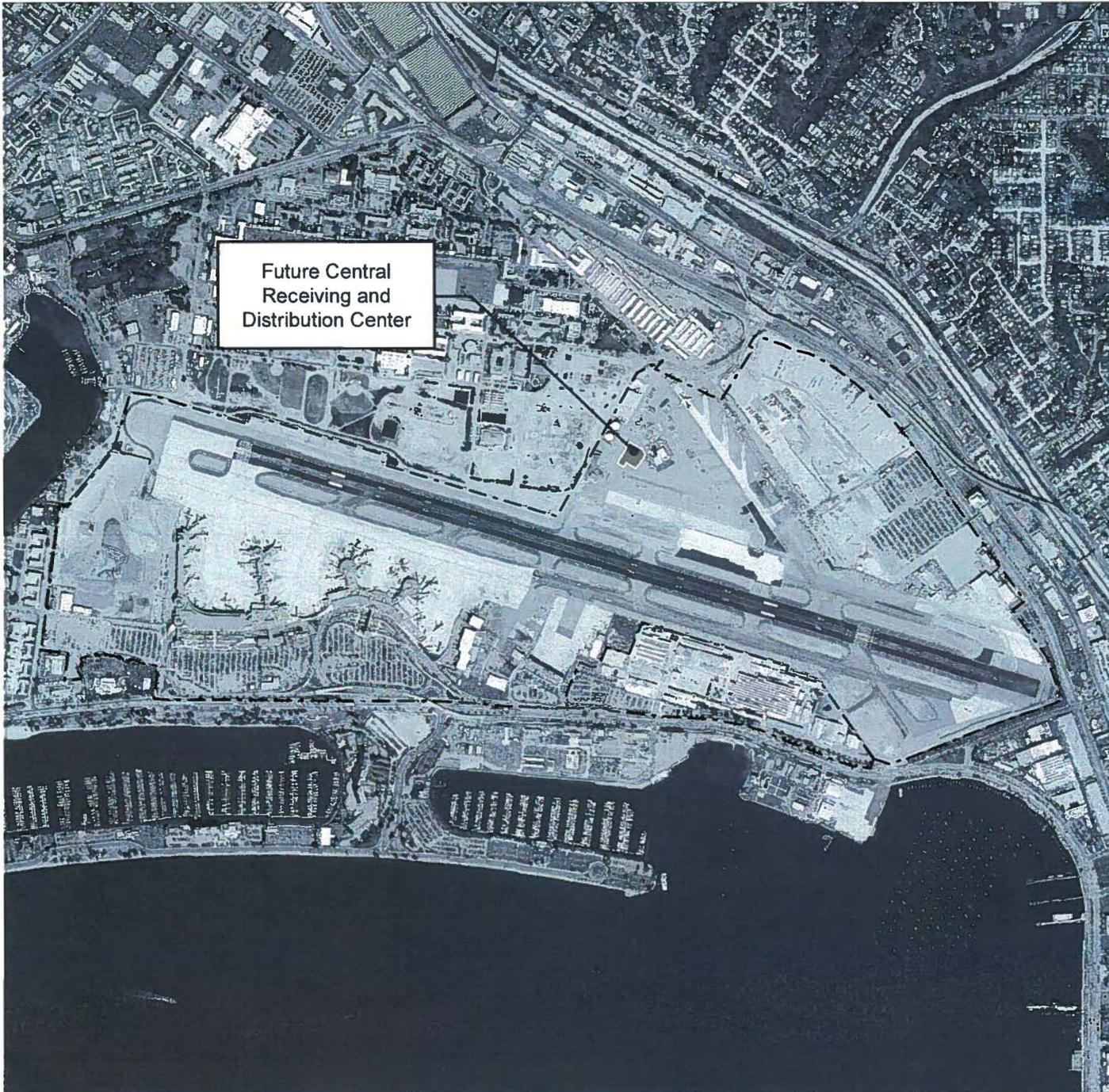
<span style="color: blue;">■</span> CRDC WAREHOUSE	14,282 S.F.
<span style="color: grey;">■</span> ADMINISTRATION	3,379 S.F.
<span style="color: red;">■</span> COVERED LOADING DOCK	3,138 S.F.
<b>TOTAL</b>	<b>20,779 S.F.</b>


  
 north

Not to Scale

Source: GPA Architects, Inc.  
 Preliminary Floor Plan - October 15, 2010

**Figure 3**  
**Site Plan**  
**Central Receiving and**  
**Distribution Center**

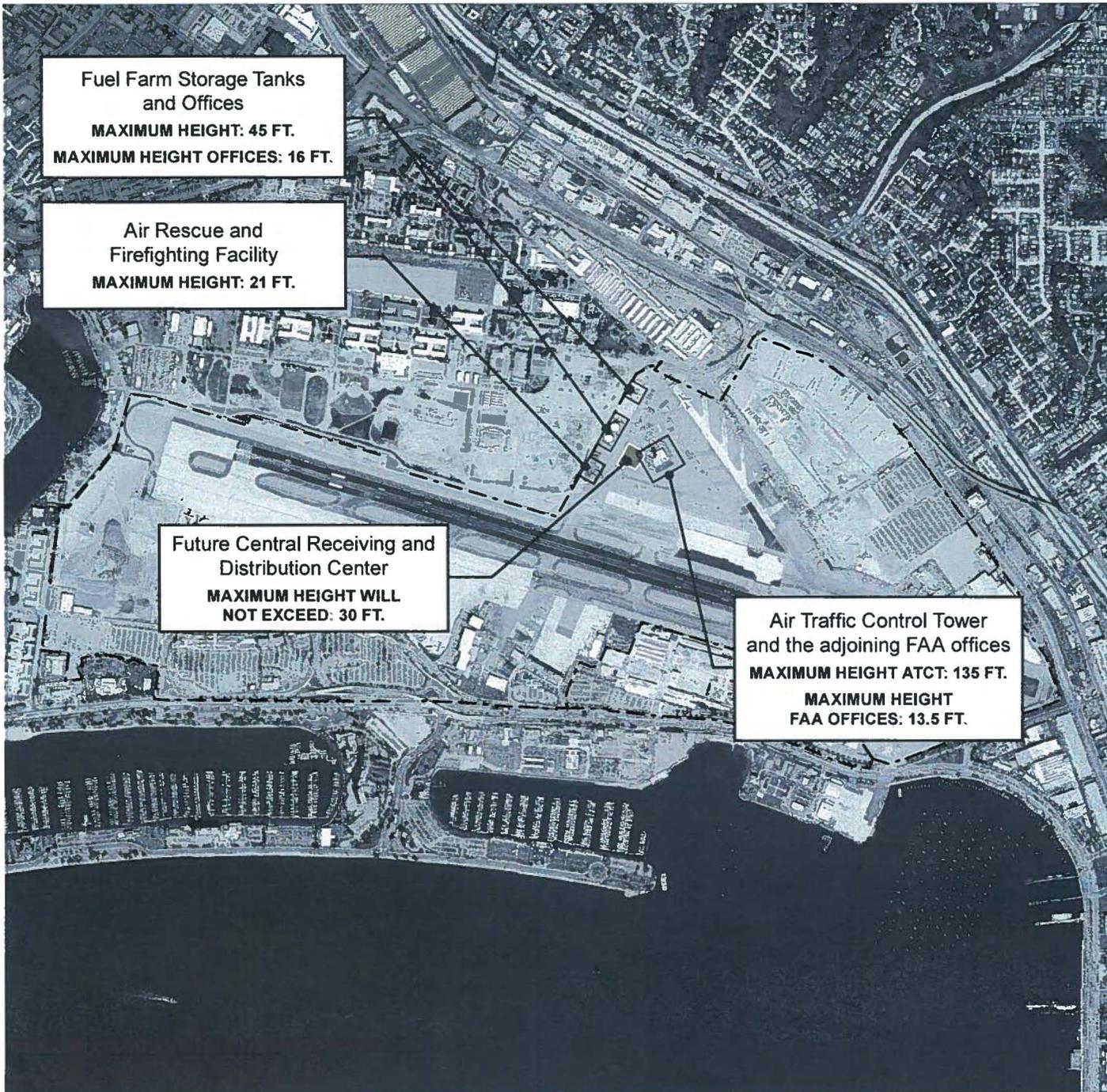


Future Central  
Receiving and  
Distribution Center

Not to Scale.

Source: San Diego County Regional Airport Authority, February 2011.  
Prepared by: San Diego County Regional Airport Authority, February 2011.

**Figure 4**  
**Project Location at San Diego  
International Airport**



Not to Scale.

Source: San Diego County Regional Airport Authority, February 2011.  
Prepared by: San Diego County Regional Airport Authority, February 2011.

**Figure 5**  
**Project Location and Heights of Surrounding Airport Facilities and Structures**

**NEGATIVE DECLARATION**

**CENTRAL RECEIVING AND DISTRIBUTION CENTER  
San Diego International Airport  
San Diego, California**

**ATTACHMENT D**

**Traffic Analysis Memo**



Kimley-Horn  
and Associates, Inc.

401 B Street  
Suite 600  
San Diego, California  
92101

## Memorandum

To: Gus Abadjis, Program Manager  
San Diego County Regional Airport Authority

From: Adam Dankberg, P.E., Kimley-Horn and Associates, Inc.

Date: February 23, 2011

**Subject: Central Receiving Distribution Center Trip Generation and Access**

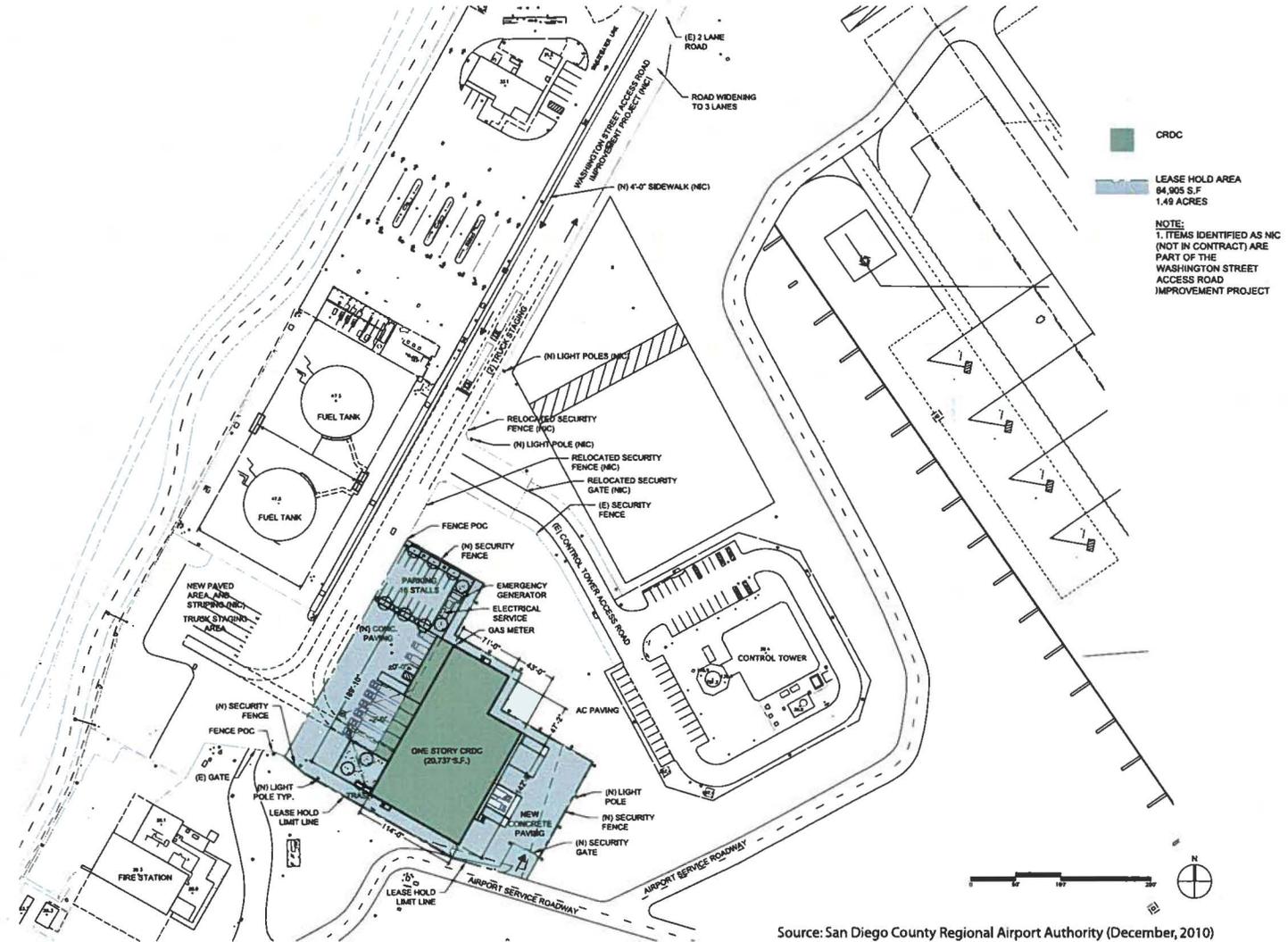
This memo documents the anticipated trip generation and access for the proposed new north side Central Receiving Distribution Center (CRDC). This facility will provide an efficient storage and distribution center for incoming deliveries of products at the airport. The proposed CRDC will allow for the potential future security screening of incoming products at the airport. The existing loading dock facility at Terminal 2 West was closed to provide room for the terminal expansion. In addition, existing curbside truck delivery activities at both Terminals 1 and 2 will be shifted to the CRDC. Trucks currently utilizing North Harbor Drive to access the existing facility and terminals will instead access the new CRDC via Washington Street west of Pacific Highway. The CRDC conceptual site plan is shown in **Figure 1**. The facility will operate with limited hours due to the characteristics of its use. Trucks access the site to deliver goods needed for the day's operation of food, merchandise, operations and management facilities. Hence, deliveries generally occur between the early morning and mid-day. The facility is anticipated to operate between 3 AM and 4 PM.

The project description and resulting environmental impacts are further documented in the project's Negative Declaration, issued November 2010. This memo is in response to comments received by the San Diego County Regional Airport Authority (SDCRAA) from the City of San Diego Development Services on January 11, 2011 and from the Department of the Navy, Commander Navy Region Southwest, on December 30, 2010.

### Existing Trip Generation

As stated above, the project will replace an existing loading dock and other curbside deliveries with a new facility on the north side of the airport. These existing trips will be removed from North Harbor Drive when the new facility opens. The trip generation for existing deliveries was tabulated by hour for a one week period based on information collected from existing users, including HMS Host, FedEx, UPS, DHL, SDCRAA, Flagship (Janitorial), and the Transportation Security Administration.

# Central Receiving Distribution Center



**Table 1 Existing Delivery Volumes by Time of Day**

MONDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	1
3:00am	0	1
4:00am	1	2
5:00am	1	0
6:00am	2	0
7:00am	1	0
8:00am	1	0
9:00am	0	0
10:00am	1	0
11:00am	5	0
12:00pm	2	0
1:00pm	2	0
2:00pm	4	0
3:00pm	0	0
<b>Totals</b>	<b>22</b>	<b>4</b>

TUESDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	0
3:00am	0	0
4:00am	0	1
5:00am	2	1
6:00am	4	1
7:00am	3	0
8:00am	2	1
9:00am	1	0
10:00am	1	0
11:00am	5	1
12:00pm	1	0
1:00pm	0	0
2:00pm	3	0
3:00pm	0	0
<b>Totals</b>	<b>24</b>	<b>5</b>

WEDNESDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	1
3:00am	0	0
4:00am	0	1
5:00am	1	0
6:00am	2	0
7:00am	0	0
8:00am	1	0
9:00am	0	0
10:00am	3	0
11:00am	5	0
12:00pm	1	1
1:00pm	0	0
2:00pm	3	1
3:00pm	0	0
<b>Totals</b>	<b>18</b>	<b>4</b>

THURSDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	0
3:00am	0	1
4:00am	1	2
5:00am	1	1
6:00am	2	0
7:00am	3	0
8:00am	1	0
9:00am	0	1
10:00am	2	1
11:00am	5	1
12:00pm	1	0
1:00pm	0	0
2:00pm	4	0
3:00pm	0	0
<b>Totals</b>	<b>22</b>	<b>7</b>

FRIDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	1
3:00am	0	0
4:00am	0	1
5:00am	1	0
6:00am	1	0
7:00am	0	0
8:00am	1	0
9:00am	0	0
10:00am	1	0
11:00am	4	0
12:00pm	0	0
1:00pm	2	0
2:00pm	4	0
3:00pm	0	0
<b>Totals</b>	<b>16</b>	<b>2</b>

SATURDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	1
3:00am	0	0
4:00am	1	1
5:00am	0	0
6:00am	1	0
7:00am	0	0
8:00am	2	0
9:00am	0	0
10:00am	1	0
11:00am	0	0
12:00pm	0	0
1:00pm	0	0
2:00pm	0	0
3:00pm	0	0
<b>Totals</b>	<b>7</b>	<b>2</b>

AVERAGE WEEKDAY		
	BOX TRUCK	SEMI
12:00am	0	0
1:00am	0	0
2:00am	2	1
3:00am	0	1
4:00am	1	2
5:00am	1	1
6:00am	3	0
7:00am	2	0
8:00am	1	0
9:00am	0	0
10:00am	2	0
11:00am	5	1
12:00pm	1	0
1:00pm	1	0
2:00pm	4	0
3:00pm	0	0
<b>Totals</b>	<b>23</b>	<b>6</b>

Note: Average weekday represents Monday-Thursday.  
 Friday truck volumes are lower and are therefore not included.



The delivery truck trip generation for the existing airport receiving operations is shown in **Table 1**. As shown in the table, on an average weekday (Monday through Thursday), a mix of 29 box and semi-trailer trucks make deliveries to the existing terminal area. Delivery activity on Friday and Saturday is substantially less.

As shown in the table, deliveries peak on Tuesday and Thursday, with 29 total deliveries. The deliveries throughout the week occur between the hours of 2:00 AM and 3:00 PM. No single hour has more than six total deliveries. During the peak hours of traffic on the adjacent street system, 7:00 to 9:00 AM and 4:00 to 6:00 PM, there is minimal delivery activity, with the average weekday having two deliveries between 7:00 and 8:00 AM and one delivery between 8:00 AM and 9:00 AM. There are no deliveries during the afternoon peak period of nearby street traffic.

**Project Conditions**

The CRDC will be managed by an operator, under contract with the Airport Authority, who will manage dock delivery times based on the needs of the Airport Authority, suppliers, and tenants receiving goods through the facility. Based on surveys of other similar facilities across the country and reviews of the operating model of operators of these facilities, the Authority anticipates that approximately 60 percent of the deliveries will be scheduled before 7:00 a.m. Based on the City of San Diego concerns related to delivery traffic during the 7:00 a.m. to 9:00 a.m. timeframe, the Authority anticipates contractually limiting deliveries during this time. As such, based on the project’s Negative Declaration top range estimate of an average of 70 deliveries per day, **Table 2** shows the number of deliveries, by truck type, by time of day. Approximately 80 percent of all deliveries are anticipated to be via the smaller box truck, as opposed to a semi-trailer.

**Table 2 Future CRDC Delivery Volumes by Time of Day**

Time of Day	Box Truck	Semi-Truck	Total
3:00am - 7:00am	33	9	42
7:00am - 9:00am	0	0	0
9:00am - 4:00pm	23	5	28
4:00pm - 12:00am	0	0	0
Total	56	14	70

Truck deliveries are anticipated to occur at the project’s nine loading docks. Deliveries are anticipated to take only a short amount of time and trucks are anticipated to egress within one hour of their arrival. Therefore, truck exiting volumes are anticipated to have a similar hourly pattern to entering volumes.

The CRDC is anticipated to have between ten and fifteen employees, operating on a shift schedule. The peak number of employees staffing the facility at any one time is anticipated to be

ten. Therefore, auto traffic to the CRDC is anticipated to be limited to a maximum of ten vehicles in any hour. Given that deliveries generally begin at 3 AM, most staff access is anticipated to occur outside the peak periods of the adjacent street traffic.

The transport of goods from the CRDC to on-airport facilities will not involve vehicle movements on external roadways.

On a daily basis, up to 70 trucks and up to 15 employees are anticipated to access the site, for a total of 85 entering vehicles. The small trip generation associated with the project (a total of approximately 170 ADT) does not necessitate a traffic impact analysis since it generates fewer than 50 peak-hour trips and 500 daily trips, per Chapter 2 of the City of San Diego's Traffic Impact Study Manual (July 1998). It should also be noted that a number of these vehicles currently use North Harbor Drive and will be removed from existing traffic volumes on that facility with the shift in delivery operations to the CRDC on the north side of the airport.

Marine Corps Recruiting Depot (MCRD) San Diego holds graduation at 10:00 AM on Fridays, with vehicle access primarily occurring between approximately 8:30 and 9:45 AM. Visitors to the graduation use the same Washington Street access as will be used by the CRDC. Deliveries to the CRDC on Friday are anticipated to be less than on a typical weekday, with currently only sixteen total daily deliveries, peaking at four deliveries between 11:00 AM and 12:00 PM and between 2:00 PM and 3:00 PM. Delivery volumes during the period of graduation access and egress are anticipated to be minimal with the CRDC, with no more than one or two trucks accessing the CRDC during the peak graduation access period. The MCRD graduation currently results in significant queuing along Washington Street and Pacific Highway. While CRDC delivery trucks and employees may have to wait in lengthy queues to access the CRDC, the planned facility it is not anticipated to result in a discernable lengthening of the queues, nor in added delay to vehicles accessing/egressing MCRD.

### **Truck Queuing**

Delivery bays are provided within the CRDC for up to nine trucks. Of the nine bays, six are designed to handle semi-trailer trucks. As indicated in the trip generation section above, using current arrival patterns and anticipated future demand, no more than 15 delivery trucks are anticipated to arrive at the CRDC during the peak hour of delivery operations, which will be outside of the peak period of traffic on the surrounding roadway network.

The Washington Street access to the CRDC will be a three lane roadway on airport property, with one lane in each direction and a center lane used for truck staging. The length of the roadway identified for truck staging is 290 feet, sufficient for queuing of approximately seven to nine box trucks. Additionally, the CRDC is located approximately 1,800 feet south of the diverge location from the MCRD property. Given the available storage distance, maximum queue length generated by the peak hourly volume of 15 trucks would not extend out of airport property. Therefore, truck queuing at the CRDC would not impact either MCRD access or the Washington Street intersection with Pacific Highway.



As shown in **Table 2**, most truck deliveries (80 percent on an average weekday) will be box trucks, as opposed to semi-trailer trucks. Given the shorter length of most trucks, the small number of deliveries in any given hour, and that peak access for the facility is outside of the peak traffic period for nearby streets, there is not anticipated to be any extended impact to queue lengths on Washington Street or Pacific Highway.

### **Parking**

The CRDC site plan, shown in **Figure 1**, includes parking for up to sixteen autos. As mentioned above, fifteen employees are anticipated to staff the CRDC. Therefore, sufficient parking is provided adjacent to the CRDC and no additional parking is required.

### **Summary**

Truck traffic will not access the CRDC site during the morning and afternoon peak hours of the adjacent street traffic. The amount of traffic accessing the CRDC site outside of the peak hours is small and will have negligible impact to the surrounding roadway network, including Pacific Highway and Washington Street. A traffic impact analysis is not required, per the City of San Diego's guidelines. Truck queuing will occur on-site and will not affect operations of the MCRD or the surrounding roadway network. With an average of less than one truck per traffic signal cycle during peak delivery times, queue lengths at the Washington Street and Pacific Highway intersection would not be significantly increased. Finally, sufficient parking will be provided on-site for all anticipated employees and delivery vehicles.

**NEGATIVE DECLARATION**

**CENTRAL RECEIVING AND DISTRIBUTION CENTER  
San Diego International Airport  
San Diego, California**

**ATTACHMENT E**

**Comment Letters Received  
and  
Responses to Comments**

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# **Responses to Comments for the Draft Negative Declaration**

## **Public Review and Comments Received**

The negative declaration was available electronically and circulated for public review and comment for a period of more than 30 days from November 23, 2010 through December 30, 2010.

Eight (8) comment letters were received in response to the negative declaration from:

1. Department of Navy – Commander Navy Region Southwest
2. State of California Coastal Commission – San Diego Area
3. State of California – Division of Aeronautics
4. State of California – Department of Toxic Substances Control
5. City of San Diego – Solid Waste Local Enforcement Agency
6. City of San Diego – Public Utilities Dept. - Water and Sewer Development Section
7. City of San Diego – Development Services
8. San Diego County Archaeological Society

Confirmation of receipt of the Negative Declaration was provided in correspondence from the California State Clearinghouse and the County of San Diego Clerk's Office. Both are included as part of the record.

Copies of the comment letters follow this section along with the responses to comments in accordance with CEQA.

## **Topical Issues / Responses**

The comment letters included the following topical issues:

### Traffic/Circulation Analysis

As comments submitted from the Department of Navy and City of San Diego relate to traffic and circulation, a traffic analysis was conducted by a traffic consultant, Kimley-Horn and Associates, Inc. and included in Attachment D, Central Receiving and Distribution Center Trip Generation and Access, February 23, 2011. The traffic analysis analyzed the proposed operations of the CRDC based upon the following scheduling of deliveries:

**Future CRDC Delivery Volumes by Time of Day**

<b>Time of Day</b>	<b>Box Truck</b>	<b>Semi-Truck</b>	<b>Total</b>
<b>12:00 am – 7:00 am</b>	33	9	42
<b>7:00 am – 9:00 am</b>	0	0	0
<b>9:00 am – 4:00 pm</b>	23	5	28
<b>4:00 pm – 12:00 am</b>	0	0	0
<b>Total</b>	<b>56</b>	<b>14</b>	<b>70</b>

The traffic analysis concluded that the minor amount of traffic from the CRDC would have a negligible impact to the surrounding roadway network, including Pacific Highway and Washington Street. Based upon the forecast CRDC-related vehicle trips for deliveries, traffic analysis of the intersection is not required per the City of San Diego guidelines. Truck queuing will occur on the airport property and will not affect operations of the Marine Corps Recruit Depot or the surrounding roadway network. With an average of less than one truck per traffic signal cycle during peak deliver times, queue lengths at the Washington Street and Pacific Highway intersection would not be significantly increased. Finally, sufficient parking will be provided at the CRDC facility on airport property for all anticipated employees and delivery vehicles.

**Airport Support Uses and CRDC Use Affecting Surrounding Land Uses**

The CRDC is proposed on developed airport property in an area designated as the Airport Support use in the San Diego International Airport Master Plan. Airport Support use is an airport use that supports the function of the airport, including facilities that support terminal operations. The CRDC (Proposed Project) has independent utility from other future airport projects identified in the San Diego International Airport Master Plan - Northside Improvements area. Some of the characteristics of the Proposed Project include:

- **Independent Timeline:** The CRDC has a separate and independent timing requirement to be operational by December 1, 2012. The CRDC will organize a presently unmanaged set of deliveries that occur at the terminal curbside to a managed and scheduled system at one facility. The other proposed airport uses in the Northside Improvements area are not proposed to be constructed and operational until 2015 or later.
- **Designated Airport Support Use:** The CRDC is proposed on airport property designated for Airport Support uses between the Airport Traffic Control Tower, the Fuel Farm and the Air Rescue Fire Fighting facility. The CRDC is proposed within the existing fenced perimeter intrusion detection system and not proposed on the former General Dynamics that is contemplated as part of the future Northside Improvements area.
- **Existing Circulation and Utilities Sufficient:** Ground access circulation to the CRDC will use the existing Washington Avenue/Pacific Highway intersection with no intersection improvements required. The CRDC will connect to existing utilities that serve the adjacent Airport Support facilities. No major upgrades to the dry and wet utilities are required to connect to the CRDC.



DEPARTMENT OF THE NAVY  
COMMANDER NAVY REGION SOUTHWEST  
937 NO. HARBOR DR.  
SAN DIEGO, CA 92132-0058

IN REPLY REFER TO

5090  
Ser  
30 DEC 10

Mr. Ted Anasis, Manager  
Airport Planning Department, Regional Airport Authority  
3225 North Harbor Drive  
San Diego, CA 92101

Subj: Comments on Negative Declaration (ND) SDCRAA #ND-10-01 - Central  
Receiving Distribution Center (CRDC)

Dear Mr. Anasis:

Thank you for the opportunity to comment on the ND for the proposed Central Receiving Distribution facility, an approximately 21,000 square foot building located on the north side of the San Diego International Airport.

As noted in the ND, primary vehicular access to the proposed CRDC will be via Washington Street, which is also an access point for the Marine Corps Recruiting Depot (MCRD). MCRD has set in place significant modifications to its internal footprint to support increased training demand for national defense that has resulted in an increased number of recruits.

We request that any vehicular access impacts from the construction and future operation of the CRDC to MCRD be identified and prevented, or mitigation measures implemented. Additionally, we request that CRDC functions do not impede and/or interfere with MCRD training requirements.

DoN appreciates the opportunity to comment and continues to value its strong working relationship with the San Diego County Regional Airport Authority.

Thank you for your careful consideration of our comments. My point of contact for this project is Mr. Steve Chung, Regional Community Plans and Liaison and can be contacted at (619) 532-4268 or [steve.u.chung@navy.mil](mailto:steve.u.chung@navy.mil).

Sincerely,

Michael P Oestereicher  
Commander, U.S. Navy  
Assistant Regional Engineer

RECEIVED

DEC 30 2010

PLANNING DEPT. #44

---

## **Responses to Comments from the Department of the Navy**

### **Response 1.**

Please see the "Central Receiving Distribution Center Trip Generation and Access" memo, dated February 23, 2011, for a discussion of trip generation at the proposed CRDC. As described in that memo, CRDC functions are not expected to impede or interfere with MCRD use of the Washington Street access. The CRDC facility is only expected to generate up to 15 trucks arriving during the peak delivery hour. This volume equates to an average of less than one truck arrival per traffic signal cycle at the Washington Street/Pacific Highway intersection. A traffic volume this low would not impede or interfere with MCRD-related traffic utilizing the Washington Street access gate. Additionally, the CRDC facility and on-airport access road provide adequate storage to prevent any truck queues from backing up off of airport property.

**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4421  
(619) 767-2370



December 3, 2010

Ted Anasis  
SDCRAA  
P.O. Box 82776  
San Diego, CA 92138-2776

Re: Draft Negative Declaration Central Receiving Distribution Center at San Diego International Airport

Dear Mr. Anasis:

Thank you for the opportunity to comment on the November 2010 Draft Negative Declaration for the Central Receiving Distribution Center at the San Diego International Airport. Staff has reviewed the Draft ND and has the following comments.

- A site plan or exhibit showing the location of the proposed project within the overall context of the existing airport facility would be very useful. 1
- Please clarify the height of the proposed structure. Page 2 of the Initial Study indicates the project will not exceed 30 feet; Page 5 of the Environmental Checklist and Impact Analysis states the height would not exceed 20 feet. 2
- In order to assess the impact the proposed structure could have on views from Interstate 5, please indicate the height of the control tower, the existing structure adjacent to the control tower, and the nearby fuel tanks, for comparison purposes. 3
- Staff concurs with the determination that the project will require issuance of a coastal development permit from the Coastal Commission. 4

Thank you for the opportunity to comment, and please feel free to call me if you have any questions.

Sincerely,

Diana Lilly  
Coastal Planner

RECEIVED

DEC 07 2010

(G:\San Diego\DIANA\Airport\Central Receiving Distribution Center Building ND comments.doc)

PLANNING DEPT. #44

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## Responses to Comments from the California Coastal Commission

### Response 1.

Figure 4, Project Location has been added to the Negative Declaration depicting the proposed CRDC location in context to the rest of San Diego International Airport.

### Response 2.

The height of the proposed CRDC will not exceed 30 feet. The reference on Page 5 of the Environmental Checklist has been revised.

### Response 3.

Figure 5, Project Location and Comparison of Surrounding Heights has been added to the Negative Declaration depicting the proposed CRDC in relation to adjoining airport facilities as follows:

Airport Facility	Height (feet)
<b>CRDC (Proposed Project)</b>	30 feet (maximum height will not exceed)
<b>Air Traffic Control Tower</b>	135 feet
<b>Adjoining FAA offices</b>	13.5 feet
<b>Fuel Farm Storage Tanks</b>	45 feet
<b>Fuel Farm Offices</b>	16 feet
<b>Air Rescue and Firefighting Facility</b>	21 feet

### Response 4.

Comment noted.

**DEPARTMENT OF TRANSPORTATION**  
 DIVISION OF AERONAUTICS – M.S.#40  
 1120 N STREET  
 P. O. BOX 942874  
 SACRAMENTO, CA 94274-0001  
 PHONE (916) 654-4959  
 FAX (916) 653-9531  
 TTY 711



*Flex your power!  
 Be energy efficient!*

December 9, 2010

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DEC 20 2010

Mr. Ted Anasis  
 San Diego County Regional Airport Authority  
 P.O. Box 82776  
 San Diego, CA 92138-2776

PLANNING DEPT. #44

Dear Mr. Anasis:

Re: San Diego County Regional Airport Authority's Negative Declaration for the Central Receiving Distribution Center; SCH# 2010111087

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for construction of a Central Receiving and Distribution Center (CRDC) at San Diego International Airport. The project site is located approximately 950 feet north of the runway and southwest of the control tower. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height "will not exceed 30 feet".

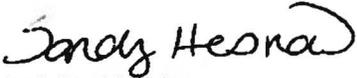
California Public Utilities Code Section 21659 prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction" should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes) to the airport imaginary surfaces. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at <https://oaaaa.faa.gov/oaaaa/external/portal.jsp> and should be submitted electronically to the FAA.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 11 office concerning surface transportation issues.

Mr. Ted Anasis  
December 9, 2010  
Page 2

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

  
SANDY HESNARD  
Aviation Environmental Specialist

c: State Clearinghouse

---

**Responses to Comments from the State of California, Department of Transportation, Division of Aeronautics**

**Response 1.**

The CRDC is proposed in an area designated as Airport Support use in the San Diego International Airport Master Plan. The CRDC would be designed and constructed to avoid any structural hazards or penetrating any airport imaginary surfaces. The Proposed Project will be designed and constructed in accordance with the California Public Utilities Code Section 21659; Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E and in accordance with the Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace."

**Response 2.**

Comment noted.



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Cathleen Cox  
Acting Director

December 22, 2010

RECEIVED

DEC 29 2010

Ted Anasis  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

PLANNING DEPT. #44

Subject: Central Receiving Distribution Center (CRDC) at San Diego International Airport  
SCH#: 2010111087

Dear Ted Anasis:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 21, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2010111087  
**Project Title** Central Receiving Distribution Center (CRDC) at San Diego International Airport  
**Lead Agency** San Diego County Regional Airport Authority

---

**Type** Neg Negative Declaration  
**Description** The CRDC is proposed on the north side of the airport near other Airport Support uses including the air traffic control tower, fuel farm, and air rescue fire fighting facility with primary access from Pacific Highway and Washington Street. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height will not exceed 30 feet. The warehouse will include a non-secure delivery area, a security screening area, dry/cold/freezer storage, and a secure loading dock. The warehouse will also include offices and areas to accommodate future security screening facilities and requirements.

---

**Lead Agency Contact**

**Name** Ted Anasis  
**Agency** San Diego County Regional Airport Authority  
**Phone** (619) 400-2478 **Fax**  
**email**  
**Address** P.O. Box 82776  
**City** San Diego **State** CA **Zip** 92138-2776

---

**Project Location**

**County** San Diego  
**City** San Diego  
**Region**  
**Lat / Long**  
**Cross Streets** North Harbor Drive; Pacific Highway and Sassafras Street  
**Parcel No.**  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
-----------------	--------------	----------------	-------------

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**Proximity to:**

**Highways** I-5  
**Airports** San Diego Intl.  
**Railways** BN&SF  
**Waterways** San Diego Bay  
**Schools**  
**Land Use** International Airport/International Airport

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**Project Issues** Public Services

---

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

---

**Date Received** 11/22/2010 **Start of Review** 11/22/2010 **End of Review** 12/21/2010

---

Note: Blanks in data fields result from insufficient information provided by lead agency.

**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF AERONAUTICS – M.S.#40  
1120 N STREET  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-4959  
FAX (916) 653-9531  
TTY 711



*Flex your power!  
Be energy efficient!*

December 9, 2010

Mr. Ted Anasis  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

Clear  
12/21/10  
e.



Dear Mr. Anasis:

Re: San Diego County Regional Airport Authority's Negative Declaration for the Central Receiving Distribution Center; SCH# 2010111087

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for construction of a Central Receiving and Distribution Center (CRDC) at San Diego International Airport. The project site is located approximately 950 feet north of the runway and southwest of the control tower. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height "will not exceed 30 feet".

California Public Utilities Code Section 21659 prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction" should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes) to the airport imaginary surfaces. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 11 office concerning surface transportation issues.

Mr. Ted Anasis  
December 9, 2010  
Page 2

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

*Original Signed by*

SANDY HESNARD  
Aviation Environmental Specialist

c: State Clearinghouse

---

**Responses to Comments from the State Clearinghouse and Planning Unit  
(December 22, 2010 Letter)**

**Response 1.**

This letter services as confirmation that the Negative Declaration was received by the State Clearinghouse and Planning Unit and distributed to state agencies for review, and transmittal of one state agency comment letter (State of California, Department of Transportation, Division of Aeronautics).

No response is required.



Linda S. Adams  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Maziar Movassaghi  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor

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JAN 06 2011

PLANNING DEPT. #44

January 3, 2011

Mr. Ted Anasis  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, California 92138-2776

DRAFT MITIGATED NEGATIVE DECLARATION (ND) FOR CENTRAL RECEIVING  
DISTRIBUTION CENTER (CRDC) (SCH# 2010111087)

Dear Mr. Anasis:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The CRDC is proposed on the north side of the airport near other Airport Support uses including the air traffic control tower, fuel farm, air rescue fire fighting facility with primary access from Pacific Highway and Washington Street. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height will not exceed 30 feet. The warehouse will include a non secure delivery area, a security screening area, dry/cold/freezer storage, and a secure loading dock. The warehouse will also include offices and areas to accommodate future security screening facilities and requirements".

Based on the review of the submitted document DTSC has the following comments:

- 1) The ND should identify and determine whether current or historic uses at the project area may have resulted in any release of hazardous wastes/substances. 1
- 2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies: 2
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

- EnviroStor, a database primarily used by the California Department of Toxic Substances Control, at [www. Envirostor.dtsc.ca.gov](http://www.Envirostor.dtsc.ca.gov).
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2  
cont'd

- 3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
- 4) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils.

3

4

- Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination. 4  
cont'd
- 5) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. 5
- 6) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight. 6
- 7) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project. 7
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. 8
- 9) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489. 9

Mr. Ted Anasis  
January 3, 2011  
Page 4

If you have any questions regarding this letter, please contact me at [ashami@dtsc.ca.gov](mailto:ashami@dtsc.ca.gov), or by phone at (714) 484-5472.

Sincerely,



Al Shami  
Project Manager  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3081

---

## **Responses to Comments from the State of California, Department of Toxic Substances Control**

### **Response 1.**

The ND contains a listing and summary information of current and historic sites uses within the Project area that may have resulted in any release of hazardous wastes/substances. See Section VII.d.

### **Response 2.**

The ND contains a listing and summary information of sites within the Project area that are known (or have the potential) to have environmental contamination and whether these conditions may pose a threat to human health or the environment. See Section VII.d. These sites were identified using the information available from the databases listed.

### **Response 3.**

Comment noted (see also responses #1 and #2 above). All further and necessary investigations and remediation will be conducted prior to site development, although in some cases, it may be more cost-effective and environmentally sound to conduct the remediation during the site development. All activities involving sites with environmental contamination will be coordinated with the appropriate governmental agencies. In accordance with Health & Safety Code Section 101480-101490 and the policies of the County of San Diego Department of Environmental Health (DEH), the Authority will apply for regulatory oversight by DEH in those instances where no investigation, remediation, or regulatory oversight is currently underway.

### **Response 4.**

Comment noted (see also response #3 above).

### **Response 5.**

Comment noted (see also responses #1, #2, and #3 above). In addition, as noted in Section VII.d. of the ND, Section 15.6 (*Human Health Risk Assessment*) of the AMP EIR found no significant or adverse health impact on sensitive receptors (including residences, schools, workers, and recreational locations) within the area surrounding the Airport.

### **Response 6.**

Comment noted (see also response #3 above).

### **Response 7.**

Comment noted (see also response #3 above, to the extent such measures are applicable).

### **Response 8.**

Comment noted and the site/building tenants of the proposed project will be obligated to adhere to all federal, state, and local regulations pertaining to the generation, storage, and disposal of hazardous wastes.

### **Response 9.**

Comment noted (see also response #3 above).



JERRY BROWN  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



January 14, 2011

RECEIVED

JAN 18 2011

Ted Anasis  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

PLANNING DEPT. #44

Subject: Central Receiving Distribution Center (CRDC) at San Diego International Airport  
SCH#: 2010111087

Dear Ted Anasis:

The enclosed comment (s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on December 21, 2010. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2010111087) when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1



Linda S. Adams  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

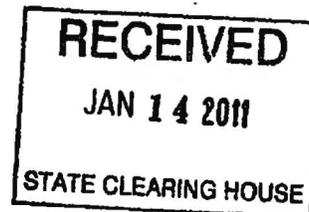
Maziar Movassaghi  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor

January 3, 2011

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12/21/10  
e



Mr. Ted Anasis  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, California 92138-2776

### DRAFT MITIGATED NEGATIVE DECLARATION (ND) FOR CENTRAL RECEIVING DISTRIBUTION CENTER (CRDC) (SCH# 2010111087)

Dear Mr. Anasis:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The CRDC is proposed on the north side of the airport near other Airport Support uses including the air traffic control tower, fuel farm, air rescue fire fighting facility with primary access from Pacific Highway and Washington Street. The CRDC is a 21,000 square foot warehouse with raised platforms and loading docks. The building height will not exceed 30 feet. The warehouse will include a non secure delivery area, a security screening area, dry/cold/freezer storage, and a secure loading dock. The warehouse will also include offices and areas to accommodate future security screening facilities and requirements".

Based on the review of the submitted document DTSC has the following comments:

- 1) The ND should identify and determine whether current or historic uses at the project area may have resulted in any release of hazardous wastes/substances.
- 2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

Mr: Ted Anasis  
January 3, 2011  
Page 2

- EnviroStor, a database primarily used by the California Department of Toxic Substances Control, at [www. Envirostor.dtsc.ca.gov](http://www.Envirostor.dtsc.ca.gov).
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  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
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  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
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- 3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
- 4) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils.

Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

- 5) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 6) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- 7) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbas, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

Mr. Ted Anasis  
January 3, 2011  
Page 4

If you have any questions regarding this letter, please contact me at [ashami@dtsc.ca.gov](mailto:ashami@dtsc.ca.gov), or by phone at (714) 484-5472.

Sincerely,



Al Shami  
Project Manager  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3081

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**Responses to Comments from the State Clearinghouse and Planning Unit  
(January 14, 2011 Letter)**

**Response 1.**

This letter services as confirmation of the end of the state review period and transmittal of one state agency comment letter (Department of Toxic Substances Control).

No response is required.

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**From:** Adams, Jacquelyn [JKAdams@sandiego.gov]  
**Sent:** Tuesday, December 21, 2010 11:12 AM  
**To:** Airport Planning  
**Subject:** Notice of Intent To Adopt a Negative Declaration for a Central Receiving Distribution Center at San Diego International Airport

The City of San Diego Solid Waste Local Enforcement Agency (LEA) reviewed the subject documentation and has no comments. I appreciate receiving the notification and hope to continue to be on the list of responsible agencies receiving environmental documents. ] 1

**Jacquie Adams, REHS**  
Solid Waste Inspector III  
City of San Diego LEA  
(619) 533-3695

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**Responses to Comments from the City of San Diego, Solid Waste Local Enforcement Agency**

Response 1.

Email correspondence confirming City of San Diego Solid Waste local Enforcement Agency has not comments. No response required.

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**From:** Rastakhiz, Mehdi [MRastakhiz@sandiego.gov]  
**Sent:** Thursday, December 30, 2010 1:51 PM  
**To:** Airport Planning  
**Cc:** Salvini, Bobbi  
**Subject:** NOI to Adopt a ND for Central Receiving Distribution Center

The Water and Sewer Development Section of the Public Utilities Department (PUD) reviewed the draft supplemental environmental document referenced above and has found that the proposed project **has no significant impact to the water or sewer system**. However, the following comments are provided for your information and/or inclusion into the document: 1

All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check. 2

Sewer and water mains serving one entity/ownership should be private or they will be converted to private per the City policy. 3

The project will be required to pay capacity fees associated with this expansion based upon the agreed number of Equivalent Dwelling Units (EDU's) being added. 4

If you have any questions regarding the Water and Sewer review comments, please contact Mehdi Rastakhiz at (619) 533-5155.

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## **Responses to Comments from the City of San Diego, Public Utilities Department**

### **Response 1.**

Comment noted as “the proposed project has no significant impact to the water or sewer system.”

### **Response 2.**

Comment noted.

### **Response 3.**

Comment noted.

### **Response 4.**

Comment noted.



THE CITY OF SAN DIEGO

January 11, 2011

San Diego County Regional Airport Authority
Mr. Ted Anasis
P.O. Box 82776
San Diego, CA 92138-2776

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PLANNING DEPT. #44

Submitted via email to: planning@san.org
Hard copy to follow via mail

Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT NEGATIVE DECLARATION FOR THE CENTRAL RECEIVING DISTRIBUTION CENTER AT THE SAN DIEGO INTERNATIONAL AIRPORT

The City of San Diego ("City") has received and reviewed the Negative Declaration (ND) for the above project and appreciates this opportunity to provide comments to the San Diego County Regional Airport Authority (SDCRAA). Continued coordinated planning between the City, the SDRCAA, and other local, regional, state, and federal agencies will be essential in order to implement this project.

1

Staff from the following City departments have reviewed the ND and provide the following comments for your consideration:

DEVELOPMENT SERVICES DEPARTMENT:
ENVIRONMENTAL ANALYSIS SECTION:
MYRA HERRMANN, SENIOR PLANNER, mherrmann@sandiego.gov

Miscellaneous comments:

Please note that any work proposed within the City's Public Right-of-Way (PROW) will require permitting in accordance with the Municipal Code. Please refer to the Development Services Department (DSD) website at http://www.sandiego.gov/development-services/ for guidance on submittal requirements. Staff within DSD will be able to assist the SDCRAA with any future permitting and/or discretionary actions associated with the work.

2

Any work within the City's Public Right-of-Way requires review for conformance with the City's Storm Water Regulations (within the Land Development Code) and should be referenced in this section of the environmental document.

3

The Negative Declaration makes reference to the City of San Diego Water and Metropolitan Wastewater Departments; however the departments have merged and the name has been changed

4



to the City of San Diego Public Utilities Department. This should be revised anywhere in your document where the previous department name is referenced.

4  
cont'd

**TRANSPORTATION DEVELOPMENT SECTION:**  
**KAMRAN KHALIGH, TRAFFIC ENGINEER, [KKHALIGH@SANDIEGO.GOV](mailto:KKHALIGH@SANDIEGO.GOV)**

1. The additional anticipated truck traffic on Pacific Highway and Washington Street, and the affected intersections and access points should be evaluated and discussed in this document. The previous traffic impact analysis as part of the 2008 Airport Master Plan EIR did not specifically evaluate the impact of the proposed Central Receiving Distribution Center improvements. Accordingly, a new transportation impact study should be conducted and included with this Negative Declaration to evaluate project impacts, and to identify appropriate project mitigations. The transportation impact study should be conducted based on the guidelines of the City of San Diego Traffic Impact Study Manual and the City's Significance Determination Thresholds.
2. The Initial Study for the proposed Negative Declaration states that the anticipated truck traffic will be primarily between the hours of 3:00 AM to 7:00 AM. This statement should be clarified by explaining how the truck traffic would be restricted to these early morning hours, or if some of these trips would be outside of these hours, then their numbers should be estimated and disclosed and any impacts on the roadway network evaluated.
3. All access points to the Central Receiving Distribution Center off of Pacific Highway and Washington Street should be fully described, their locations shown, and analysis provided in this document to show whether they would be expected to operate at acceptable level of service. Queue analysis should also be performed to demonstrate adequate proposed turn pocket lengths for large trucks.
4. The Negative Declaration states that the project would provide adequate parking for truck delivery and personnel. It should also state the anticipated number of passenger vehicle and truck parking spaces required to meet demand and state the proposed number of spaces.

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**ENVIRONMENTAL SERVICES DEPARTMENT**  
**LISA WOOD, SENIOR PLANNER ( 858)-573-1236, [lwood@SANDIEGO.GOV](mailto:lwood@SANDIEGO.GOV)**

The Environmental Services Department has reviewed the Negative declaration and agrees that with the conclusion that the impacts of this project will be less than significant provided that the project complies with applicable City and/or State laws and regulations regarding the reduction of solid waste.

9

Page 3 of 3  
San Diego County Regional Airport Authority  
Mr. Ted Anasis  
January 11, 2011

ENGINEERING AND CAPITAL PROJECTS DEPARTMENT  
LINDA MARABIAN, SENIOR TRAFFIC ENGINEER, [LMARABIAN@SANDIEGO.GOV](mailto:LMARABIAN@SANDIEGO.GOV)  
FARAH MAHZARI, [fmahzari@sandiego.gov](mailto:fmahzari@sandiego.gov)

In addition to Pacific Highway/Laurel St and Laurel St/Harbor Dr. intersections, potential impacts due to the redistribution of traffic and recirculation may occur at the intersection of Pacific Highway and Washington St. Please analyze this intersection for existing and future conditions with current traffic data.

10

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the FEIR and provide CD copies of the document for distribution to the commenting department(s). If you have any additional questions regarding the City's review of the DEIR, please contact me at 619-446-5372 or via email at [mherrmann@sandiego.gov](mailto:mherrmann@sandiego.gov).

Sincerely,



Myra Herrmann  
Senior Environmental Planner  
Development Services Department

cc: Reviewing Departments (via email)  
Review and Comment online file

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## **Responses to Comments from the City of San Diego, Development Services Department**

### **Response 1.**

Comment noted.

### **Response 2.**

Comment noted. Any work in the City's Public Right-of-Way will be conducted in accordance with the City of San Diego Municipal Code.

### **Response 3.**

Comment noted. Any work in the City's Public Right-of-Way will be conducted in conformance with the City of San Diego's Storm Water Regulations.

### **Response 4.**

Comment noted. The document has been revised to reflect the current Department title.

### **Response 5.**

Please see the "Central Receiving Distribution Center Trip Generation and Access" memo, dated February 23, 2011, for a discussion of trip generation at the proposed CRDC. The project is anticipated to generate far fewer than 50-peak-hour trips. Therefore, according to Chapter 2 of the City's Traffic Impact Study Manual (July 1998), a traffic impact analysis is not required. The project would not result in any significant circulation or traffic impacts.

### **Response 6.**

The CRDC is intended to function as a security screening, processing, and trans-shipment facility. The building is relatively small and has limited ability to store delivered materials. Much of the delivered material can be time critical to the operation of vendors/tenants within the terminal. Additionally, delivery operations can be physically disruptive to the normal or efficient operation of the airport vendors/tenants. The limited storage ability of the CRDC facility and the need to minimize disruptions to airport operations require that most deliveries occur during off-peak aircraft/passenger activity periods. Therefore, the optimal time for most deliveries is prior to the start of major aircraft/passenger activity (prior to 7:00 AM). The bulk of the remaining deliveries would occur during other lulls in aircraft/passenger activity before and after the lunch time rush (around 11:00 am and around 2:00 pm). Based on the City of San Diego concerns related to delivery traffic during the 7:00 am to 9:00 am timeframe, the Authority anticipates contractually limiting deliveries during this time. Please see the "Central Receiving Distribution Center Trip Generation and Access" memo, dated February 23, 2011, for the anticipated time period distribution of truck traffic for the CRDC facility. As shown in Table 2 of that memo, the

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Authority anticipates that approximately 60 percent of the deliveries will be scheduled before 7:00 am. Approximately 40 percent of truck deliveries are expected to occur between the mid-day hours of 9:00 am and 4:00 pm. The CRDC facility is not expected to operate between 4:00 pm and Midnight. The facility would be staffed by up to fifteen employees, with a maximum of ten employees operating the facility at any given time. While shift hours have yet to be determined, employee traffic could add up to ten peak hour entering trips during the peak period of the surrounding network street traffic.

**Response 7.**

Access to the CRDC will be via the southwest leg of the Pacific Highway and Washington Street intersection. Sufficient truck queuing areas are provided on airport property to prevent queues from backing up off airport property or affecting the Washington Street and Pacific Highway intersection. Up to 15 trucks, primarily consisting of box trucks, are anticipated to access the site in any single hour. This equates to less than one truck per traffic signal cycle on Pacific Highway. Therefore, there is not anticipated to be any impact to storage pockets on any City roadways or MCRD property.

**Response 8.**

As shown on Figure 1 of the "Central Receiving Distribution Center Trip Generation and Access" memo, the project will provide sixteen passenger vehicle spaces and nine truck loading bays. Additionally, a staging area for up to nine box trucks will be provided in a special lane along the on-site access road. This should be ample parking given that a total of fifteen employees are anticipated to operate the facility and that truck demand is anticipated to be approximately 15 trucks or fewer per hour.

**Response 9.**

Comment noted.

**Response 10.**

As noted in the "Central Receiving Distribution Center Trip Generation and Access" memo, the project will replace an existing loading dock facility and curbside deliveries, both accessed via North Harbor Drive. Therefore truck and auto volumes on North Harbor Drive would slightly decrease with implementation of the proposed project. Please see the memo, dated February 23, 2011, for a discussion of trip generation at the proposed CRDC. The project is anticipated to generate far fewer than 50 peak-hour trips. Additionally, truck traffic during the peak period of traffic along Pacific Highway and Washington Street will be contractually limited by the Airport Authority. Therefore, according to Chapter 2 of the City's Traffic Impact Study Manual (July 1998), a traffic impact analysis is not required.



**San Diego County Archaeological Society, Inc.**  
Environmental Review Committee

13 December 2010

To: Mr. Ted Anasis, AICP  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, California 92138

Subject: Draft Negative Declaration  
Central Receiving Distribution Center  
San Diego International Airport

Dear Mr. Anasis:

I have reviewed the subject DND on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DND and initial study, we agree that no significant impacts to cultural resources will result. Therefore, we also agree that no mitigation measures are required.

1

SDCAS appreciates being included in the Authority's environmental review process.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File

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**Responses to Comments from the San Diego County Archaeological Society**

Response 1.

Comment noted.



# Central Receiving and Distribution Center for San Diego International Airport

## Adopt Negative Declaration

March 3, 2011

# Central Receiving and Distribution Center *Adopt Negative Declaration - Agenda*

- Proposed CRDC Project and Location
- Environmental Analysis of CRDC – Negative Declaration
- Summary of Comments Received and Responses
- Next Steps
- Request Board Adopt the Final Negative Declaration



# Central Receiving and Distribution Center (CRDC)

## Purpose:

- Centralize and consolidate receiving and distribution of most goods delivered to airport
- Replace former loading docks at Terminal 2 West and increase the number of loading docks to accommodate the “Concession Development Program”
- Provide a facility to accommodate future potential TSA security screening requirements for goods delivered to airport



# CRDC Proposed Location



N.T.S. Scale.

Source: San Diego County Regional Airport Authority, February 2011.  
Prepared by: San Diego County Regional Airport Authority, February 2011.

**Figure 4**  
Project Location at San Diego  
International Airport





# Environmental Review Process

Nov 23, 2010	<b>Draft Negative Declaration circulated for public and agency review and comment</b>  Draft Negative Declaration available on website
Dec 30, 2010	Eight (8) written comment letters received
Feb 24, 2011	Final Negative Declaration available (includes responses to comments, posted on website and mailed to comment parties)



# Comments Received

## Federal Agencies

- Department of Navy – Commander Navy Region Southwest
  - *Concern with Washington and Pacific Highway access*
  - *Avoid impacts to MCRD operations*

## State Agencies

- CA Coastal Commission – San Diego Area
- CA Department of Transportation, Aeronautics
- CA Dept of Toxic Substances Control
  - *Height of structures – visual impacts, structural hazards, penetration of imaginary surfaces*



# Comments Received

## Local Agencies / Organizations

- City of San Diego – Solid Waste Local Enforcement Agency
- City of San Diego – Public Utilities Department
- City of San Diego – Development Services
  - *Traffic analysis of truck trips at Pacific Highway/Washington intersection*
  - *Sewer / wastewater utilities*
- San Diego County Archaeological Society



# Response To Comments / Issues

- CRDC Operations and MCRD Operations
- Traffic/Circulation

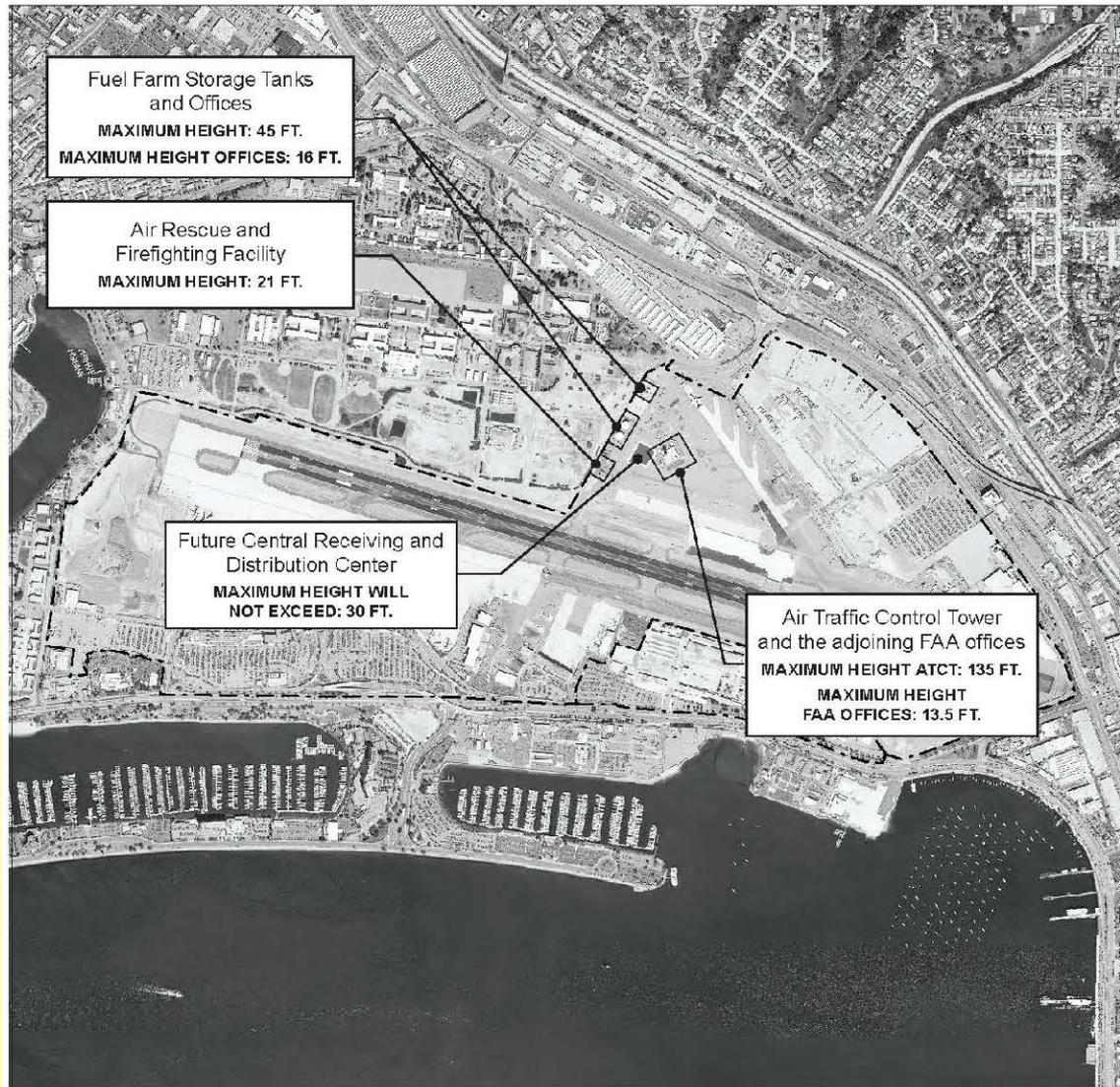
*Projected CRDC Daily Deliveries Volume by Truck Type & Time of Day*

HOURS	BOX TRUCK	SEMI-TRUCK
12:00AM – 7:00AM	33	9
7:00AM – 9:00AM	0	0
9:00AM – 4:00PM	23	5
4:00PM – 12:00AM	0	0
TOTALS	56	14

- Utilities
- Height of Structures



# CRDC Height Comparisons



Not to Scale

Source: San Diego County Regional Airport Authority, February 2011.  
Prepared by: San Diego County Regional Airport Authority, February 2011.

**Figure 5**  
Project Location and Heights of Surrounding Airport Facilities and Structures



# Next Steps

- **Adopt Negative Declaration**
- **Submit Coastal Development Permit Application**
- **Board Award of Site Lease to Developer and Authorization to Execute a Design- Build Contract/Installment Purchase Agreement with Developer - June 2011**
- **Construction Begins - 3<sup>rd</sup> Quarter CY2011**
- **Operational Date - December 1, 2012**





For more information, visit [www.san.org](http://www.san.org)  
Environmental Review/CEQA webpage

