

**FIS IMPROVEMENTS**  
**Addendum to the Final Environmental Impact Report**  
**for the San Diego International Airport Master Plan**  
**(State Clearinghouse No. 2005091105)**  
**December 2016**

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## **1. INTRODUCTION**

The *San Diego International Airport Master Plan Final Environmental Impact Report* (FEIR), completed in April 2008, provides analysis and disclosure of potential environmental effects associated with the preparation and adoption of an Airport Master Plan (AMP) for the San Diego International Airport (SDIA). The AMP included adoption of an Airport Land Use Plan and specific improvements (the Airport Implementation Plan) to meet demand through 2015 and beyond. Over the past eight years, most of the specific improvements have been completed.

The proposed Project involves expanding the Federal Inspection Services (FIS) capacity as part of the Airport Implementation Plan, which was evaluated in the FEIR at a Project-level analysis. The purposes of this Addendum are: (1) to document the review that the San Diego County Regional Airport Authority (SDCRAA) has undertaken to assess the proposed Project in relation to the FEIR and current conditions; and (2) to substantiate the conclusion, based on substantial evidence presented in this Addendum and attachments, that there are no substantial changes to the project evaluated in the FEIR, no substantial changes in circumstances, and no new information indicating that there would be new significant impacts or a substantial increase in the severity of any previously disclosed significant impacts which would require major revisions to the FEIR. Because no major changes to the FEIR are required pursuant to this framework, the preparation of a Supplemental or Subsequent EIR is not required pursuant to the California Environmental Quality Act (CEQA); codified as Public Resources Code, Section 21000 et seq.

### **California Environmental Quality Act Requirements**

CEQA requires public agencies to analyze and consider the environmental consequences of their decisions to approve development projects over which they exercise discretion. CEQA achieves this objective by requiring agencies to prepare Environmental Impact Reports (EIRs) for projects with the potential to cause significant impacts on the physical environment. EIRs are public documents that assess environmental effects related to the planning, construction, and operation of a project, and indicate ways to reduce or avoid possible environmental damage. An EIR also discloses growth-inducing impacts, effects found not to be significant, significant cumulative impacts, and significant impacts that cannot be avoided, if any. The purpose of an EIR is to inform. EIRs are not policy documents that recommend project approval or denial.

As lead agency, the SDCRAA prepared an FEIR (State Clearinghouse # 2005091105) that was certified in 2008 for the Airport Master Plan in compliance with CEQA and CEQA Guidelines (California Code of Regulations, Section 15000 et seq., as amended). The FEIR included both Program- and Project-level analyses. The FEIR evaluated, at a Program level, the potential short-term and long-term, direct, indirect, and cumulative environmental impacts associated with the airport uses designated by the Airport Land Use Plan in the AMP. The Program-level analysis in the FEIR considered additional improvements to meet aviation demand beyond 2015,

with such additional improvements being subject to further planning efforts and related environmental documents. The Program-level analysis in the FEIR also included those additional improvements in the evaluation of potential environmental impacts through the year 2030.

In addition, the FEIR provided a Project-level analysis, for the Airport Implementation Plan which consists of specific physical improvements for near-term construction and operation to meet aviation demand through 2015 at SDIA. The currently proposed FIS capacity expansion was addressed in the FEIR at the Project-level analysis, while also being accounted for in the Program-level analysis as part of the overall Land Use Plan proposed for the airport.

Section 21166 of CEQA (the statute) sets forth the requirements for how a lead agency is to consider changes to a proposed Project or its circumstances or the availability of new information that occurs after an EIR for the project has been completed, and Section 15162 of the State CEQA Guidelines reiterates those requirements, along with additional guidance.

Section 21166 of CEQA states:

*When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:*

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.*
- (b) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions in the environmental impact report.*
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.*

Section 15162 of the State CEQA Guidelines indicates that:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR ... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete ... shows any of the following:*
    - (A) The project will have one or more significant effects not discussed in the previous EIR;*

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR should be prepared “if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” When an Addendum is prepared, the decision-making body must consider the Addendum with the EIR prior to making a decision on the Project. Although, pursuant to State CEQA Guidelines Section 15164(c), an addendum to an EIR need not be circulated for public review, this Addendum to the San Diego International Airport AMP FEIR, along with the FEIR itself, is available for public review:

- On the Airport Authority website at [www.san.org](http://www.san.org)
- At the San Diego County Regional Airport Authority offices located in the Administration Building (former Commuter Terminal) at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA 92101 during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday.

## **2. PROJECT BACKGROUND AND PROJECT DESCRIPTION**

### **A. Project Background**

The FEIR was certified on May 1, 2008, by the SDCRAA Board. Since that time, SDCRAA has steadily followed through with implementation of the AMP, including construction and operation of improvements contemplated in the Airport Implementation Plan to meet 2015 aviation demands, and has also completed further planning and completion of environmental documents for airport improvements to meet longer term demands. The following summarizes the AMP progress to date.

#### **The Green Build**

The Green Build, completed in August 2013, is the largest improvement project in SDIA’s history. The Green Build includes many of the improvements identified in the Airport Implementation Plan, which was addressed in the Project-level analysis of the FEIR. The Green Build is helping to meet the airport’s current and future demand for travel, improving customer service, and serving as an economic stimulus for the San Diego region. Completion of The Green Build provided the following improvements at San Diego International Airport:

- 10 new gates to reduce terminal congestion and provide expanded, more comfortable passenger waiting areas
- New aircraft parking and replacement Remain-Over-Night aircraft parking apron
- New apron and aircraft taxi lane
- Enhanced curbside check-in, allowing passengers to print boarding passes, check baggage and view gate information at an easy-to-use curbside kiosk before entering the terminal
- Dual-level roadway to relieve curb-front traffic congestion by separating arriving and departing passengers
- More security lanes to improve flow of passengers through the terminal
- Expanded concession area providing more dining and shopping options
- Nation's largest airport USO Center

Completion of The Green Build improvements has been instrumental in helping to accommodate increasing aviation demands at the airport, providing more efficient airport operations and better passenger service and experience. In conjunction with implementation of the AMP, through The Green Build and otherwise, SDCRAA has successfully implemented several programs for reducing the airport's environmental impacts, including, but not limited to, designing the project to meet at Leadership in Energy and Environmental Design (LEED) Platinum certification which was awarded in 2014 as the first-ever Platinum airport terminal in the world, and implementation of the airport's Air Quality Management Plan.

### **North Side Improvements**

The North Side Improvements at SDIA include improvements identified in the FEIR as part of the Land Use Plan, which were addressed in the FEIR at a Program-level analysis. As contemplated in the FEIR, those improvements underwent additional planning subsequent to certification of the FEIR in 2008, and an additional environmental document was completed. Specifically, a Supplemental EIR (SEIR; August 2011) for CEQA compliance and a related Environmental Assessment (September 2013) for NEPA compliance were prepared for the projects primarily in the northeast portion of SDIA. The North Side Development includes a number of improvements, the majority of which have been constructed, with some improvements still to be constructed. The improvements addressed in the Supplemental EIR include:

- Receiving and Distribution Center – a 21,000-square-foot central delivery location for food, beverage, retail, and other goods. The center helps reduce traffic on surrounding roadways by centralizing all truck deliveries. Airport vehicles are then used to deliver materials via airport roadways. This eliminates 50 to 75 truck trips on North Harbor Drive each day.



- Rental Car Center – a facility to house many of the rental car companies serving SDIA in a single building. This will dramatically reduce rental car traffic on Harbor Drive and the number of shuttle buses circulating around the airport.
- Fixed-Base Operator (FBO) Complex – a larger, more environmentally friendly facility to replace the existing FBO complex and maximize airfield space. The FBO complex provides hangars, fueling and other services for general aviation aircraft.
- Roadway Improvements – several projects that will improve traffic and access to the north side of the airport. These include expansion of the Washington Street entrance roadway at Pacific Highway; widening of Sassafras Street north of Pacific Highway; and a new terminal link roadway for rental car and parking shuttle buses, which will remove traffic from Laurel Street and North Harbor Drive.

## **Terminal 2 Parking Structure**

Construction of the Terminal 2 Parking Structure to meet the near-term (2015) aviation demands anticipated for the airport commenced in late-summer 2016 and is anticipated to be completed in mid-2018. An additional environmental document was completed for the Terminal 2 Parking Structure. Specifically, an Addendum to the FEIR (July 2014) for CEQA compliance. A related Environmental Assessment for NEPA compliance, which included the parking structure, was prepared and completed in 2009.

## **Summary**

As described above, implementation of the SDIA AMP, approved in 2008, has steadily progressed over the past eight years with major improvements completed or in progress for enabling the airport to meet increasing aviation demands in an effective and timely manner. Expansion of the proposed FIS capacity is an integral part of that ongoing program as evaluated in the FEIR.

## **B. Project Description**

The proposed Project for the purposes of this Addendum is the construction and operation of an expanded FIS facility. This includes facilities for international passengers, such as areas for international arrival and departures, the federal inspection of arriving international passengers: Customs and Border Patrol (CBP), baggage claim, and the U.S. Department of Agriculture. The current FIS facility, located in Terminal 2 East (T2E) has reached capacity and must be replaced. The proposed Project would relocate the FIS within the newly completed Green Build portion of the existing Terminal 2 West (T2W). See Figure 1 for the project site location and Figure 2 for the site plan.

## **Background**

SDIA has experienced unexpected growth in international arrivals over the past five years. The current FIS facility, adequate for current flight activity, will come under increasing strain as flights are added in 2017 and beyond, ultimately limiting the potential to add new international flights.

The current FIS facility is housed within 23,760 square feet of space within in Terminal 2 East. It was constructed in 2000-2002 to coincide with the introduction of nonstop British Airways flights to London Gatwick in 2001. The facility was constructed using Customs and Immigration guidelines and standards which were approved at the time. Prior to this time, all international arrivals were at Terminal 1 (Gates 1 and 2) and entry and exit from aircraft were conducted outside via air stairs, with extremely limited processing space.

The current facility is linked to a total of three gates: Gates 20, 21, and 22. The facility is divided between two floors with primary inspection (passport checks) occurring on the upper level and secondary inspection (customs / baggage checks) on the lower level, which was the preferred model prior to the terrorist attacks of September 11, 2001.

The current facility is further limited by the gate environment, which does not allow for independent passenger arrival or departure at a gate without impacting adjacent gates. For instance, an international arrival at Gate 22 would not permit an aircraft boarding at Gate 20 or 21. Thus the current FIS requires complex scheduling to sequence aircraft based on time of departure and arrival. Further, wide-body aircraft can only be accommodated at Gates 20 and 22, often requiring closure of adjacent gates.

Other key limitations include:

- The lower level customs hall becoming a chokepoint for FIS traffic - with automation advancements, the primary inspection process has greatly sped up passenger processing which leads to arriving passengers reaching the lower level baggage claim more quickly. This has created overcrowding in the lower level customs hall.
- Congestion in the lower level customs hall because of the physical limitations of the space itself – there is only enough space to house a single baggage claim device with a capacity of displaying 158 bags at a time. The sole luggage device has failed on several occasions in the past year causing baggage delivery delays through manual baggage delivery.
- Lack of restrooms in the lower level customs space, which is a customer service issue – the restroom facility upstairs is located before the primary (passport) inspection process and passengers are rarely permitted to utilize the restroom facilities after primary clearance.
- The departure hold room for Gates 20, 21, and 22 seats approximately 240, which does not accommodate three departures.
- The design is outdated and cannot accommodate Customs and Border Patrol (CBP)'s movement towards a single point of clearance to reflect the merging of separate functions into one single agency and does not account for advances in automated passport control technology.
- The FIS facility is located between Terminal 1 and T2E domestic pier, which constrains growth of the facility to the east.

## **Purpose and Need**

SDIA's existing FIS can accommodate about 350 passengers per hour. In the near term, the peak hour forecast for international arrivals in 2017 will increase to 627 on Fridays. This peak volume is expected to occur multiple days over a one-week period by summer 2018 as the new seasonal carriers expand their schedules.

In the long term, as free trade in air service expands and the newest aircraft types become integrated into the worldwide airline fleets, San Diego is expected to be presented with increasing international air service opportunities. The FAA forecast (2016-2036) continues to reflect a higher growth rate for international passengers versus domestic. SDIA's international growth is expected to outpace domestic growth in the long term. In fact, nationally the FAA predicts overall international passengers to/from the US will increase from 177 million in 2015 to 251 million by 2024 and 393 million by 2036. If San Diego mirrors these rates of national growth, SDIA will handle about 400,000 international arrivals by 2024 and over 630,000 international arrivals by 2036. In 2015, the FIS facility handled 300,000 international arrivals. It is possible that SDIA's international arrival growth may outpace the national rate, for an important reason. Historically, SDIA could not handle its international market demand because its runway was incapable of accommodating fully loaded, economically viable aircraft capable of trans-oceanic flights departing from San Diego. Recent improvements in aircraft technology and a new generation of technically advanced composite aircraft such as the Boeing 787 means SDIA can catch up to handling its share of international traffic.

## **Airport Master Plan Consideration of an Expanded FIS**

A Project-level analysis was conducted in the FEIR for the Airport Implementation Plan, which, as described on page 4-3 of the FEIR, includes specific physical improvements to allow the Airport to continue its mission of serving San Diego's commercial air transportation needs as forecast through 2015. Elements of the Airport Implementation Plan include the construction of new general aviation facilities, including access, terminal/hangars and apron to improve airport safety for customers and users. As presented in Table 4-1 on page 4-7, this meets the following project objective: "utilizes the current Airport property efficiently and improves Airport safety and security for Airport customers/users."

As described in Section 3.2.2 of the FEIR, the needed terminal improvements include additional terminal space to increase the level of service provided to the user without increasing the capacity of SDIA. To meet the AMP facility requirements of providing a Level of Service B (i.e., a high Level of Service condition of stable flow with very few delays and high level of comfort), the FEIR identifies a need for approximately 623,000 additional square feet of terminal space in 2015. As described on page 3-8, the need for expanded terminal space includes areas for FIS capabilities, secure and non-secure public areas, airline functions, and non-public areas. The need for expanded FIS capacity as part of the Airport Implementation Plan proposed for the airport is further identified in Table 3-1 on page 3-10 of the FEIR. Table 3-1 identified the size of the existing terminal facilities areas, the terminal facility requirements developed in the AMP for the analysis year (2004/2005), and for the year 2015. As shown in Table 1 below, the FEIR identified a need for 1,410,180 square feet of terminal space overall, as compared to the existing 682,359 square feet (an increase of 727,821 square feet). The terminal space identified in Table 3-1 includes 41,600 square feet needed for FIS space, as compared to the 7,000 square feet of existing FIS space (an increase of 34,600 square feet of FIS space).

Table 1: Terminal Requirements			
Airline Function	Existing Facilities (2004/2005) (square feet)	Existing Facility Requirements (square feet)	2015 Facility Requirements (square feet)
Total Airport	682,359	847,960	1,410,180
FIS only	7,000	10,000	41,600
Source: FEIR, Table 3-1			

As described on page 3-8 of the FEIR, the terminal improvements, including expanded FIS capacity would increase the Level of Service experienced by the user without increasing the overall capacity of the SDIA.

### Proposed FIS Facility

The proposed Project would relocate the existing FIS facility from T2E to the newly completed Green Build portion of the existing Terminal 2 West (T2W) by repurposing six existing aircraft gates (Gates 46, 47, 48, 49, 50 and 51) to accommodate three wide-body and three narrow-body aircraft. Existing holdrooms would be reused for the gates and a sterile corridor system and associated vertical transportation to deplane and process passengers would be added into a new addition for CBP areas on Level 1 and existing shell space on Level 3 built during Green Build would be used. The completed FIS facility would consist of approximately 56,000 square feet of new construction and an approximately 55,000 square feet of remodel spaces. It would meet the forecasted demand, including accommodating the CBP processing of 1,000 passengers per hour and providing adequate baggage claim capacity. The project site is located at or immediately adjacent to areas designated for Terminal land uses in areas designated as Airfield, Terminal, and Ground Transportation. The minor changes in use would not require any updates to the Airport Land Use Plan.

The proposed Project would require the relocation of multiple airlines and their support spaces and other tenants to accommodate construction phasing, the new facilities and reassigned aircraft gates. The airlines with international air arrivals and support spaces would be moved to T2W. The space currently occupied by the existing FIS facility would be used for domestic air service and the FIS processing areas would be used as airport and airline tenant uses.

As shown on Figure 2, the FIS expansion, including arriving international passengers queuing and processing, would be constructed as a terminal extension at the western edge of T2W, replacing an existing loading dock and landscape planters located along Airport Terminal Road. The terminal extension would be three-levels, totaling 56,000 square feet, as shown on Figures 3 through 5. The first level would consist of the baggage claim area; the second level would include a mechanical space, CBP administration, and some retail and circulation space; the third level would include open areas and sterile circulation areas for passengers and airport/airline offices.

As shown on Figures 2 through 5, there would also be small additions to the existing aircraft and gate hold room areas at T2W which would consist of stairways to the tarmac on the first level and sterile circulation space on the second and third levels. Other existing areas in T2W to be remodeled, would include CBP support areas, sterile circulation space, and space for a future passenger lounge/club.

Figure 6 shows an elevation of the FIS expansion adjacent to the existing TW2 and Figure 7 provides the existing view from Airport Terminal Road looking west towards the location of the proposed expansion and a rendering of the proposed expansion. As shown in Figures 6 and 7, the expansion would have a contemporary design featuring window glazing and other similar elements to the existing T2W design. A central building entrance would be located along the eastern side the building, accessible from the sidewalk fronting Airport Terminal Road where arriving passengers would exit the structure. The building height and design would be integrated to conform with the existing T2W building.

The proposed Project would increase the capacity of the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. As such, the projected number of flights and passengers assumed in the AMP would not change as a result of the proposed Project.

Construction of the proposed Project is expected to begin in 2017 and to last 14 months. Construction staging would be located in areas adjacent to Terminal 2.

Construction of the proposed Project would be performed in accordance to all applicable mitigation measures in the FEIR.

### **3. ENVIRONMENTAL REVIEW OF THE PROJECT**

The following analysis addresses the currently proposed Project (FIS Improvements) in light of the CEQA evaluation criteria described above in Section 2, relative to whether there is any basis under those CEQA criteria to require a supplemental or subsequent EIR for the project.

For purposes of this Addendum, all environmental topic areas evaluated in the FEIR were reviewed through use of an Environmental Review Checklist. The Environmental Review Checklist provided as Appendix A to this Addendum follows the basic format of a typical CEQA Initial Study environmental analysis checklist, but has been tailored to address each such environmental topic relative to the CEQA criteria presented above in Section 1.

As demonstrated in the evaluation, none of the CEQA criteria presented above in Section 1 calling for preparation of a subsequent EIR or negative declaration would occur as a result of the proposed Project. The proposed Project is within the scope of the project covered by the FEIR and would not have effects that were not previously examined.

### **4. CONCLUSION**

The information and analysis in this Addendum has been undertaken, pursuant to the provisions of CEQA and the CEQA Guidelines, to provide decision makers with a factual basis for determining whether any substantial modifications to the Project, substantial changes in circumstances, or receipt of new information not available during preparation of the FEIR would require additional review or preparation of a subsequent or supplemental EIR.

Based on substantial evidence provided herein, as supported by the attached Appendix A, implementation of the proposed Expanded FIS Capacity project is adequately addressed by the FEIR, and none of the conditions warranting preparation of a supplemental or subsequent EIR, as set forth in CEQA Section 21166 and State CEQA Guidelines Section 15162 exist. Pursuant

to Section 15164 of the State CEQA Guidelines, preparation of an Addendum to the AMP FEIR fully satisfies the CEQA review requirements for the project.

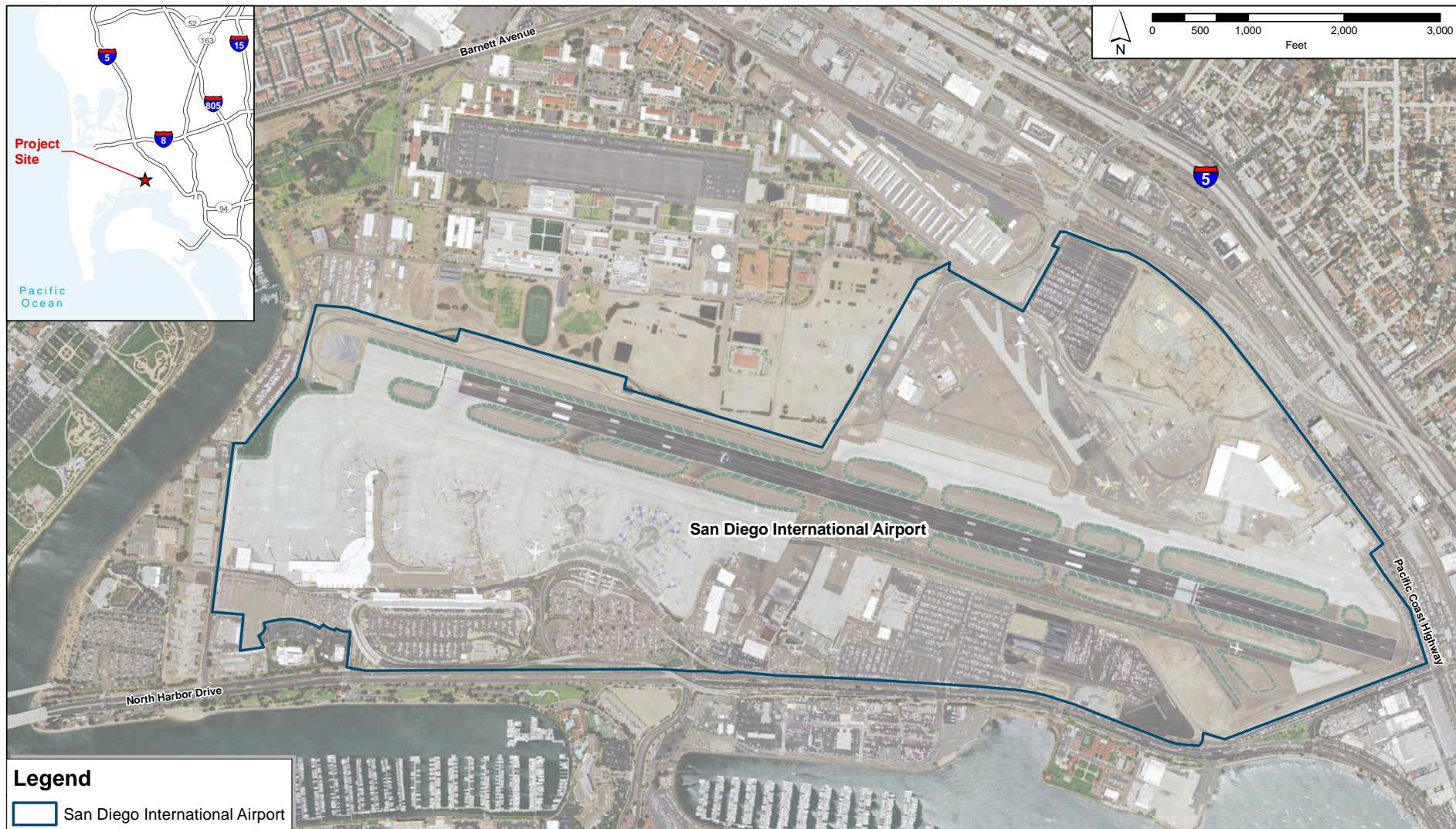
**Figures:**

- Figure 1: Regional Location
- Figure 2: Project Site Location
- Figure 3: Level 1 Plan
- Figure 4: Level 2 Plan
- Figure 5: Level 3 Plan
- Figure 6: Elevation
- Figure 7: Existing and Proposed View

**Appendices:**

- Appendix A: Environmental Review Checklist
  - Attachment A - CalEEMod assumptions and calculations



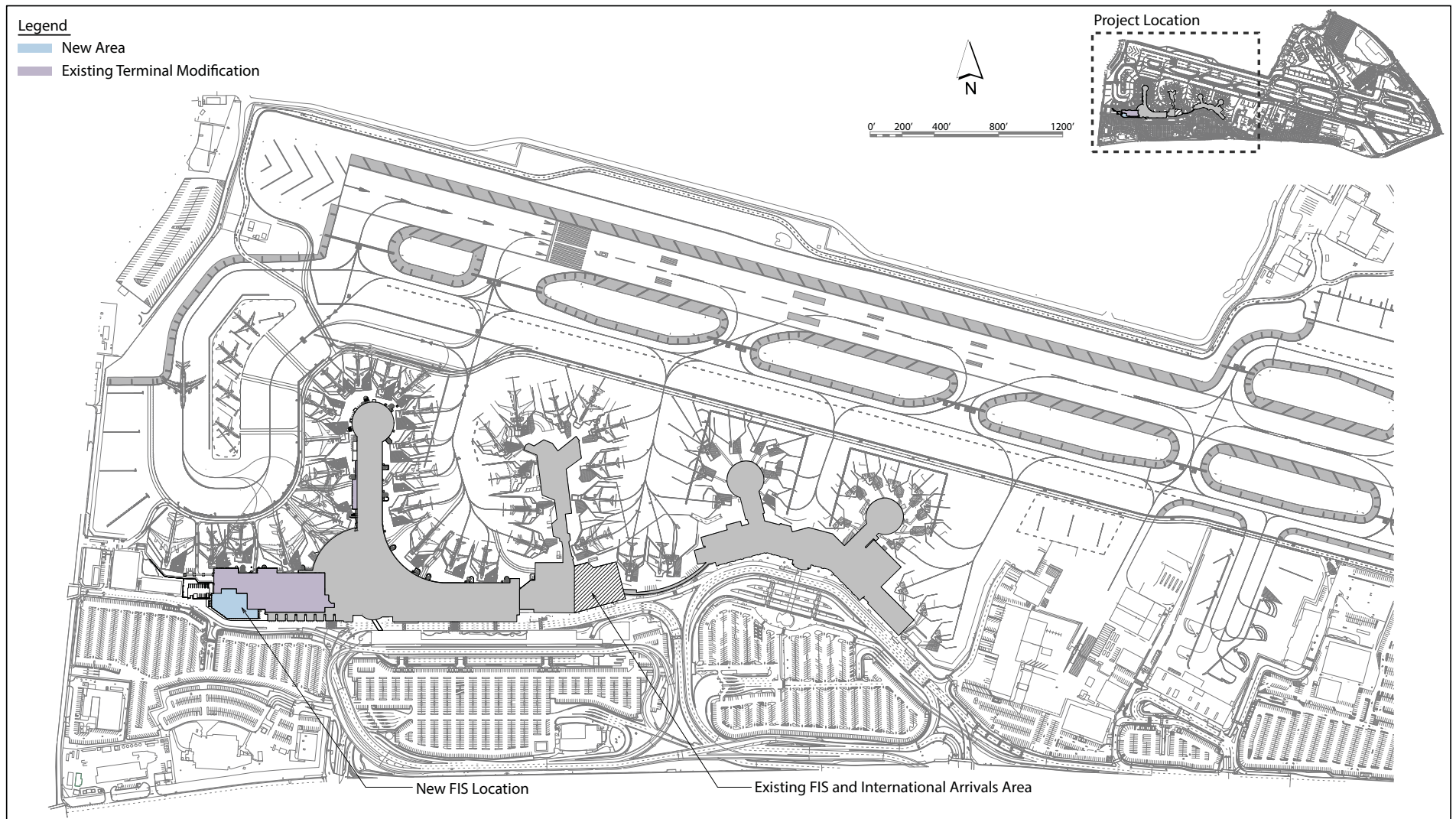


Source: CDM Smith, 2016

Figure 1

## Regional Location Map





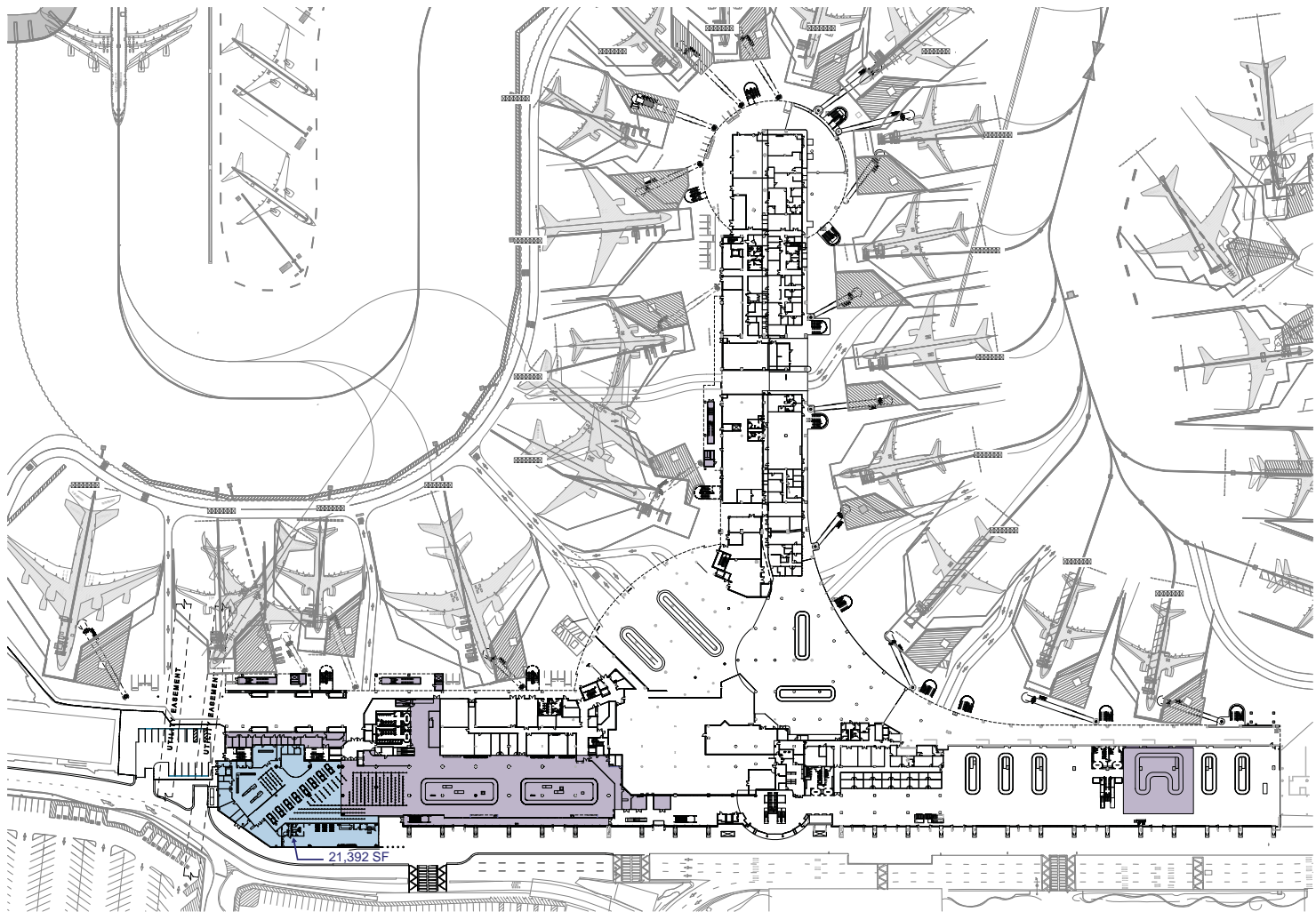
Source: AECOM, 2016

**Figure 2**



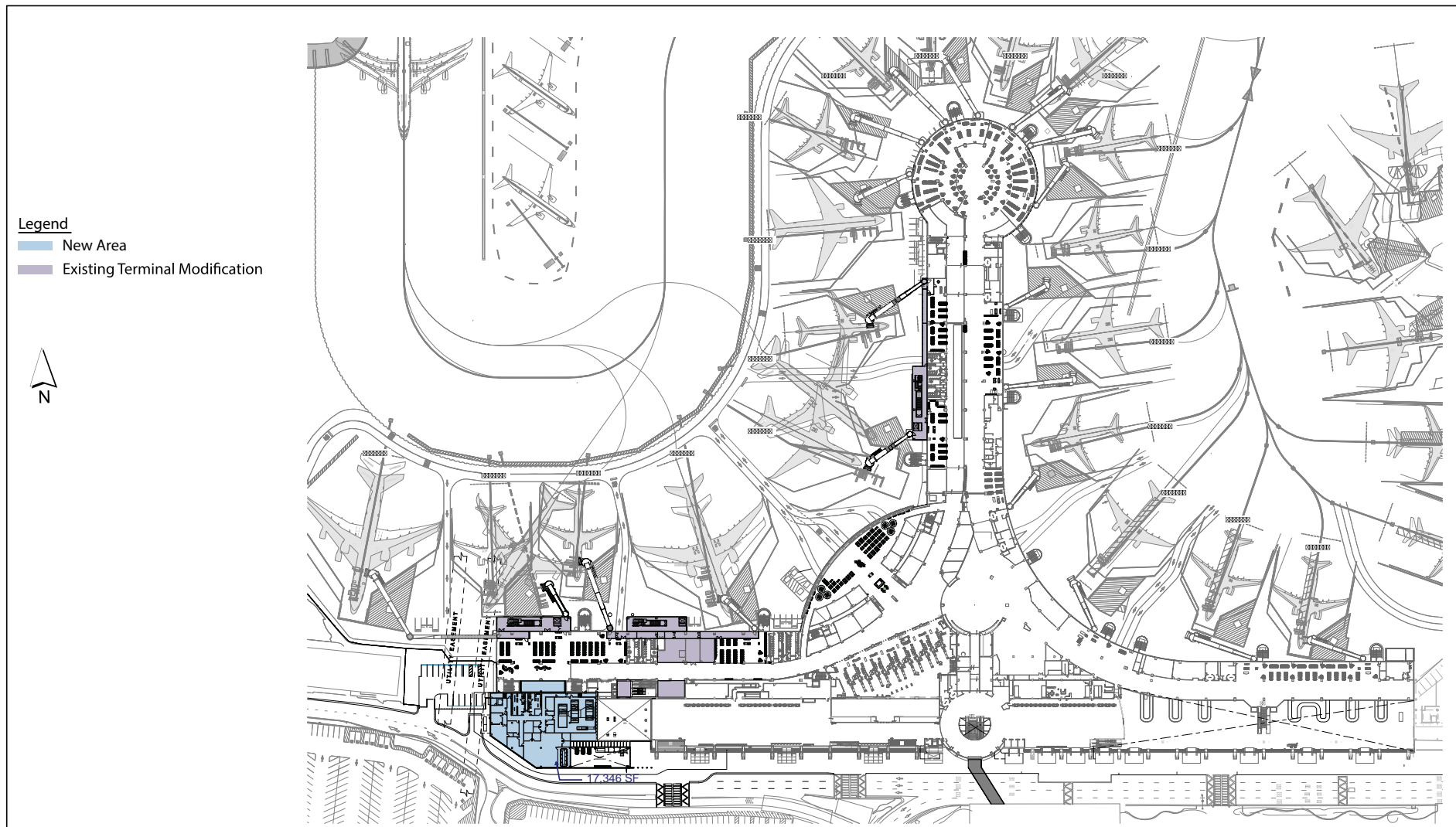
Legend

- New Area
- Existing Terminal Modification



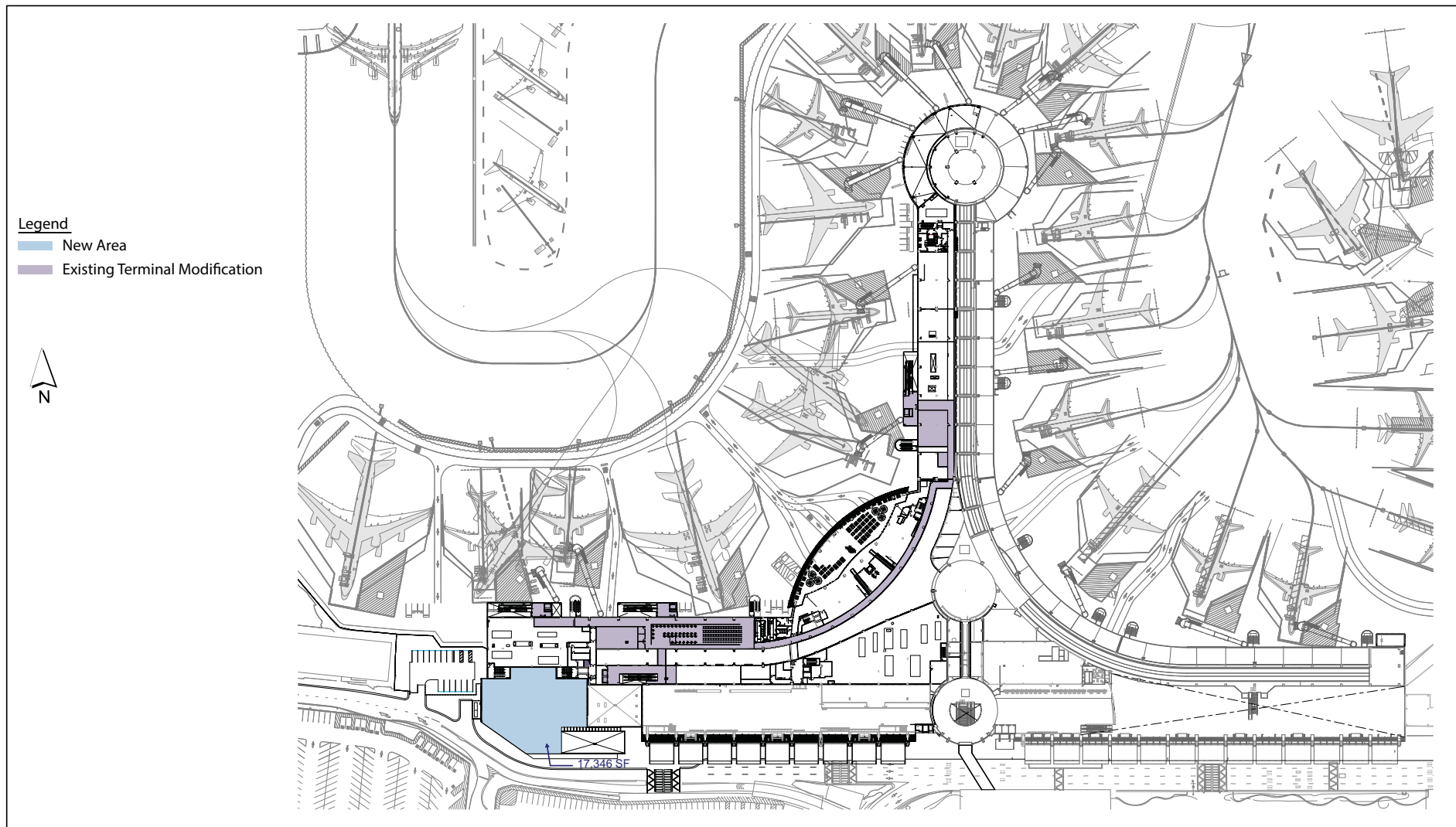
Source: AECOM, 2016

Figure 3



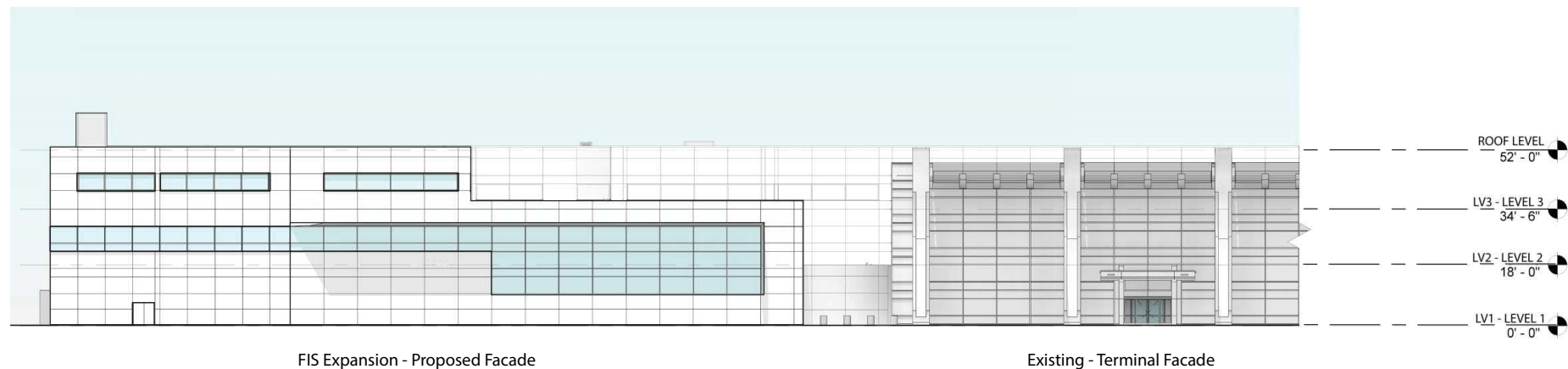
Source: AECOM, 2016

Figure 4



Source: AECOM, 2016

Figure 5



Level 3	17,346 SF
Level 2	17,346 SF
Level 1	21,392 SF
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Total	56,084SF

Source: AECOM, 2016

Figure 6

# Elevation



# KEY MAP



EXISTING VIEW FROM AIRPORT TERMINAL RD - VIEW LOOKING WEST



PROPOSED VIEW FROM AIRPORT TERMINAL RD - VIEW LOOKING WEST

Source: AECOM, 2016

Figure 7

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**APPENDIX A: ENVIRONMENTAL REVIEW CHECKLIST**  
**FIS IMPROVEMENTS ADDENDUM TO THE FINAL**  
**ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO**  
**INTERNATIONAL AIRPORT MASTER PLAN**

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	YES	NO
<b>I. AESTHETICS</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

**DISCUSSION:**

Section 5.13, Aesthetics, of the FEIR addresses potential impacts to aesthetic resources from implementation of the AMP. Additional analysis of lighting is provided in Section 5.12, Light Emissions of the FEIR. The following evaluates the extent to which those analyses applies to the proposed Project.

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

As described on page 5.13-7 of the FEIR, SDIA is relatively flat and is in an urbanized area, surrounded by existing commercial, industrial, and military uses; Spanish Landing Park; the San Diego Bay; and roadways, roadway ramps. Existing visual resources in the area consist of natural and human-made features. Natural visual features include the San Diego Bay, the Pacific Ocean, and distant views of the Point Loma peninsula. The human-made features include Spanish Landing Park, the downtown skyline, and historic structures located on the east side of the Marine Corps Recruit Depot (MCRD) San Diego. Scenic vistas in the area are focused toward the south of the SDIA toward the bay, the downtown skyline, and the Point Loma peninsula rather than toward the airport. Views of the SDIA from passing motorists, pedestrians, and cyclists along Harbor Drive are intermittent due to intervening mature trees partially lining Harbor Drive and from roadway ramps.

The Port Master Plan (updated in July 2015, subsequent to certification of the FEIR) guides the land use and policies for areas adjacent to SDIA. The Planning District 2, Lindberg Field/Harbor Island, Precise Plan (Port Master Plan, Figure 8 in 2012 and Figure 10 in 2015) identifies two areas of scenic views near the SDIA: views from Spanish Landing toward the San Diego Bay, and views from Harbor Island also toward the bay. These views are to the south, in the opposite direction as SDIA and, therefore the proposed Project is not within the viewshed of these scenic views. Additionally, most of the proposed improvements would occur as renovations of interior spaces in existing buildings, and those elements of the Project calling for new construction would occur as expansions/extensions of existing structures at T2W that do not extend into any sensitive viewsheds, as further explained below. Implementation of the Project would not significantly alter the nature and character of this existing view.

The FEIR evaluated potential impacts from 23 key view locations, 13 of which are located in the general vicinity of the proposed Project site, although only 11 potentially have views that include the proposed Project site (Key Views 1 through 6, and 19 through 23; refer to Figures 5.13-1 through 5.13-8 and Figures 5.13-20 through 5.13-24, respectively, of the FEIR). The FEIR analysis of potential impacts at these view locations includes views in the immediate vicinity of the proposed Project area. Of the 11

views that could include the proposed Project area, the FEIR determined that Views 1, 2 and 23 would be among the views most affected by the Airport Implementation Plan. The FEIR concluded as follows:

- Key views 1, 2, and 23 – Liberty Station Open Space Park – while these three views would be one of areas closest to the improvements, existing scenic views of the skyline would not be impacted because future improvements of the Airport Implementation Plan would be similar in height and scale to the existing facilities. No significant impacts to key views occurs at this location.
- Key views 3 and 4 – Former NTC site, used for paid surface parking (at time of FEIR) – Views toward the San Diego Bay and downtown skyline are already obscured by existing SDIA structures and views would be minimally impaired due to similar height of proposed structures. No significant impacts to key views occurs at this location.
- Key views 5 and 6 – Views north from Harbor Drive/Spanish Landing – there are no existing views of scenic resources from this point toward the SDIA project area. No significant impacts to key views occurs at this location.
- Key view 20 – Sheraton Hotel and Marina West – the views at this location towards the SDIA project area are mostly blocked by mature trees at Spanish Landing Park. No significant impacts to key views occurs at this location.

While the proposed Project would expand T2W beyond the building envelope analyzed in the FEIR, the expansion would be minor and would have a similar height as the existing terminal, and as described below would not block any scenic views.

The modifications of T2W that would occur adjacent to the airfield would not affect views. These modifications would be minor and would not be visible from areas outside of SDIA. This is because views of the airfield side of T2W are blocked by an existing wall along the western and northwestern edge of the airfield and blocked by intervening structures, including the main T2W structure, from the northeastern and south. Therefore, no impact to scenic views would occur from the terminal modifications adjacent to the airfield and the following analysis addresses only the approximately 56,000 square feet expansion along Airport Terminal Road.

As shown in Figures 6 and 7, the expansion along Airport Terminal Road would be similar in height and integrated with the existing terminal structure.

As described below, none of the Key Views analyzed in FEIR would be significantly impacted by the expansion:

- Key views 1, 2, and 23 – Liberty Station Open Space Park - the proposed Project would have a similar height and design as the existing facilities, and from this location and distance, views of the new additional would either be obscured by existing landscaping and structures (Key views 2 and 23) or visually blend with the existing terminals (Key view 1). Views of the downtown skyline are to the north and would not be impacted by the proposed Project.
- Key views 3 and 4 – Former NTC site, currently used for paid surface parking and airfield – as part of the Airport Implementation Plan, a wall was constructed around the airfield. The wall obstructs existing views of the terminals, including the proposed Project site, from Key view 3. The proposed Project would be visible from Key view 4. The new square footage would have a similar height and design as the existing terminal and would visually blend. There are no scenic resources at this location that would be blocked from view by the proposed Project.
- Key views 5 and 6 – Views north from Harbor Drive/Spanish Landing – there are no existing views of scenic resources from this point toward the SDIA project area and given existing landing and development, the proposed Project would generally not be visible from these locations. There are no scenic resources at this location that would be blocked from view by the proposed Project.



- Key view 20 – Sheraton Hotel and Marina West – Views north from Harbor Drive/Spanish Landing – the views of the SDIA project area from this location are mostly blocked by mature trees at Spanish Landing Park. The proposed Project is not anticipated to be visible and there are no scenic resources at this location that would be blocked from view by the proposed Project.

As described above, the proposed Project would not have a substantial effect on a scenic vista, and no effect on aesthetics beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

SDIA is an existing airport with runways, taxiways, aircraft parking aprons, an airport traffic control tower, passenger terminals, and public parking devoid of any trees, rock outcroppings, or other such scenic resources. The nearest designated state scenic highways are the portion of State Route 163 that runs through Balboa Park and State Route 75 (Silver Strand Highway and San Diego - Coronado Bridge). These scenic highways are too far to have views of SDIA.

As described on page 5.2-5 of the FEIR, the City of San Diego Progress Guide and General Plan Update designates North Harbor Drive and Sports Arena Boulevard in the project area as a Scenic Highway. There are no views of SDIA from Sports Arena Boulevard. From North Harbor Drive, in the vicinity of SDIA, the scenic views are of the Spanish Landing, San Diego Bay and marina on the south side of the roadway. Views of SDIA are available on the north side of the roadway, which are dominated by existing airport improvements, including surface parking and airport terminal road in the foreground.

The proposed Project site is located within SDIA and there are no scenic resources located at or adjacent to the site. Views of the proposed Project from North Harbor Drive would be blocked by existing development and landscaping. Implementation of the proposed Project would not significantly alter the existing view and no effect on scenic resources in the vicinity of scenic highway would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

The visual character of SDIA is described on page 5.3-10 of the FEIR as being represented by runways, taxiways, aircraft parking aprons, an airport traffic control tower, passenger terminals, and public parking. The FEIR determined that the Airport Implementation Plan would not conflict with the character of the area because the improvements are consistent with the existing character. This includes new buildings, which would be similar to existing buildings in terms of height, mass, scale, materials, and architectural style. Additional analysis of potential impacts on the visual character or quality of the site associated with the expansion of the T2W is provided in the analysis of the Airport Implementation Plan. As was

determined with the Airport Implementation Plan, visual character and quality impacts were less than significant as the addition and expansion of airport improvements would be consistent with the existing design of current development on site.

The proposed Project includes some new additions to the T2W expansion analyzed in the FEIR. While the building envelope would be slightly greater than the T2W expansion analyzed at a project level in the FEIR, the overall visual impact of the proposed structure would be the same: the new additions would be similar to existing buildings, including the expanded T2W, in terms of height, mass, scale, materials, and architectural style. Additionally, views of the new additions would generally be obscured from off-site locations as described under Section I (a.) above. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, no effect on visual character and quality beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the recreation impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As cross-referenced in Section 5.13 of the FEIR, Section 5.12, Light Emissions, addresses potential lighting and glare impacts associated with development at SDIA. As described on page 5.12-3 of the FEIR, light and glare is presently generated by buildings and exterior sources to protect and secure people, property and the air transportation system. The FEIR determined that the lighting scheme associated with the Airport Implementation Plan would result in greater amounts of light emanating from interior and exterior spaces (e.g., increased terminal facilities, aircraft parking, apron, surface and structured parking). Inclusion of the following improvements as project components reduces impacts associated with new development projects to less than significant:

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

Relative to construction-related impacts, page 5.12-3 of the FEIR indicates that construction activities could create light or glare impacts during both daylight and no-daylight hours if safety and security lights were not positioned correctly. The FEIR identifies the following measure as a project component during construction that reduces impacts 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 proposed Project would include new sources of exterior and interior lighting consistent with Airport Implementation Plan. The new light sources would represent a small increase in lighting overall at SDIA and would not create a substantial new source of light, further, as described above in Section I (a.), the new square footage, and new lighting, would largely be obscured from off-site views. Additionally, the measures identified in the FEIR as project components to reduce construction and operation lighting impacts would apply to the proposed Project and ensure that lighting impacts would be less than significant.

Therefore, no effect relative to lighting and glare beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>II. AGRICULTURE AND FOREST RESOURCES</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## **DISCUSSION:**

Section 5.21, Effects Not Found to be Significant, of the FEIR, specifically page 5.21-2, provides a discussion regarding agricultural land. The following summarizes the basis for such a conclusion that the proposed Project would not affect agricultural and forestry 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?**

As described on page 5.12-2, 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 also is unavailable for agricultural activity. As such, the FEIR determined that no significant impacts on farmland would occur.

The proposed Project would be located within airport property and no effect on agricultural resources would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, the proposed Project would not result in any material difference in the agricultural impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to agricultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

No agricultural resources or operations exist within the project limits or adjacent areas. The project site is developed and not zoned for agricultural use, nor do any Williamson Act contracts apply to the project site. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no impacts would occur and the proposed Project would not result in any material difference in the agricultural impacts described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to agriculture. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

The project site is developed with an existing airport and is not zoned for forest land, timberland, or Timberland Protection. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, no impact on land zoned as forestland or timberland would occur.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to forestland or timberland. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No forest land exists within the project limits or adjacent areas. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in the loss or conversion of forest land.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to forest land. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**e. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

As discussed in Section II (a. - d.), no agricultural or forest land resources or operations exist within the project limits or adjacent areas and thus no impacts on such resources would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to farmland or forest land. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances

under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES		NO
<b>III. AIR QUALITY</b>			
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?			<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?			<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?			<b>X</b>

#### **DISCUSSION:**

Section 5.5, Air Quality, of the FEIR addresses potential impacts to air quality from implementation of the AMP. Section 5.16, Human Health Risk Assessment (HHRA), of the 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 that analysis applies to the Project.

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

The analysis and conclusions of the FEIR relative to air quality impacts related to operational emissions are considered to be applicable to, and adequate for, the improvements included in the Project. Implementation of the Project would not substantially increase the amounts of construction-related emission addressed in the FEIR. This is because implementation of the Project is anticipated to occur after the peak construction period assumed in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

The FEIR analysis addresses construction-related emissions associated with the proposed development of improvements anticipated to occur within five years after approval of the AMP (2008). The improvements included the projects originally assumed within the Airport Implementation Plan, which comprise the vast majority of the projects in the AMP. The FEIR analysis concludes that construction emission would be less than applicable threshold of significance, although emission of oxides of nitrogen (NO<sub>x</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>) would come within 10 percent of significance thresholds. As indicated in Table 5.5-46 of the FEIR, the highest level of air pollutant emissions (i.e., peak emissions) are expected to occur during the third year after approval of the AMP (i.e., 2011). Construction of the proposed FIS improvements would not occur until sometime after the completion of other major improvements and, moreover, provisions for FIS improvements were included as part of the overall AMP. As such, the FEIR analysis of construction-related emissions is considered to already provide a conservation estimate of potential air quality impacts, which includes FIS improvements. Additionally, it is important to note that the peak construction-related emissions specific to the currently proposed FIS improvements project would be less than the peak construction-related emissions previously disclosed in the FEIR and would be consistent with the FEIR conclusion that such emissions would be less than significant. The table below identifies the peak construction-related emissions associated with the AMP and with the FIS project. As shown in the table, the FIS peak emissions would be less than those of the AMP and would be less than the FEIR thresholds of significance.

<b>Construction-Related Emissions Inventory</b>						
Construction Period	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Annual (tons)</i>						
AMP Peak Emissions <sup>1</sup>	20	4.7	37	<0.1	12	7.7
FIS Peak Emissions <sup>2</sup>	1.4	0.8	1.8	<0.1	0.3	0.2
CEQA Thresholds <sup>1</sup>	100	13.7	40	40	15	10
Potentially Significant?	No	No	No	No	No	No
<i>Daily (pounds)</i>						
AMP Peak Emissions <sup>1</sup>	125	30	234	0.3	100	51
FIS Peak Emissions <sup>2</sup>	16	26	27	<0.1	6	4
CEQA Thresholds <sup>1</sup>	550	75	250	250	100	55
Potentially Significant?	No	No	No	No	No	No
CO=carbon monoxide, VOC=volatile organic compounds, NO <sub>x</sub> =nitrogen oxides, SO <sub>x</sub> =sulfur oxides, PM <sub>10/2.5</sub> =particulate matter less than 10 and 2.5 microns, respectively.						
Notes: 1. Source - Table 5.5-46 of the FEIR						
2. Source – CDM Smith, CalEEMod calculations-see Attachment A						

The FEIR includes a delineation of the federal, state, and local regulatory framework applicable to the AMP, including the Airport Implementation Plan. The FEIR indicates that implementation of the Airport Implementation Plan, which includes FIS improvements, would result in exceedance of the threshold of significance for emission loads of NO<sub>x</sub> in 2030 compared to the No Project Alternative. As indicated in Sections 5.5.6.1 and 5.5.6.6 of the FEIR, implementation of either the Airport Implementation Plan or the No Project Alternative would exceed the threshold of significance for concentrations of NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. All the exceedances are attributable primarily to emission from aircraft operations, which, for the most part, are not within the control of SDCRAA, and from the associated ground support equipment (GSE) operations. The proposed FIS improvements do not affect those emissions characteristics and FEIR conclusions.

Regarding operational emissions related to the Airport Implementation Plan, as described in Section 5.5.6.1 of the FEIR, the estimated emission loads and concentrations for 2015 and 2030 are generally comparable to those of the Airport Land Use Plan and the No Project Alternative. The emissions and associated exceedances identified in the FEIR for both the Airport Implementation Plan and the Airport Land Use Plan are driven primarily by aircraft operations and associated GSE operations. The conclusion of the FEIR analysis, presented on page 5.5-41 of the FEIR, indicates that implementation of the Project, including the Airport Implementation Plan and the Airport Land Use Plan, would not conflict with or obstruct implementation of an applicable air quality plan; however, significant impacts from NO<sub>x</sub> emissions were identified as being unavoidable. That conclusion would not change with the implementation of the proposed FIS Improvements Project. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality or a substantial increase in the severity of previously identified significant air quality impacts requiring major revisions of the certified FEIR.

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

The FEIR analysis indicates that concentrations of ambient air pollutant emission 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>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>. Such exceedances would occur in the future even if the proposed FIS improvements were not implemented, based on anticipated increases in aircraft operations. Implementation of the proposed Project would not result in a violation of air quality standards or contribute substantially to an existing or projected air quality violation. The proposed Project would not materially change the air pollutant emission and concentrations, and the associated significance conclusions, presented in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project does not require substantial revisions of the

environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality or a substantial increase in the severity of previously identified significant air quality impacts requiring major revisions of the certified FEIR.

**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)?**

As indicated in Section 5.5.8 of the FEIR, the estimated amounts emissions from NO<sub>x</sub>, volatile organic compounds (VOC), and carbon monoxide (CO) emission from aircraft and GSE associated with the SDIA are well within the amounts contained in the Ozone State Implementation Plan (SIP) and CO Maintenance Plan for San Diego County. Therefore, the emissions associated with planned improvements to SDIA, including the proposed FIS improvements, in combination with all the emissions from other sources in the area, are accounted for and are not expected to impeded the area's progress toward attaining National Ambient Air Quality Standards and California Ambient Air Quality Standards for these pollutants. The proposed Project would not materially change the cumulative air quality impacts conclusions of the FEIR analysis: impacts would be less than significant. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality requiring major revisions of the certified FEIR.

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

As described in the FEIR (page 5.5-11), sensitive receptors in proximity to SDIA include school and residential areas of Liberty Station, Spanish Landing Park and the recreation area along Navy Lagoon, Marine Corps Recruit Depot, and the U.S. Coast Guard. Other receptors were placed along the airport property boundary about 1,000 feet apart as a means of identifying areas of highest pollutant concentrations whether or not the public had access. The FEIR air quality analysis estimates future concentrations at these receptors assuming build out of the uses included in the Airport Implementation Plan, with the highest concentrations for the modeling years 2015 and 2030 (FEIR Tables 5.5-14 and 5.5-15, respectively). Such exceedances also would occur under the Airport Land Use Plan and the No Project Alternative. These conclusions and supporting analysis would not be materially changed by the Project; impacts would be less than significant. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality or a substantial increase in the severity of previously identified significant air quality impacts requiring major revisions of the certified FEIR.

As described in the Section 5.16 of the FEIR, the level of significance for acrolein as determined by the HHRA is above the CEQA threshold of significance and cannot be mitigated to levels below significant and are thus unavoidable. Acrolein is a possible non-cancer health hazard usually limited to eye irritation formed during the combustion of fossil fuels, wood, tobacco, and from the heating of cooking oils. The proposed FIS improvements would not affect the acrolein emissions and associated impacts already accounted for in the FIS. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality or a substantial increase in the severity of previously identified significant air quality impacts requiring major revisions of the certified FEIR.

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

Given the basic nature of the Project and its existing setting, construction and operation of the proposed FIS improvements would not create objectionable odors affecting a substantial number of people. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality requiring major revisions of the certified FEIR.

	YES	NO
<b>IV. BIOLOGICAL RESOURCES</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

**DISCUSSION:**

Section 5.8, Biotic Communities/Endangered and Threatened Species, of the FEIR addresses potential impacts to biotic resources including listed species, and Section 5.9, Wetlands, of the FEIR 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 local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

As indicated on page 5.8-1 of the FEIR, the vast majority of SDIA is developed or highly disturbed and devoid of any sensitive biotic resources. One exception is the California least tern nesting area in the southeast portion of SDIA (shown on Figure 5.8-1 of the FEIR). The FEIR determined that no direct physical disturbance of least tern nesting habitat would occur as no improvements are located at or adjacent to the least tern nesting sites or other areas of sensitive habitat for threatened, endangered, or other species. As such, impacts to sensitive species and habitats were determined to be less than significant.

The proposed FIS facility expansion is in a developed area in the southwestern portion of the airport that is approximately 1.3 miles from the area where least tern nests have been identified. Further, the new square footage to be constructed would occur on areas currently paved that have no least tern or other habitat. As such, under the proposed Project, indirect, as well as direct, impacts to the California least tern nesting area would be less than significant. Additionally, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to sensitive species. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.



**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?**

As described on page 5.9-2 of the FEIR, one small area (0.1 acre) of disturbed non-jurisdictional wetlands was located within the project boundaries (at the NTC site). The FEIR identified that this area would be eliminated under the Airport Implementation Plan and given that the area is isolated and disturbed, the loss would be a less than significant impact. This small wetlands area has subsequently been eliminated. No other riparian area is located on site, the FEIR determined that no significant impacts on wetlands or other sensitive natural community would occur with implementation of the Airport Implementation Plan.

The proposed Project is located in a developed area within the Airport boundary and no effect on wetlands or other sensitive natural communities beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, the proposed Project would not result in any material difference in impacts on wetlands or other sensitive natural community compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to wetlands or other sensitive natural community. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As described in Section IV (c.) above, the FEIR determined that no significant impacts on wetlands would occur. There are no wetlands at or near the project site and no effect on wetlands beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in the wetlands impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to wetlands. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As described in Section IV (a.) above, the vast majority of SDIA is developed or highly disturbed, with the exception of one area in the southeastern portion of the airport (i.e., the California least tern nesting area). This is an isolated area that does not support any movement of species. As described in Section IV (a.) above, the FEIR determined that no significant direct impacts or indirect impacts to nesting least terns would occur under the Airport Implementation Plan.

As further described in Section IV (a.), the proposed FIS facility expansion is approximately 1.3 miles from the least tern nesting area. Additionally, it is in an area that is currently developed and has no least tern or other habitat. As such, the proposed Project would not impact least tern nesting areas and no effect on biological resources beyond that identified in the FEIR would occur. Additionally, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

Therefore, the proposed Project would not result in any material difference in the impacts relative to biological resources compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to wildlife corridors and nursery sites. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

As described in Sections IV (a. – d.) above, the vast majority of SDIA is developed or highly disturbed, with the exception of one area in the southeastern portion of the airport. SDIA does not support any resources that are subject to local policies or ordinances such as a tree preservation policy or ordinance.

The proposed Project is located in a developed area and no effect on biological resources beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, the proposed Project would not result in any material difference in the impacts relative to conflicting with policies or ordinances protecting biological resources compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to policies or ordinances protecting biological resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As indicated on page 5.8-6 of the 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, the FEIR determined that no impact would occur.

The proposed Project is in a developed area within the Airport Implementation Plan, and as such no conflict with a habitat conservation plan would occur beyond that identified in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. The proposed Project would not result in any material difference in the impacts relative to conflict with an adopted habitat conservation plan compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to relative to conflict with an adopted habitat conservation plan. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>V. CULTURAL RESOURCES</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.7, Historic, Architectural, Archaeological, Paleontological, and Cultural Resources, of the 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. Would the project cause a substantial adverse change in the significance of a historical resource as defined in State CEQA §15064.5?**

As shown on Figure 5.7-1 of the FEIR, several buildings within the project site were determined to be eligible for listing on the local, state, and/or nation register of historic resources. The FEIR determined that the Airport Implementation Plan does not include specific elements at the site of historic buildings, and thus, the Airport Implementation Plan would not result in direct significant impacts on historical resources.

As shown on Figure 5.7-1 in the FEIR, the historic properties are all located east of the airport terminals and thus none are at or near the proposed Project site. No effect on historical resources beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in the historical resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to historical resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As described on page 5.7-10 of the 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.

The proposed Project site is located within the SDIA Master Plan project area analyzed in the FEIR, and no effect on archaeological resources beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in archaeological resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to archaeological resources. It would not require substantial

revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

As indicated on page 5.7-10 of the 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, the FEIR determined there is no potential for paleontological resources within the SDIA Master Plan project area and no impact would occur.

The proposed Project site is located within the SDIA Master Plan project area analyzed in the FEIR, and no effect on paleontological resources beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in the paleontological resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to paleontological resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

As described in Sections V (b. and c.) above, the current topography of the SDIA Master Plan project area, including the proposed Project site, 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 proposed Project area. No impact is expected to occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, the proposed Project would have no effect on cultural resources beyond that identified in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to cultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>VI. GEOLOGY AND SOILS</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.14, Geology and Soils, of the 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.

- 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.**

As indicated on page 5.14-7 of the FEIR, there are no active or potentially active faults known to underlie SDIA and adjacent areas; however, several designated Earthquake Fault Zones occur in 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 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, 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, including the requirements for preparation of a project-specific geotechnical investigation, apply to improvements contemplated in the Airport Implementation Plan; and hence, apply to the proposed Project. Thus, any project-specific design and construction measures to address potential ground rupture effects would be identified and implemented as part of the proposed Project, and potential impacts related to seismically induced ground rupture would be avoided or reduced below a level of significance. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, no effect relative to rupture of a known earthquake fault beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As described on pages 5.14-7 and 5.14-8 of the 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, 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, including the requirements for preparation of a project-specific geotechnical investigation, apply to improvements contemplated in the Airport Implementation Plan; and hence, apply to the proposed Project. Therefore, any project-specific design and construction measures to address site- and event-specific factors such as event duration, motion frequency, and underlying soil/geologic conditions would be identified and implemented as part of the proposed Project, and potential impacts related to seismically induced ground acceleration would be avoided or reduced below a level of significance. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no effect relative to strong seismic ground shaking fault beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As indicated on page 5.14-8 of the 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 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 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, including the requirements for preparation of a project-specific geotechnical investigation, apply to improvements contemplated in the Airport Implementation Plan; and hence, apply to the proposed Project. Therefore, any project-specific design and construction measures to address potential liquefaction and related effects would be identified and implemented as part of the proposed Project, and potential impacts related to seismically induced liquefaction and related effects would be avoided or reduced below a level of significance. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no effect relative to liquefaction beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

#### **iv. Landslides?**

As indicated on page 5.14-9 of the 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.

The proposed Project is located within the Airport Implementation Plan boundaries, which as described above, is a generally level site that not subject to a significant risk from landslides. No effect relative to landslides beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As indicated on page 5.14-10 of the 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 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, including the requirements for a SWMP, apply equally to improvements contemplated in the Airport Implementation Plan; and hence, apply to the proposed Project. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. No effect relative to substantial soil erosion or loss of top soils beyond that identified in the FEIR would occur, and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

#### **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?**

See Section VI (a.) above regarding liquefaction and landslide hazards. Page 5.14-9 of the 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, including the requirements for preparation of a project-specific geotechnical investigation, apply to improvements contemplated in the Airport Implementation Plan; and hence, apply to the proposed Project. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no effect relative to unstable geologic units or soil beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

See Section VI (c.) 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?**

SDIA and adjacent areas use the City's sanitary sewer system, not septic tanks or other alternative wastewater disposal system. The proposed Project is located within SDIA, which uses the City's sanitary sewer system and no effect relative to septic tanks or alternative wastewater disposal systems would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in impacts relative to septic tanks or alternative wastewater disposal systems compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>VII. GREENHOUSE GAS EMISSIONS</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>



## DISCUSSION:

Section 5.19, Greenhouse Gas Emissions, of the FEIR addresses potential impacts related to emissions of greenhouse gases from implementation of the AMP. The following evaluates the extent to which that analysis applies to the proposed Project.

**a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

There were no CEQA guidelines for determining significance criteria for greenhouse gas (GHG) emissions at the time the FEIR was prepared. GHG emissions were calculated for the AMP through the use of input data such as activity levels or material throughput rates (e.g., fuel usage, vehicle miles traveled, electrical consumption) that were applied to appropriate emission factors (e.g., in units of GHG emissions per gallons of fuel). GHGs associated with planned projects were estimated for aircraft, ground support equipment (GSE)/APU, motor vehicles, stationary sources, as well as construction equipment, focusing on carbon dioxide (CO<sub>2</sub>), as well as nitrogen oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>) reported as CO<sub>2</sub>-equivalent units. The input parameters used in the assessment of GHG emissions were similar to those used in support of the emissions inventory of criteria pollutants (e.g., CO, NO<sub>x</sub>, VOC), which were addressed in Section 5.5, Air Quality, of the FEIR.

As such, the land use and development assumptions used in the air quality analysis also are reflected in the GHG analysis, which includes improvements complemented in the Airport Implementation Plan, including FIS improvements. Notwithstanding, the GHG emissions specific to the currently proposed FIS improvements were estimated using CalEEMod (see Attachment A for CalEEMod assumptions and calculation results) and were compared to the GHG emissions inventory estimated for the AMP, as presented in Table 5.19-2 of the FEIR. The GHG emissions estimated for the proposed FIS improvements, including operations-related emissions (i.e., GHG emissions associated with the addition of approximately 56,000 square feet of new building area) and construction-related emissions, as amortized over a 30-year estimated operational life of the new building area, total approximately 415 metric tons of CO<sub>2</sub>-equivalent units per year (MTCO<sub>2</sub>e/yr). As indicated in Table 5.19-2 of the FEIR, the annual GHG emissions associated with the AMP range from 1,705,579 MTCO<sub>2</sub>e/yr in 2010 to 2,099,621 MTCO<sub>2</sub>e/yr in 2030. The 415 MTCO<sub>2</sub>e/yr of GHG emissions associated with the proposed FIS improvements would be approximately 0.02 percent of the GHG emissions estimated for the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

The GHG emissions associated with the Project, therefore, are accounted for in the FEIR. Impacts associated with GHG emissions resulting from Project implementation would be less than significant. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Subsequent to the completion of the FEIR, the SDCRAA and the California Attorney General entered into a Memorandum of Understanding (MOU) calling for the implementation of specific measures to control GHG emissions associated with the SDIA, including those addressed in the AMP. The GHG control measures identified in the MOU are as follows:

1. Reduction in aircraft on-the-ground energy usage
  - a. Landside power and preconditioned air (PCA) at all new gates
  - b. Retrofit existing gates with landside power and PCA
  - c. Landside power at all new cargo facilities and hangars
  - d. Retrofit all existing cargo facilities and hangars with landside power

- e. Cargo and general aviation aircraft use of landside power
- f. Aircraft movements
- 2. Reduction of landside energy usage
  - a. Replacement of existing tow vehicles with electric or alternative fuel aircraft pushback tractors
  - b. Replacement of shuttles with electric or alternative fuel vehicles
- 3. Use of green materials and sustainable design
  - a. Use of cool roofs (or solar panels) and cool pavements
  - b. Construct all new facilities to meet LEED (Leadership in Energy and Environmental Design certification (or equivalent) with a target of Silver or better
- 4. Use of green construction methods and equipment
  - a. Use of construction equipment running on alternative fuels or particulate traps
- 5. Coordination and encouragement of tenants to address GHG
  - a. Recycling
  - b. Sale of unleaded mogas (motor gasoline)
  - c. Reduction of carbon footprint

The MOU was one of the first of its kind for airports in California, and the provisions of the MOU were integrated into the subsequent development of an Air Quality Management Plan (AQMP) for SDIA. The AQMP provides a comprehensive program for implementation of the GHG control measures recommended in the MOU, as well as measures for the control and reduction of criteria pollutants. The AQMP complements several other environmental initiatives that SDCRAA has planned or in place for SDIA, such as the Airports Council International North America (ACI-NA) Sustainability Initiative and the SDCRAA Sustainability Policy. These environmental initiatives, along with various state and regional environmental initiatives, provide additional measures for the control and reduction of GHG. Section 5 of the AQMP lists tasks that specifically address the GHG control measures described in the MOU and outlines the recommended means and timeframes for implementing those measures. The following summarizes the recommended tasks related to implementation of the MOU measures, many of which have been completed or are ongoing.

#### MOU Measure 1a-e – Reduction in Aircraft On-The-Ground Energy Usage

- Meet with airlines and cargo operators regarding the MOU and plans to implement landside power and PCA.
- Design landside power and PCA, if applicable, into all improvements at terminals, cargo facilities, and general aviation facilities.
- Incorporate landside power and PCA into the design of the Terminal 2 West expansion.
- Lease agreements, other enforceable agreements, and the airport's operation manual should include statements that the landside power and PCA shall be used as soon as possible upon arrival at the gate, unless there are safety considerations.
- Engineering staff will be updated on any recondition or refurbishing project that would require the incorporation of landside power and PCA.
- Track and quantify GHG emission reductions associated with landside power and PCA.

#### MOU Measure 1f – Aircraft Movements

- Coordinate with Air Transport Associations (ATA), airlines, and the Federal Aviation Association (FAA) regarding practical measures that can be implemented to reduce GHG emissions associated with aircraft movements.
- Select alternatives to reduce aircraft movement emissions by 20 percent by 2015.

- Prepare a report for the public identifying and evaluating GHG emissions associated with aircraft movement at SDIA by January 1, 2010. Implement recommended actions addressed in the report. Continue to track and quantify GHG emission reductions associated with aircraft movement and submit in annual report.

#### MOU Measure 2a – Replacement of Existing Tow Vehicles with Electric or Alternative Fuel Aircraft Pushback Tractors

- Meet with ATA, airlines, and the FAA regarding pushback tractors and conversion to electric or alternative fuels.
- Conduct annual GSE surveys to determine the number of vehicles that are reaching the end of their useful lives and to make sure that each vehicle is properly permitted.
- Work with airlines and ATA to research the commercial availability and safety of electric and alternative fuel pushback tractors as well as the necessary operations associated with such procedures.
- Determine viability of electric or alternative fuel pushback tractors for use at SDIA.
- Work with federal, state, and local agencies to take advantage of funding programs that can be used to offset the cost to install electric recharging and alternative fuel fueling stations.
- If electric or alternative fuel pushback tractors are not viable or a reasonable alternative is not available, the SDCRAA shall confer with the Attorney General's office for a deferral of this MOU specific measure.

#### MOU Measure 2b – Replacement of Shuttles with Electric or Alternative Fuel Vehicles

- Develop incentive program regarding conversion of airport shuttles.
- Meet with shuttle operators regarding the conversion of alternative fuels and incentive programs.
- Shuttle operators will submit written requests or concerns regarding the incentive program to the SDCRAA.
- Work with SANDAG, Clean Energy, San Diego County Air Pollution Control District, and other stakeholders to develop necessary infrastructure to support alternative fuels.
- Track and quantify GHG emission reductions associated with shuttle conversion to alternative fuels.

#### MOU Measures 3a and b – Use of Green Materials and Sustainable Design

- Meet with planning and engineering staff to detail that these requirements are being met at SDIA.
- Incorporate sustainable technologies into capital projects.
- Track and quantify GHG emission reductions associated with the use of green materials and sustainable design.

#### MOU Measure 4 – Use of Green Construction Methods and Equipment

- Meet with planning and engineering staff to reaffirm use of green construction methods and equipment.
- Develop specifications for construction methods and equipment.
- Enforce any non-compliance with the construction specifications.
- Document carbon dioxide equivalents (CO<sub>2</sub>e) being reduced for each project by use of green construction methods compared to traditional means.

#### MOU Measure 5 – Coordination and Encouragement of Tenants to Address GHG

- Meet with planning and engineering staff on a semi-annual basis to discuss the recycling program and ways to increase the recycling efforts.
- Develop an educational program for recycling at the airport.

- Meet with tenants and other stakeholders to promote recycling at the airport.
- Meet with general aviation operators to evaluate alternatives to leaded avgas (aviation gasoline) and the potential number of aircraft that can utilize unleaded avgas.
- Document recycling efforts, type, and quantity of recycled materials, and amount (CO2e) being reduced compared to baseline scenario in which waste was landfilled.

For each category of MOU measures, the AQMP identifies the obstacles to implementation that must be considered relative to further defining the feasibility, means and methods, and timing of the specific tasks summarized above. With the subsequent completion of the MOU and AQMP described above (which set forth numerous measures for the control and reduction of GHG emissions at SDIA), the impacts would be less than those presented in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Impacts would be less than significant. Implementation of the proposed FIS improvements would not affect the applicability or effectiveness of the subject GHG control and reduction measures. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.15, Hazards and Hazardous Materials, of the FEIR addresses potential impacts related to hazardous materials from implementation of the AMP. The following evaluates the extent to which that analysis applies to the 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?**

As indicated on page 5.15-4 of the 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 as fueling, servicing and repair of aircraft, ground support equipment and motor vehicles, operation of maintenance of the airfield, terminal concourse, etc.). Transport, use, and storage of hazardous materials are strictly regulated by numerous federal, state, and local safety regulations. Implementation of the Airport Implementation Plan 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 thus, the no additional long-term risks to the public or the environment from these substances would occur. Potential impacts were determined to be less than significant.

The proposed Project would involve some use of hazardous materials of similar types and quantities as other similar uses in SDIA. The proposed Project would have no effect on related to transport, use, and disposal of hazardous materials beyond that identified in the FEIR, and would not result in any material difference in the impacts compared to those described in the FEIR. Further, the proposed Project would

allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

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 Airport Implementation Plan, which includes the types of uses proposed for the airport under the 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.

The proposed Project would involve some use of hazardous materials of similar types and quantities as other similar uses in SDIA. The proposed Project would have no effect on related to foreseeable upset and accident conditions involve the release of hazardous materials beyond that identified in the FEIR, and would not result in any material difference in the impacts compared to those described in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

There are no existing or proposed schools within 0.25 mile of the project site. The nearest school is Explorer High Tech High, which is approximately 0.60 mile west of SDIA. There would be no impact on schools. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

The proposed Project would occur within the SDIA boundary and would have no impact on schools. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As described on page 5.15-5 and shown in Figure 5.15-1 of the 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. The FEIR determined that plans are already in place, or under development to avoid or mitigate any potential impacts associated with future improvements on the 15 sites that are known or have the potential to contain hazardous wastes or environmental contamination, and therefore, the FEIR determined that impacts associated with hazards and hazardous materials would be less than significant. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity.

Of the 15 sites and facilities identified in the FEIR as being known, or having the potential, to contain hazardous wastes or environmental contamination, two sites and facilities are in close proximity to the proposed Project site. As more fully described on pages 5.15-8 through 5.15-10 of the FEIR, the two sites/facilities are the following:

Site No.	Name	General Location	Description
1	Former Naval Training Center (NTC) Inactive Landfill	Southwest sector of airport, north of Harbor Dr., east of Navy Lagoon, and west of T2W	52-acre site formerly used by NTC and MCRD from the 1940s to 1971 as a municipal landfill for consumer waste, burn ash, and construction debris. The site was vacant at the time the FEIR was prepared with plans to undergo closure. The site was remediated in 2009 and is now the location of the expanded T2W (Green Build), a surface parking lot, and an airplane tarmac.
2	Former Rental Car Facility Fuel Farm	Southwest sector of airport, north of Harbor Dr. and south of T2W	2-acre site formerly used as a rental car facility and contained underground storage tanks. The building and tanks have been removed and the site is now covered by an asphalt roadway and parking lot. Residual soil/groundwater contamination remains in place.

The proposed Project is located within what was previously identified as the Site 1 area, which as described above, was remediated in 2009. The proposed Project would be developed within the remediated site consistent with the Airport Implementation Plan and no effect relative to the site to containing hazardous wastes or environmental contamination beyond that identified in the FEIR would occur. The proposed Project would not involve any construction at Site 2. The proposed Project would not result in any material difference in impacts relative to sites containing hazardous wastes or environmental contamination compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

Development under the Airport Implementation Plan 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 5.2-19 of the 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 as the Airport Implementation Plan was developed concurrently with the Airport Land Use Plan, the Airport Implementation Plan would be compatible with the goal of the ALUCP.

The proposed Project was contemplated as part of the Airport Implementation Plan and would be consistent with the ALUCP. As such, potential airport-related safety impacts would be less than significant. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in safety impacts associated with being within an airport land use plan area compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

SDIA, including the proposed Project site, is not within the vicinity of a private airstrip. Therefore, the proposed Project would have no impacts relative to being located in vicinity of a private airstrip.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As stated on page 5.15-15, the FEIR determined that based on an assessment of sites and facilities containing hazardous materials and/or environmental contamination in the vicinity of SDIA combined with the project improvements, no hazards to public safety or impairment to emergency response or evacuation plans associated with the Airport Implementation Plan are expected and impacts are less than significant.

The expansion of the FIS capacity was contemplated as part of the Airport Implementation Plan and the proposed Project would not have no effect relative to an adopted emergency response plan or emergency evacuation plan beyond that identified in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

SDIA is an existing urban industrial environment dominated by concrete and asphalt, well removed from wildlands and thus, there is no fire hazard relative to wildlands. No impact would occur.

The proposed Project would occur within a developed area in the SDIA boundary and would have no impact relative to wildland fires. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>IX. HYDROLOGY AND WATER QUALITY</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.6, Hydrology and Water Quality, of the FEIR addresses potential impacts related to surface hydrology and water quality from implementation of the AMP. Section 5.14, Geology and Soils, of the 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?**

As described on page 5.6-10 of the FEIR, all future development under the Airport Implementation Plan is subject to the Airport Stormwater Management Plan (SWMP). 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, provide for Best Management Practices (BMPs); therefore, the FEIR determined that water quality impacts relative to construction, grading, and erosion and sedimentation would be less than significant.

With regards to urban runoff associated with future use of the site, as discussed on page 5.6-11 of the FEIR, the Airport Implementation Plan would be implemented by the SDCRAA and, as such, would include provisions to meet the requirements of the SDIA SWMP; the FEIR determined that, therefore, water quality impacts relative to urban runoff would be less than significant.

The proposed Project is within the boundary of the Airport Implementation Plan and would be implemented by SDCRAA, and thus would include provisions to meet the requirements of the SDIA SWMP. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no effect on water quality beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

### **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)?**

As stated on page 5.14-5 of the 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 also may vary locally.

As addressed on page 5.14-10, with the possible exception of temporary dewatering of shallow groundwater during construction as necessary, withdrawal of groundwater would not occur. As addressed on page 5.6-10, the Airport Implementation Plan development would occur on areas that are already considered impervious and impacts on groundwater recharge would be less than significant.

The proposed Project would occur within the Airport Implementation Plan boundaries on a developed area that is impervious, within the exception of a small area of landscape planters. The elimination of the landscape planters would not affect groundwater recharge/supplies and no effect on groundwater supplies beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

There are no streams or rivers at or near SDIA. The Airport Implementation Plan development would increase by approximately six percent at a site that is already considered to be 85-90 percent impervious and, as addressed on page 5.6-10 of the FEIR, the impact on existing drainage patterns is less than significant.

The proposed Project would occur within the Airport Implementation Plan boundaries on a developed area that is impervious. Implementation of the proposed Project may involve some minor rerouting of surface flows, based on the location and orientation of the new structure, but is not expected to result in any appreciable change in surface drainage patterns. Regarding the potential for the project to result in substantial erosion or siltation, please see the discussion above in Section VI (b.). No effect on the drainage pattern beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As described in Section IX (c.) above, the FEIR determined that there are no streams or rivers at SDIA and the Airport Implementation Plan development would occur on areas that are already considered impervious and the impact on existing drainage patterns is less than significant. Further, the Airport Implementation Plan development 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.

The proposed Project would occur within the Airport Implementation Plan boundaries on a developed area that is impervious. Implementation of the proposed Project may involve some minor rerouting of surface flows, based on the location and orientation of the new building additions, but is not expected to result in any appreciable change in surface drainage patterns or increase the rate or amount of surface runoff. No effect on the drainage pattern beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

See discussions above in Sections IX (a.), (c.), and (d.) above. The FEIR determined that potential impacts to surface drainage volumes would be less than significant. The proposed Project would occur within the Airport Implementation Plan boundaries on a developed area that is impervious and no effect on stormwater runoff beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

See discussion above in Section IX (a.). The FEIR determined that the Airport Implementation Plan would be implemented by the SDCRAA and as such would include provisions to meet the requirements of the SDIA SWMP; the FEIR determined that, therefore, water quality impacts would be less than significant.

The proposed Project is within the boundary of the Airport Implementation Plan and would be implemented by SDCRAA, and thus would include provisions to meet the requirements of the SDIA SWMP. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, no effect on water quality beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to water quality and hydrology. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

The proposed Project does not entail the construction of housing. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality relative to placing housing within a flood plain. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As described on page 5.6-9 of the 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, however, with based on the minor projected flood elevation and availability of design and construction measures to accommodate this constraint flood plain impacts were determined to be less than significant.

As with most of SDIA, the proposed Project site is mapped as Zone X. Therefore, the proposed Project would have no effect relative to placing a structure within a 100-year flood plain beyond that identified in the FEIR. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. The proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

There are no levees or dams at or near SDIA that pose a potential for flooding at the project site; no impact would occur. The proposed Project is located at SDIA and no effect relative to flooding as a result of the failure of a levee or dam would occur, and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

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 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.

The proposed Project is located at SDIA and no effect relative to seiche, tsunami, or mudflow beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. The proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>X. LAND USE AND PLANNING</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

#### **DISCUSSION:**

Section 5.2, Land Use Planning, of the 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?**

As described on page 5.2-9, at the time the FEIR was certified, the AMP project site consisted of SDIA and the former General Dynamics and Teledyne Ryan properties, that were unused at the time. The site is surrounded by military, mixed-use, residential commercial, aircraft- and port-related industrial, as well as commercial recreational, and tourism related uses.

With approval of the AMP, SDIA boundaries were expanded to include the former General Dynamics and Teledyne Ryan properties, and airport uses have been established at, or are planned for, these areas.

The proposed Project would all occur within the boundaries of SDIA, at, or contiguous with, the existing T2W Terminal. The expanded FIS capacity would be comparable to, and compatible with, the other airport-related uses that currently exist, and would not physically divide an established community; there would be no impact. Therefore, no effect on dividing an established community would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to land use and planning. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

The FEIR analyzed the compatibility of the Airport Implementation Plan with numerous land use plans, policies, and regulations. Those plans, policies, and regulations considered 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 FEIR evaluation related to each of these land use plans, policies, and regulations found that approval of the then proposed Airport Implementation Plan would not result in any significant conflicts. Further, since SDIA has long been an airport and was accounted for in applicable planning documents; and since all new development would be subject to airport-related development standards, the conclusion was that no significant land use conflicts would occur.

The proposed Project would occur consistent with the Airport Implementation Plan. It would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. As such, the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. Further, the proposed new square footage would be located within airport property within the Airport Implementation Plan boundaries and no effect on relative to applicable land use plan, policy, or regulation beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to land use and planning. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

The AMP project site is an existing airport in a highly urbanized setting that is devoid of biological resources. As discussed above in Section IV (f.), SDIA is not located within any habitat conservation plan or natural communities' conservation plan. There would be no impact related to such a plan.

The proposed Project is located within SDIA and would have no effect relative to conflicting with an applicable habitat conservation plan or natural communities conservation plan. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, no impact would occur, and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to land use and planning. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>XI. MINERAL RESOURCES</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.21, Effects Not Found to be Significant, of the FEIR, specifically page 5.21-2, provides a discussion of mineral resources. The following summarizes that discussion, as applicable to the 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?**

As discussed on page 5.21-2 of the FEIR, 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 and no impact on mineral resources would occur.

The proposed Project would be located within airport property and would not affect mineral resources. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to minerals. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

See Section XI (a.) above.

	YES	NO
<b>XII.NOISE</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.1, Noise, of the 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?**

As described on page 5.1-6, small differences between the noise contours of the Airport Implementation Plan and the No Project Alternative would occur. However, both alternatives were determined to have a similar number of operations and a similar flight schedule. The FEIR determined that no locations would experience a change of 1.5 CNEL (community noise equivalent level) or more within the 65 CNEL or 3.0 or more within the 60 CNEL due to the Airport Implementation Plan. Thus, impacts associated with aircraft induced noise would be less than significant.

With regards to potential impacts from surface traffic noise, the FEIR analysis includes traffic from the near-term development of uses under the Airport Implementation Plan as well as from the longer-term build out of uses under the Airport Land Use Plan. As indicated on page 5.1-28 of the FEIR, comparison of peak hour  $L_{eq}$  noise level increases for AMP build out 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 (Pacific Highway between Laurel and Hawthorn) would the increase compared to the existing condition be in excess of 3.0 dBA  $L_{eq}$ ; this location is adjacent to an industrial facility (Solar Turbines) and commercial uses east of SDIA, over 1.0 mile from the proposed Project site. The FEIR determined that no significant surface transportation noise would occur.

With regards to potential impacts from construction noise, Section 5.1.4 of the FEIR provides an estimate of construction noise levels based on a typical mix of construction equipment. This mix of equipment includes pile drivers, which typically have the highest noise levels and the greatest potential to result in noise impacts on nearby noise sensitive uses. As indicated in Table 5-1.16 on page 5.1-31 of the FEIR, assessed construction noise at levels by equipment type and distance and determined the maximum noise levels produced by pile drivers would be approximately 69.2 dB at a distance of 1,000 feet from the source. The nearest homes were identified as being 2,200 to 4,400 feet from the T2W expansion and apron and 1,500 feet to 1,700 from the northern construction zone and the threshold of significance for construction noise is 75 dB in residential areas. As such, the maximum noise level estimated for construction activities would not exceed 75 dB in residential areas. Further, the FEIR noted that the construction noise would be lower than the aircraft noise and highway noise that occurs in the residential areas near the construction zones. 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 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 FEIR determined that construction noise would cause less than significant impacts.

Regarding operations, the proposed Project would not increase the capacity at SDIA, and thus the number of flights and the amount of vehicle traffic at SDIA would not change from that analyzed in the FEIR. Therefore, no aircraft noise and surface transportation noise impacts beyond that identified in the FEIR would occur.

Regarding construction, the nearest residences to the proposed Project site are located in the Liberty Station development a little over 0.5 mile (2,640 feet) from the Project site. As described above, the FEIR determined that construction noise levels would not exceed 75 dB in residential areas at a distance of 1,000 feet or greater, and, therefore, given the distance from the proposed Project site, construction

noise levels at Liberty Station residences would not exceed 75 dB, and the proposed Project would not result in construction noise impacts beyond that identified in the FEIR.

As described above, no effect on noise beyond that identified in the FEIR would occur during operation and construction, and thus, the proposed Project would not result in any material difference in compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As described in Section XII (a.) above, the FEIR nearest residences to the construction areas were identified as being a minimum of 1,500 feet from the project site. As stated on page 5.1-30 of the FEIR, construction work would not be expected to result in excessive ground-borne vibration to home sites and thus the FEIR determined that no significant impacts would occur.

As described in Section XII (a.) above, closest residences to the proposed Project site are greater than 0.5 mile (2,640 feet) away. Therefore, potential vibration impacts associated with project construction would be less than significant. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. No effect on vibration beyond that identified in the FEIR would occur and proposed Project would not result in any material difference in the recreation impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

See discussion above in Section XII (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?**

See discussion above in Section XII (a.).

**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?**

The Project is located at SDIA. There would be no people residing at the project site, and potential noise exposure impacts to surrounding areas were determined to be less than significant as discussed in Section XII (a.) above. 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. The FEIR determined that noise impacts would be less than significant.

The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the capacity at SDIA, and thus the number of flights and the amount of vehicle traffic at SDIA would not change from that



analyzed in the FEIR. Therefore, no aircraft noise and surface transportation noise impacts beyond that identified in the FEIR would occur. The proposed Project would not result in any material difference in the noise impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

SDIA is a public airport and not within the vicinity of a private airstrip. Therefore, no impacts relative to the proposed Project being located within the vicinity of a private airstrip would occur and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>XIII. POPULATION AND HOUSING</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

**DISCUSSION:**

Section 5.4, Population and Housing, of the 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)?**

As described on page 5.4-3 of the 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 use would not displace any residents or residences because the project location currently contains 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 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. Therefore, the FEIR determined that impacts associated with inducing population growth are less than significant.

These conclusions in the FEIR, which apply to the overall land use and development plans for SDIA overall, also apply to improvements contemplated under the proposed Project. The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. As such, the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. No effect on population growth beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to population and housing. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

There is no existing or proposed housing at SDIA. As described on page 5.4-3 of the FEIR, implementation of the land use and development plans contemplated under the AMP would not significantly affect housing.

The proposed Project is within the Airport Implementation Plan boundary and there is no housing on the site, and no housing would be displaced by the proposed Project and no effect on housing beyond that identified in the FEIR would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to population and housing. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

See Section XIII (b.) above.

	YES	NO
<b>XIV. PUBLIC SERVICES</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

**DISCUSSION:**

Section 5.17, Public Services, of the 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, 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 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:**

**i. Fire protection?**

The 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 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, and 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.

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 San Diego Fire 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 firefighting facilities are expected to be constructed, and there would be no need for existing fire stations to be relocated.

The traffic congestion associated with the demolition and construction of major projects within and adjacent to SDIA property would have the potential to hamper or delay emergency response. However, temporary roadway Level of Service (LOS) deficiencies associated with compromised emergency response would be minimized through implementation of a construction traffic management plan, which would be prepared and implemented as appropriate for each project. This would ensure proper advanced coordination with SDFD and planning of detours and emergency access routes to maintain response times.

Based on the above factors, the FEIR determined that new development at SDIA, including the Airport Implementation Plan development, would result in less than significant impacts on fire protection and emergency medical (i.e., paramedic) services.

The proposed Project was contemplated as part of the Airport Implementation Plan. As described above, new development at SDIA would have adequate fire hydrants, fire flow, fire prevention and warning systems, and fire equipment access to all structures and areas of the property. Further, a construction traffic management plan, which would be prepared and implemented for the proposed Project, which would ensure proper advanced coordination with SDFD and planning of detours and emergency access routes to maintain response times. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no effect on fire protection services beyond that

identified in the FEIR would occur, and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

## **ii. Police protection?**

As described on page 5.17-41 of the FEIR, the San Diego Harbor Police Department (SDHPD) would be expected to result in increased demand for law enforcement services 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. 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 also would 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.

Long-term (i.e., operational) impacts would include increases in calls for service, business watch and other crime prevention services, and increases in case reports. However, due to the level of security provided at SDIA for civil aviation protection reasons, incidents of theft, destruction, or damage at SDIA facilities and to employee vehicles and property are not expected to increase as a result of new development.

Expanded areas for passenger screening and other TSA security activities would benefit TSA, but the effect on security would be nominal. This is because TSA and SDCRAA will ensure that appropriate civil aviation security measures are implemented at SDIA regardless of whether the improvements occur.

The proposed Project would occur under the Airport Implementation Plan. As described above, new development at SDIA is not expected to significantly increase in law enforcement workload, or to physically impact the existing substation. The proposed Project would expand the FIS capacity, which, similar to the expanded TSA capacity discussed above and on page 5.17-41 of the FEIR, the expanded FIS capacity would benefit CBP, the effect on security would be nominal as CBP and SDCRAA will ensure that appropriate civil aviation security measures are implemented at SDIA regardless of whether the proposed Project is implemented. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. No effect on law enforcement beyond that identified in the FEIR would occur, and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

### **iii. Schools?**

As indicated in Section 5.21.5 on page 5.21-2 of the FEIR, guidelines from the City of San Diego on significance criteria for schools deal mainly with residential developments that could influence school enrollment. The AMP project does not include any residential development, is not growth inducing, as detailed in Chapter 6, Other Effects of the Project, of the FEIR, and would not directly impact any schools. Additionally, no significant noise changes were identified due to the development. The FEIR determined that impacts to schools would be less than significant.

The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. As such, the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. Further, the proposed new square footage would be located within airport property and no effect on school beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts on schools compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

### **iv. Parks?**

See Section XV (a.) below.

### **v. Other public facilities?**

As indicated in Section 5.21.6 on page 5.21-2 of the FEIR, guidelines from the City of San Diego on significance criteria for libraries deal mainly with residential developments that could influence library use. The AMP project does not include any residential development, is not growth inducing, as detailed in Chapter 6, Other Effects of the Project, of the FEIR, and would not involve occupation or closure of any libraries. Therefore, the FEIR determined that no impact on library use would occur.

The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. As such, the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. Further, the proposed new square footage would be located within airport property and no effect on libraries beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>XV. RECREATION</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

## DISCUSSION:

Section 5.18, Recreation, of the 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?**

As discussed on page 5.18-3 of the FEIR, new development planned to occur at SDIA, including expanded FIS capacity, 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 development of SDIA in accordance with the Airport Implementation Plan, would not result in any direct impacts to park or recreational facilities. 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.

The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. As such, the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. Further, the proposed new square footage would be located within airport property and no effect on recreation beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in the recreation impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to recreation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

- 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?

See Section XV (a.) above.

	YES	NO
<b>XVI. TRAFFIC AND CIRCULATION</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

#### DISCUSSION:

Section 5.3, Traffic and Circulation, of the 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 conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

The traffic analysis completed for the 2008 FEIR assessed traffic conditions and associated traffic impacts for the existing (2005), near term (2010 and 2015) and mid-/long-term or horizon year (2020, 2025, and 2030) conditions and compared traffic conditions associated with the Airport Implementation Plan with the No Project Alternative for each analysis year to determine traffic impacts.

As shown on Table 5.3-33, total airport trip generation was identified as increasing from approximately 85,100 ADT in 2005 to 135,000 ADT in 2030, which corresponds to an increase in air passengers. A change in passenger distribution between terminals would occur, which would result in redistribution of traffic at the terminal access driveways along North Harbor Drive, but would not affect the traffic pattern outside the study area.

The FEIR determined that significant traffic impacts to several street segments and intersections would result from implementation of the Airport Land Use Plan and Airport Implementation Plan (with a parking structure). Impacts to freeway segments and freeway ramps were determined to be less than significant. The FEIR identified mitigation measures to reduce traffic impacts to a level of less than significant. However, implementation of the roadway improvements specified in the mitigation measures are within the legal authority, responsibility, and jurisdiction of the City and Caltrans, not SDCRAA, and thus SDCRAA lacks the legal authority to ensure that the mitigation measures are enacted. If the mitigation measures are not enacted by the other agencies, impacts may remain significant and unavoidable.

In June 2014, as part of the FEIR Addendum completed for construction of the Terminal 2 Parking Structure, a technical memorandum was prepared to assess whether existing traffic volumes had substantially changed since the FEIR baseline conditions of 2005, and whether the forecasted long-term traffic volumes presented in the 2008 FEIR, which were based on SANDAG Series 10 future traffic projections, would be substantially different under the more current SANDAG Series 12 future traffic projections. As part of that assessment, the traffic impacts analysis of the 2008 FEIR was evaluated to determine whether the FEIR conclusions regarding traffic impacts would be substantially different (i.e., would there be new significant impacts or a substantial increase in the severity of previously identified significant impacts) based on the updated traffic data. The assessment found that the 2008 FEIR

conclusions regarding traffic impacts would not be substantially different in light of the updated traffic data.

The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the capacity at SDIA, and thus the number of flights and the amount of vehicle traffic at SDIA would not change from that analyzed in the FEIR. The movement of the FIS facilities would result in a small change in passenger distribution between terminals and would slightly reduce a remote area available for curbside drop-offs. However, this is not anticipated to change the distribution of traffic at the terminal access driveways along North Harbor Drive and the traffic pattern outside the study area.

Further, mitigation measures required under the FEIR would continue to be implemented. Therefore, no increase in surface transportation impacts beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the traffic and circulation impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

As indicated on page 5.3-23 of the FEIR, the 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 include 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 near the project site designated as CMP Arterials include North Harbor Drive, Grape Street, Hawthorn Street, and Pacific Highway.

North Harbor Drive, Grape Street, and Hawthorn Street would be significantly impacted. As described in Section XVI (a.) above, the FEIR identified mitigation measures to reduce traffic impacts to a level of less than significant. However, implementation of the roadway improvements specified in the mitigation measures are within the legal authority, responsibility, and jurisdiction of the City and Caltrans, not SDCRAA, and thus SDCRAA lacks the legal authority to ensure that the mitigation measures are enacted. If the mitigation measures are not enacted by the other agencies, impacts may remain significant and unavoidable.

As further described in Section XVI (a.) above, the FEIR determined that freeway segments and ramps would not be significantly impact with implementation of the Airport Land Use Plan and Airport Implementation Plan (with a parking structure).

The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the capacity at SDIA, and thus the number of flights and the amount of vehicle traffic at SDIA would not change from that analyzed in the FEIR. Further, mitigation measure required under the FEIR would continue to be implemented. Therefore, no increase in surface transportation impacts beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which



that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

The proposed Project additions would be constructed adjacent to and at T2W, to the south of the main SDIA runway. The additions would be a similar height of the existing terminal building and would not conflict with air traffic patterns. No impact would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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)?**

Implementation of the proposed Project would involve construction of additions to the TW2 building along the existing Terminal Access Road and apron. The proposed Project is consistent with other airport uses and is compatible with the adjoining airport terminal. No hazards due to a design feature or incompatible uses would be created and no significant impact would occur. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As stated on page 5.17-44 of the FEIR, development plans associated with the AMP would be reviewed by SDHPD, SDFD, and other agencies to help ensure compliance with all applicable codes, ordinances, policies, and standards. Such review would include verification that adequate emergency access is provided and maintained. As such, the FEIR determined that potential impacts related to emergency access would be less than significant.

As with under other development projects occurring at SDIA, the proposed Project would be reviewed for compliance with all applicable codes, ordinances, policies, and standards, including verification that adequate emergency access is provided and maintained. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, no emergency access impacts beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

The proposed Project would not conflict with adopted policies, plans, or programs supporting public transit, or bicycle or pedestrian facilities. No barriers to pedestrian or bicycle circulation are anticipated, and the proposed Project would not decrease the performance or safety of such facilities. Therefore, the proposed Project would not result in significant impacts relative to adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. The proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
<b>XVII. TRIBAL RESOURCES</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

**DISCUSSION:**

Section 5.7, Historic, Architectural, Archaeological, Paleontological, and Cultural Resources, of the 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. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

As described on page 5.7-2 of the FEIR, the State Native American Heritage Commission (NAHC) was contacted to request a search of their sacred lands files. The search indicated that no Native American sacred lands are recorded within or in proximity to the SDIA Master Plan project area. Letters were also sent to the Native American entities (Bands and individuals) identified by the NAHC as interested parties, in order to solicit any comment and concerns regarding the project. Further, as described on page 5.7-10 of the 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, tribal cultural resources would not be anticipated in the project area; no impact is expected to occur.

The proposed Project site is located within the SDIA Master Plan project area analyzed in the FEIR. The project site is located on fill that has been previously graded and developed and is not identified as recorded sacred lands. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Thus, no effect on cultural resources, including tribal cultural resources, beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in cultural resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to tribal cultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

- b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

See Section XVII (a.) above.

	YES	NO
<b>XVIII. UTILITIES AND SERVICE SYSTEMS</b>		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		<b>X</b>
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		<b>X</b>
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		<b>X</b>

#### **DISCUSSION:**

Section 5.11, Utilities and Service Systems, of the FEIR addresses potential impacts related to energy (electricity 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 applies to the Project.

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

As discussed in greater detail in Section XVIII (b.) below, the FEIR identified that implementation of the Airport Implementation Plan would result in additional wastewater generating facilities (e.g., sinks, toilets). However, the number of passengers would not be substantively affected and the addition of new facilities would not cause a substantive increase in wastewater volumes generated at the airport. Further, the new construction would be subject to payment of applicable sewer capacity fees. Therefore, the FEIR determined that impacts associated with wastewater treatment requirements would be less than significant.

The proposed Project would result in additional wastewater-generating facilities (e.g., sinks, toilets). The implementation of new facilities within the Airport Implementation Plan was analyzed in the FEIR as described above and determined to be less than significant. Further, the proposed Project would not increase the airport's overall capacity, and the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project and therefore, wastewater generation is not anticipated to increase beyond that analyzed in the FEIR. Therefore, the proposed Project would not result in any material difference in wastewater treatment impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to wastewater treatment. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As indicated below in Sections XVIII (d.) and (e.), implementation of the Airport Implementation Plan would not have a significant impact on existing water or wastewater systems.

The proposed Project would result in additional water-using and wastewater-generating facilities (e.g., sinks, toilets) and require new utility connections. This was accounted for within the Airport Implementation Plan analyzed in the FEIR. Further, the proposed Project would not increase the airport's overall capacity, and the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. Therefore, the water use and wastewater generation projections would be the same as analyzed in the FEIR, and the proposed Project would not result in any material difference in water and wastewater treatment facility impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to water and wastewater treatment facilities. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

As indicated above in Section IX (e.), the proposed Project's potential impacts to surface drainage volumes would be less than significant and would not result in any material difference in stormwater impacts compared to those described in the FEIR. The proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to stormwater drainage facilities. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

A Water Supply Assessment by the City of San Diego Water Department specifically found that adequate water supply would be available for development proposed at SDIA - see page 5.11-11 of the FEIR. Further, while extensions of water conveyance facilities at SDIA would occur, no relocation of major water supply lines is required. Impacts on water supply and systems was determined to be less than significant.

The proposed Project would result in an increase in water demand (e.g., new restrooms) and require a new connection to existing water conveyance facilities. This was generally accounted for within the Airport Implementation Plan analyzed in the FEIR. Further, the proposed Project would not increase the airport's overall capacity, and the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project. Therefore, the projected water demand would be the same as analyzed in the FEIR. The proposed Project would not result in any material difference in water supply impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to water supply and systems. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**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?**

Development of SDIA in accordance with the proposed Airport Implementation Plan would result in additional wastewater-generating facilities (e.g., sinks, toilets). As discussed on page 5.11-12 of the FEIR, this increase in wastewater generation would not be significant because of the wastewater treatment capacity available to SDIA and because of the airport's location near large San Diego Metropolitan Wastewater Department, now part of the City of San Diego Public Utilities Department (SDPUD) wastewater collection pipelines and Pump Station No. 2. As a result, little-to-no off airport infrastructure would be required to convey increased wastewater flows from SDIA to the SDPUD sewer system and the Point Loma Wastewater Treatment Plant. Capacity impacts to SDPUD wastewater treatment facilities would be offset through payment of applicable sewer capacity fees, to the extent required by law.

The proposed Project would result in additional wastewater-generating facilities (e.g., sinks, toilets). This was accounted for within the Airport Implementation Plan analyzed in the FEIR as described above. Further, the proposed Project would not increase the airport's overall capacity, and the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project, and thus, wastewater generation is not anticipated to increase beyond that analyzed in the FEIR. Therefore, the proposed Project would not result in any material difference in wastewater impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to wastewater. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

Development of SDIA in accordance with the proposed Airport Implementation Plan, which includes the expansion of the FIS facility contemplated under the proposed Project, 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 FEIR. Construction activities would result in a temporary increase of solid waste generation at SDIA. However, disposal options would be identified in a Solid Waste Management Plan in advance of all activities to minimize the amount of debris directed to local landfills. At least 50 percent of all waste generated during construction activities would be recycled in accordance with the City of San Diego's Construction and Demolition Debris Diversion Ordinance. As indicated on page 5.11-13 of the FEIR, future development proposed at SDIA would have a less than significant impact on the solid waste disposal system.

The proposed Project would result in generation of solid waste during construction and operation. This was accounted for within the Airport Implementation Plan analyzed in the FEIR. Further, the proposed Project would not increase the airport's overall capacity, and the projected number of flights and passengers at SDIA assumed in the AMP would not change as a result of the proposed Project, and thus, solid waste generation is not anticipated to increase beyond that analyzed in the FEIR. Therefore, the proposed Project would not result in any material difference in solid waste impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to solid waste. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

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

As discussed in Section 5.11.4.5 of the FEIR, 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 FEIR for discussion of the regulatory framework related to solid waste generation/disposal). Additionally, as discussed in Section XVIII (f.) above, at least 50 percent of all waste generated during construction activities would be recycled in accordance with the City of San Diego's Construction and Demolition Debris Diversion Ordinance.

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 FEIR for discussion of the regulatory framework applicable to hazardous wastes).

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

Disposal of solid waste associated with construction and operation of the proposed Project was accounted for within the Airport Implementation Plan analyzed in the FEIR and would comply with federal, state, and local statutes and regulations. Further, the proposed Project would allow the airport to handle a greater number of international flights and would improve the level of service for international passengers, but it would not increase the airport's overall capacity. Therefore, the proposed Project would not result in any material difference in solid waste impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to solid waste. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

**ENVIRONMENTAL REVIEW CHECKLIST**  
**ATTACHMENT A:**  
**CalEEMod Assumptions and Calculations**

**FIS IMPROVEMENTS ADDENDUM TO THE FINAL  
ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO  
INTERNATIONAL AIRPORT MASTER PLAN**

## SAN Expanded FIS Capacity Project - San Diego County, Annual

## SAN Expanded FIS Capacity Project

### San Diego County, Annual

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	56.00	1000sqft	1.29	56,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2019
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MWhr)</b>	720.49	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Basic assumptions regarding construction phase durations

Off-road Equipment -



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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	200.00	220.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	33.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	33.00
tblGrading	AcresOfGrading	12.38	1.50
tblGrading	AcresOfGrading	16.50	1.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

## 2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2017	8-31-2017	0.9154	0.9154
2	9-1-2017	11-30-2017	0.7084	0.7084
3	12-1-2017	2-28-2018	0.7080	0.7080
4	3-1-2018	5-31-2018	0.6976	0.6976
5	6-1-2018	8-31-2018	0.6974	0.6974
6	9-1-2018	9-30-2018	0.1412	0.1412
		Highest	0.9154	0.9154

## 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2744	0.0000	5.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-003	1.0000e-003	0.0000	0.0000	1.0700e-003
Energy	6.1200e-003	0.0556	0.0467	3.3000e-004		4.2300e-003	4.2300e-003		4.2300e-003	4.2300e-003	0.0000	312.4001	312.4001	0.0113	3.2100e-003	313.6384
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	9.0615	0.0000	9.0615	0.5355	0.0000	22.4495
Water						0.0000	0.0000		0.0000	0.0000	2.7066	55.2886	57.9951	0.2802	7.0200e-003	67.0938
<b>Total</b>	<b>0.2805</b>	<b>0.0556</b>	<b>0.0473</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>4.2300e-003</b>	<b>4.2300e-003</b>	<b>0.0000</b>	<b>4.2300e-003</b>	<b>4.2300e-003</b>	<b>11.7681</b>	<b>367.6897</b>	<b>379.4577</b>	<b>0.8270</b>	<b>0.0102</b>	<b>403.1828</b>

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**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2744	0.0000	5.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-003	1.0000e-003	0.0000	0.0000	1.0700e-003
Energy	6.1200e-003	0.0556	0.0467	3.3000e-004		4.2300e-003	4.2300e-003		4.2300e-003	4.2300e-003	0.0000	312.4001	312.4001	0.0113	3.2100e-003	313.6384
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	9.0615	0.0000	9.0615	0.5355	0.0000	22.4495
Water						0.0000	0.0000		0.0000	0.0000	2.7066	55.2886	57.9951	0.2802	7.0200e-003	67.0938
<b>Total</b>	<b>0.2805</b>	<b>0.0556</b>	<b>0.0473</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>4.2300e-003</b>	<b>4.2300e-003</b>	<b>0.0000</b>	<b>4.2300e-003</b>	<b>4.2300e-003</b>	<b>11.7681</b>	<b>367.6897</b>	<b>379.4577</b>	<b>0.8270</b>	<b>0.0102</b>	<b>403.1828</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail****Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2017	8/1/2017	5	44	
2	Site Preparation	Site Preparation	8/2/2017	9/15/2017	5	33	
3	Grading	Grading	9/16/2017	11/1/2017	5	33	
4	Building Construction	Building Construction	11/2/2017	9/5/2018	5	220	
5	Paving	Paving	9/6/2018	10/5/2018	5	22	
6	Architectural Coating	Architectural Coating	10/6/2018	12/6/2018	5	44	

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 72,000; Non-Residential Outdoor: 24,000; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

## SAN Expanded FIS Capacity Project - San Diego County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	15.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0608	0.5887	0.3423	5.3000e-004		0.0363	0.0363		0.0339	0.0339	0.0000	48.3269	48.3269	0.0122	0.0000	48.6325
<b>Total</b>	<b>0.0608</b>	<b>0.5887</b>	<b>0.3423</b>	<b>5.3000e-004</b>		<b>0.0363</b>	<b>0.0363</b>		<b>0.0339</b>	<b>0.0339</b>	<b>0.0000</b>	<b>48.3269</b>	<b>48.3269</b>	<b>0.0122</b>	<b>0.0000</b>	<b>48.6325</b>

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**3.2 Demolition - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3500e-003	1.0900e-003	0.0105	3.0000e-005	2.2900e-003	2.0000e-005	2.3100e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.2712	2.2712	9.0000e-005	0.0000	2.2733
<b>Total</b>	<b>1.3500e-003</b>	<b>1.0900e-003</b>	<b>0.0105</b>	<b>3.0000e-005</b>	<b>2.2900e-003</b>	<b>2.0000e-005</b>	<b>2.3100e-003</b>	<b>6.1000e-004</b>	<b>2.0000e-005</b>	<b>6.3000e-004</b>	<b>0.0000</b>	<b>2.2712</b>	<b>2.2712</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.2733</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0608	0.5887	0.3423	5.3000e-004		0.0363	0.0363		0.0339	0.0339	0.0000	48.3269	48.3269	0.0122	0.0000	48.6325
<b>Total</b>	<b>0.0608</b>	<b>0.5887</b>	<b>0.3423</b>	<b>5.3000e-004</b>		<b>0.0363</b>	<b>0.0363</b>		<b>0.0339</b>	<b>0.0339</b>	<b>0.0000</b>	<b>48.3269</b>	<b>48.3269</b>	<b>0.0122</b>	<b>0.0000</b>	<b>48.6325</b>



## SAN Expanded FIS Capacity Project - San Diego County, Annual

**3.2 Demolition - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3500e-003	1.0900e-003	0.0105	3.0000e-005	2.2900e-003	2.0000e-005	2.3100e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.2712	2.2712	9.0000e-005	0.0000	2.2733
<b>Total</b>	<b>1.3500e-003</b>	<b>1.0900e-003</b>	<b>0.0105</b>	<b>3.0000e-005</b>	<b>2.2900e-003</b>	<b>2.0000e-005</b>	<b>2.3100e-003</b>	<b>6.1000e-004</b>	<b>2.0000e-005</b>	<b>6.3000e-004</b>	<b>0.0000</b>	<b>2.2712</b>	<b>2.2712</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>2.2733</b>

**3.3 Site Preparation - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0875	0.0000	0.0875	0.0479	0.0000	0.0479	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0318	0.3665	0.1386	2.8000e-004		0.0172	0.0172		0.0159	0.0159	0.0000	26.4081	26.4081	8.0900e-003	0.0000	26.6104
<b>Total</b>	<b>0.0318</b>	<b>0.3665</b>	<b>0.1386</b>	<b>2.8000e-004</b>	<b>0.0875</b>	<b>0.0172</b>	<b>0.1047</b>	<b>0.0479</b>	<b>0.0159</b>	<b>0.0637</b>	<b>0.0000</b>	<b>26.4081</b>	<b>26.4081</b>	<b>8.0900e-003</b>	<b>0.0000</b>	<b>26.6104</b>

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**3.3 Site Preparation - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	5.1000e-004	4.8500e-003	1.0000e-005	1.0600e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0482	1.0482	4.0000e-005	0.0000	1.0492
<b>Total</b>	<b>6.2000e-004</b>	<b>5.1000e-004</b>	<b>4.8500e-003</b>	<b>1.0000e-005</b>	<b>1.0600e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>1.0482</b>	<b>1.0482</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0492</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0875	0.0000	0.0875	0.0479	0.0000	0.0479	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0318	0.3665	0.1386	2.8000e-004		0.0172	0.0172		0.0159	0.0159	0.0000	26.4081	26.4081	8.0900e-003	0.0000	26.6103
<b>Total</b>	<b>0.0318</b>	<b>0.3665</b>	<b>0.1386</b>	<b>2.8000e-004</b>	<b>0.0875</b>	<b>0.0172</b>	<b>0.1047</b>	<b>0.0479</b>	<b>0.0159</b>	<b>0.0637</b>	<b>0.0000</b>	<b>26.4081</b>	<b>26.4081</b>	<b>8.0900e-003</b>	<b>0.0000</b>	<b>26.6103</b>

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**3.3 Site Preparation - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	5.1000e-004	4.8500e-003	1.0000e-005	1.0600e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0482	1.0482	4.0000e-005	0.0000	1.0492
<b>Total</b>	<b>6.2000e-004</b>	<b>5.1000e-004</b>	<b>4.8500e-003</b>	<b>1.0000e-005</b>	<b>1.0600e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>1.0482</b>	<b>1.0482</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0492</b>

**3.4 Grading - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0753	0.0000	0.0753	0.0411	0.0000	0.0411	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.3018	0.1161	2.3000e-004		0.0144	0.0144		0.0133	0.0133	0.0000	21.6280	21.6280	6.6300e-003	0.0000	21.7937
<b>Total</b>	<b>0.0264</b>	<b>0.3018</b>	<b>0.1161</b>	<b>2.3000e-004</b>	<b>0.0753</b>	<b>0.0144</b>	<b>0.0897</b>	<b>0.0411</b>	<b>0.0133</b>	<b>0.0543</b>	<b>0.0000</b>	<b>21.6280</b>	<b>21.6280</b>	<b>6.6300e-003</b>	<b>0.0000</b>	<b>21.7937</b>

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**3.4 Grading - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	5.1000e-004	4.8500e-003	1.0000e-005	1.0600e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0482	1.0482	4.0000e-005	0.0000	1.0492
<b>Total</b>	<b>6.2000e-004</b>	<b>5.1000e-004</b>	<b>4.8500e-003</b>	<b>1.0000e-005</b>	<b>1.0600e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>1.0482</b>	<b>1.0482</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0492</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0753	0.0000	0.0753	0.0411	0.0000	0.0411	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.3018	0.1161	2.3000e-004		0.0144	0.0144		0.0133	0.0133	0.0000	21.6280	21.6280	6.6300e-003	0.0000	21.7936
<b>Total</b>	<b>0.0264</b>	<b>0.3018</b>	<b>0.1161</b>	<b>2.3000e-004</b>	<b>0.0753</b>	<b>0.0144</b>	<b>0.0897</b>	<b>0.0411</b>	<b>0.0133</b>	<b>0.0543</b>	<b>0.0000</b>	<b>21.6280</b>	<b>21.6280</b>	<b>6.6300e-003</b>	<b>0.0000</b>	<b>21.7936</b>

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**3.4 Grading - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	5.1000e-004	4.8500e-003	1.0000e-005	1.0600e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0482	1.0482	4.0000e-005	0.0000	1.0492
<b>Total</b>	<b>6.2000e-004</b>	<b>5.1000e-004</b>	<b>4.8500e-003</b>	<b>1.0000e-005</b>	<b>1.0600e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>1.0482</b>	<b>1.0482</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0492</b>

**3.5 Building Construction - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0623	0.4040	0.3015	4.6000e-004		0.0259	0.0259		0.0249	0.0249	0.0000	38.9374	38.9374	8.1900e-003	0.0000	39.1421
<b>Total</b>	<b>0.0623</b>	<b>0.4040</b>	<b>0.3015</b>	<b>4.6000e-004</b>		<b>0.0259</b>	<b>0.0259</b>		<b>0.0249</b>	<b>0.0249</b>	<b>0.0000</b>	<b>38.9374</b>	<b>38.9374</b>	<b>8.1900e-003</b>	<b>0.0000</b>	<b>39.1421</b>

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**3.5 Building Construction - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0200e-003	0.0241	6.8400e-003	5.0000e-005	1.1200e-003	2.2000e-004	1.3400e-003	3.2000e-004	2.1000e-004	5.3000e-004	0.0000	4.5120	4.5120	3.9000e-004	0.0000	4.5217
Worker	1.4900e-003	1.2100e-003	0.0116	3.0000e-005	2.5300e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.5015	2.5015	9.0000e-005	0.0000	2.5038
<b>Total</b>	<b>2.5100e-003</b>	<b>0.0253</b>	<b>0.0184</b>	<b>8.0000e-005</b>	<b>3.6500e-003</b>	<b>2.4000e-004</b>	<b>3.8900e-003</b>	<b>9.9000e-004</b>	<b>2.3000e-004</b>	<b>1.2200e-003</b>	<b>0.0000</b>	<b>7.0135</b>	<b>7.0135</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>7.0255</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0623	0.4040	0.3015	4.6000e-004		0.0259	0.0259		0.0249	0.0249	0.0000	38.9374	38.9374	8.1900e-003	0.0000	39.1421
<b>Total</b>	<b>0.0623</b>	<b>0.4040</b>	<b>0.3015</b>	<b>4.6000e-004</b>		<b>0.0259</b>	<b>0.0259</b>		<b>0.0249</b>	<b>0.0249</b>	<b>0.0000</b>	<b>38.9374</b>	<b>38.9374</b>	<b>8.1900e-003</b>	<b>0.0000</b>	<b>39.1421</b>

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**3.5 Building Construction - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0200e-003	0.0241	6.8400e-003	5.0000e-005	1.1200e-003	2.2000e-004	1.3400e-003	3.2000e-004	2.1000e-004	5.3000e-004	0.0000	4.5120	4.5120	3.9000e-004	0.0000	4.5217
Worker	1.4900e-003	1.2100e-003	0.0116	3.0000e-005	2.5300e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.5015	2.5015	9.0000e-005	0.0000	2.5038
<b>Total</b>	<b>2.5100e-003</b>	<b>0.0253</b>	<b>0.0184</b>	<b>8.0000e-005</b>	<b>3.6500e-003</b>	<b>2.4000e-004</b>	<b>3.8900e-003</b>	<b>9.9000e-004</b>	<b>2.3000e-004</b>	<b>1.2200e-003</b>	<b>0.0000</b>	<b>7.0135</b>	<b>7.0135</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>7.0255</b>

**3.5 Building Construction - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2307	1.5511	1.2350	1.9600e-003		0.0942	0.0942		0.0909	0.0909	0.0000	163.9688	163.9688	0.0330	0.0000	164.7940
<b>Total</b>	<b>0.2307</b>	<b>1.5511</b>	<b>1.2350</b>	<b>1.9600e-003</b>		<b>0.0942</b>	<b>0.0942</b>		<b>0.0909</b>	<b>0.0909</b>	<b>0.0000</b>	<b>163.9688</b>	<b>163.9688</b>	<b>0.0330</b>	<b>0.0000</b>	<b>164.7940</b>

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**3.5 Building Construction - 2018****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7400e-003	0.0950	0.0261	2.0000e-004	4.7300e-003	7.4000e-004	5.4600e-003	1.3600e-003	7.1000e-004	2.0700e-003	0.0000	19.0573	19.0573	1.5700e-003	0.0000	19.0966
Worker	5.7100e-003	4.5200e-003	0.0433	1.1000e-004	0.0107	8.0000e-005	0.0108	2.8400e-003	7.0000e-005	2.9200e-003	0.0000	10.3032	10.3032	3.6000e-004	0.0000	10.3121
<b>Total</b>	<b>9.4500e-003</b>	<b>0.0996</b>	<b>0.0695</b>	<b>3.1000e-004</b>	<b>0.0154</b>	<b>8.2000e-004</b>	<b>0.0162</b>	<b>4.2000e-003</b>	<b>7.8000e-004</b>	<b>4.9900e-003</b>	<b>0.0000</b>	<b>29.3605</b>	<b>29.3605</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>29.4087</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2307	1.5511	1.2350	1.9600e-003		0.0942	0.0942		0.0909	0.0909	0.0000	163.9686	163.9686	0.0330	0.0000	164.7938
<b>Total</b>	<b>0.2307</b>	<b>1.5511</b>	<b>1.2350</b>	<b>1.9600e-003</b>		<b>0.0942</b>	<b>0.0942</b>		<b>0.0909</b>	<b>0.0909</b>	<b>0.0000</b>	<b>163.9686</b>	<b>163.9686</b>	<b>0.0330</b>	<b>0.0000</b>	<b>164.7938</b>



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**3.5 Building Construction - 2018****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7400e-003	0.0950	0.0261	2.0000e-004	4.7300e-003	7.4000e-004	5.4600e-003	1.3600e-003	7.1000e-004	2.0700e-003	0.0000	19.0573	19.0573	1.5700e-003	0.0000	19.0966
Worker	5.7100e-003	4.5200e-003	0.0433	1.1000e-004	0.0107	8.0000e-005	0.0108	2.8400e-003	7.0000e-005	2.9200e-003	0.0000	10.3032	10.3032	3.6000e-004	0.0000	10.3121
<b>Total</b>	<b>9.4500e-003</b>	<b>0.0996</b>	<b>0.0695</b>	<b>3.1000e-004</b>	<b>0.0154</b>	<b>8.2000e-004</b>	<b>0.0162</b>	<b>4.2000e-003</b>	<b>7.8000e-004</b>	<b>4.9900e-003</b>	<b>0.0000</b>	<b>29.3605</b>	<b>29.3605</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>29.4087</b>

**3.6 Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0112	0.1150	0.0989	1.5000e-004		6.7100e-003	6.7100e-003		6.1800e-003	6.1800e-003	0.0000	13.4361	13.4361	4.1000e-003	0.0000	13.5387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0112</b>	<b>0.1150</b>	<b>0.0989</b>	<b>1.5000e-004</b>		<b>6.7100e-003</b>	<b>6.7100e-003</b>		<b>6.1800e-003</b>	<b>6.1800e-003</b>	<b>0.0000</b>	<b>13.4361</b>	<b>13.4361</b>	<b>4.1000e-003</b>	<b>0.0000</b>	<b>13.5387</b>

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**3.6 Paving - 2018****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.8000e-004	4.6400e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.1036	1.1036	4.0000e-005	0.0000	1.1046
<b>Total</b>	<b>6.1000e-004</b>	<b>4.8000e-004</b>	<b>4.6400e-003</b>	<b>1.0000e-005</b>	<b>1.1500e-003</b>	<b>1.0000e-005</b>	<b>1.1600e-003</b>	<b>3.0000e-004</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>1.1036</b>	<b>1.1036</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.1046</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0112	0.1150	0.0989	1.5000e-004		6.7100e-003	6.7100e-003		6.1800e-003	6.1800e-003	0.0000	13.4361	13.4361	4.1000e-003	0.0000	13.5387
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0112</b>	<b>0.1150</b>	<b>0.0989</b>	<b>1.5000e-004</b>		<b>6.7100e-003</b>	<b>6.7100e-003</b>		<b>6.1800e-003</b>	<b>6.1800e-003</b>	<b>0.0000</b>	<b>13.4361</b>	<b>13.4361</b>	<b>4.1000e-003</b>	<b>0.0000</b>	<b>13.5387</b>

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**3.6 Paving - 2018****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.8000e-004	4.6400e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.1036	1.1036	4.0000e-005	0.0000	1.1046
<b>Total</b>	<b>6.1000e-004</b>	<b>4.8000e-004</b>	<b>4.6400e-003</b>	<b>1.0000e-005</b>	<b>1.1500e-003</b>	<b>1.0000e-005</b>	<b>1.1600e-003</b>	<b>3.0000e-004</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>1.1036</b>	<b>1.1036</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.1046</b>

**3.7 Architectural Coating - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5562					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5700e-003	0.0441	0.0408	7.0000e-005		3.3100e-003	3.3100e-003		3.3100e-003	3.3100e-003	0.0000	5.6172	5.6172	5.3000e-004	0.0000	5.6305
<b>Total</b>	<b>0.5628</b>	<b>0.0441</b>	<b>0.0408</b>	<b>7.0000e-005</b>		<b>3.3100e-003</b>	<b>3.3100e-003</b>		<b>3.3100e-003</b>	<b>3.3100e-003</b>	<b>0.0000</b>	<b>5.6172</b>	<b>5.6172</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>5.6305</b>

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**3.7 Architectural Coating - 2018****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.2000e-004	2.1400e-003	1.0000e-005	5.3000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5094	0.5094	2.0000e-005	0.0000	0.5098
<b>Total</b>	<b>2.8000e-004</b>	<b>2.2000e-004</b>	<b>2.1400e-003</b>	<b>1.0000e-005</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>5.3000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.5094</b>	<b>0.5094</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.5098</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5562					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5700e-003	0.0441	0.0408	7.0000e-005		3.3100e-003	3.3100e-003		3.3100e-003	3.3100e-003	0.0000	5.6172	5.6172	5.3000e-004	0.0000	5.6305
<b>Total</b>	<b>0.5628</b>	<b>0.0441</b>	<b>0.0408</b>	<b>7.0000e-005</b>		<b>3.3100e-003</b>	<b>3.3100e-003</b>		<b>3.3100e-003</b>	<b>3.3100e-003</b>	<b>0.0000</b>	<b>5.6172</b>	<b>5.6172</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>5.6305</b>

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**3.7 Architectural Coating - 2018****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.2000e-004	2.1400e-003	1.0000e-005	5.3000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5094	0.5094	2.0000e-005	0.0000	0.5098
<b>Total</b>	<b>2.8000e-004</b>	<b>2.2000e-004</b>	<b>2.1400e-003</b>	<b>1.0000e-005</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>5.3000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.5094</b>	<b>0.5094</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.5098</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

## 5.0 Energy Detail

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Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	251.8258	251.8258	0.0101	2.1000e-003	252.7041
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	251.8258	251.8258	0.0101	2.1000e-003	252.7041
NaturalGas Mitigated	6.1200e-003	0.0556	0.0467	3.3000e-004		4.2300e-003	4.2300e-003		4.2300e-003	4.2300e-003	0.0000	60.5743	60.5743	1.1600e-003	1.1100e-003	60.9343
NaturalGas Unmitigated	6.1200e-003	0.0556	0.0467	3.3000e-004		4.2300e-003	4.2300e-003		4.2300e-003	4.2300e-003	0.0000	60.5743	60.5743	1.1600e-003	1.1100e-003	60.9343

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**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.13512e+006	6.1200e-003	0.0556	0.0467	3.3000e-004		4.2300e-003	4.2300e-003		4.2300e-003	4.2300e-003	0.0000	60.5743	60.5743	1.1600e-003	1.1100e-003	60.9343
<b>Total</b>		<b>6.1200e-003</b>	<b>0.0556</b>	<b>0.0467</b>	<b>3.3000e-004</b>		<b>4.2300e-003</b>	<b>4.2300e-003</b>		<b>4.2300e-003</b>	<b>4.2300e-003</b>	<b>0.0000</b>	<b>60.5743</b>	<b>60.5743</b>	<b>1.1600e-003</b>	<b>1.1100e-003</b>	<b>60.9343</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.13512e+006	6.1200e-003	0.0556	0.0467	3.3000e-004		4.2300e-003	4.2300e-003		4.2300e-003	4.2300e-003	0.0000	60.5743	60.5743	1.1600e-003	1.1100e-003	60.9343
<b>Total</b>		<b>6.1200e-003</b>	<b>0.0556</b>	<b>0.0467</b>	<b>3.3000e-004</b>		<b>4.2300e-003</b>	<b>4.2300e-003</b>		<b>4.2300e-003</b>	<b>4.2300e-003</b>	<b>0.0000</b>	<b>60.5743</b>	<b>60.5743</b>	<b>1.1600e-003</b>	<b>1.1100e-003</b>	<b>60.9343</b>



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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	770560	251.8258	0.0101	2.1000e-003	252.7041
<b>Total</b>		<b>251.8258</b>	<b>0.0101</b>	<b>2.1000e-003</b>	<b>252.7041</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	770560	251.8258	0.0101	2.1000e-003	252.7041
<b>Total</b>		<b>251.8258</b>	<b>0.0101</b>	<b>2.1000e-003</b>	<b>252.7041</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2744	0.0000	5.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-003	1.0000e-003	0.0000	0.0000	1.0700e-003
Unmitigated	0.2744	0.0000	5.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-003	1.0000e-003	0.0000	0.0000	1.0700e-003

## 6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0556					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2187					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-003	1.0000e-003	0.0000	0.0000	1.0700e-003
<b>Total</b>	<b>0.2744</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-003</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0700e-003</b>

## SAN Expanded FIS Capacity Project - San Diego County, Annual

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0556					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2187					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-003	1.0000e-003	0.0000	0.0000	1.0700e-003
<b>Total</b>	<b>0.2744</b>	<b>0.0000</b>	<b>5.2000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-003</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0700e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

## SAN Expanded FIS Capacity Project - San Diego County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	57.9951	0.2802	7.0200e-003	67.0938
Unmitigated	57.9951	0.2802	7.0200e-003	67.0938

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	8.53122 / 5.22881	57.9951	0.2802	7.0200e-003	67.0938
<b>Total</b>		<b>57.9951</b>	<b>0.2802</b>	<b>7.0200e-003</b>	<b>67.0938</b>

## SAN Expanded FIS Capacity Project - San Diego County, Annual

**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	8.53122 / 5.22881	57.9951	0.2802	7.0200e-003	67.0938
<b>Total</b>		<b>57.9951</b>	<b>0.2802</b>	<b>7.0200e-003</b>	<b>67.0938</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.0615	0.5355	0.0000	22.4495
Unmitigated	9.0615	0.5355	0.0000	22.4495

## SAN Expanded FIS Capacity Project - San Diego County, Annual

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	44.64	9.0615	0.5355	0.0000	22.4495
<b>Total</b>		<b>9.0615</b>	<b>0.5355</b>	<b>0.0000</b>	<b>22.4495</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	44.64	9.0615	0.5355	0.0000	22.4495
<b>Total</b>		<b>9.0615</b>	<b>0.5355</b>	<b>0.0000</b>	<b>22.4495</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## SAN Expanded FIS Capacity Project - San Diego County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## SAN Expanded FIS Capacity Project - San Diego County, Winter

## SAN Expanded FIS Capacity Project

### San Diego County, Winter

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	56.00	1000sqft	1.29	56,000.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2019
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MWhr)</b>	720.49	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Basic assumptions regarding construction phase durations

Off-road Equipment -



## SAN Expanded FIS Capacity Project - San Diego County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	200.00	220.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	33.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	33.00
tblGrading	AcresOfGrading	12.38	1.50
tblGrading	AcresOfGrading	16.50	1.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

## 2.0 Emissions Summary

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## SAN Expanded FIS Capacity Project - San Diego County, Winter

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.0945	26.8100	16.0362	0.0255	5.3672	1.6484	6.4127	2.9174	1.5411	3.8793	0.0000	2,534.0963	2,534.0963	0.6167	0.0000	2,549.5143
2018	25.5949	18.5354	14.6725	0.0255	0.1774	1.0673	1.2447	0.0483	1.0304	1.0787	0.0000	2,389.7463	2,389.7463	0.4333	0.0000	2,400.5796
Maximum	25.5949	26.8100	16.0362	0.0255	5.3672	1.6484	6.4127	2.9174	1.5411	3.8793	0.0000	2,534.0963	2,534.0963	0.6167	0.0000	2,549.5143

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.0945	26.8100	16.0362	0.0255	5.3672	1.6484	6.4127	2.9174	1.5411	3.8793	0.0000	2,534.0963	2,534.0963	0.6167	0.0000	2,549.5143
2018	25.5949	18.5354	14.6725	0.0255	0.1774	1.0673	1.2447	0.0483	1.0304	1.0787	0.0000	2,389.7463	2,389.7463	0.4333	0.0000	2,400.5796
Maximum	25.5949	26.8100	16.0362	0.0255	5.3672	1.6484	6.4127	2.9174	1.5411	3.8793	0.0000	2,534.0963	2,534.0963	0.6167	0.0000	2,549.5143

[illegible]

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5037	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0123	0.0123	3.0000e-005		0.0131
Energy	0.0335	0.3049	0.2561	1.8300e-003		0.0232	0.0232		0.0232	0.0232		365.8727	365.8727	7.0100e-003	6.7100e-003	368.0469
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>1.5373</b>	<b>0.3049</b>	<b>0.2619</b>	<b>1.8300e-003</b>	<b>0.0000</b>	<b>0.0232</b>	<b>0.0232</b>	<b>0.0000</b>	<b>0.0232</b>	<b>0.0232</b>		<b>365.8849</b>	<b>365.8849</b>	<b>7.0400e-003</b>	<b>6.7100e-003</b>	<b>368.0600</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5037	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0123	0.0123	3.0000e-005		0.0131
Energy	0.0335	0.3049	0.2561	1.8300e-003		0.0232	0.0232		0.0232	0.0232		365.8727	365.8727	7.0100e-003	6.7100e-003	368.0469
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>1.5373</b>	<b>0.3049</b>	<b>0.2619</b>	<b>1.8300e-003</b>	<b>0.0000</b>	<b>0.0232</b>	<b>0.0232</b>	<b>0.0000</b>	<b>0.0232</b>	<b>0.0232</b>		<b>365.8849</b>	<b>365.8849</b>	<b>7.0400e-003</b>	<b>6.7100e-003</b>	<b>368.0600</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2017	8/1/2017	5	44	
2	Site Preparation	Site Preparation	8/2/2017	9/15/2017	5	33	
3	Grading	Grading	9/16/2017	11/1/2017	5	33	
4	Building Construction	Building Construction	11/2/2017	9/5/2018	5	220	
5	Paving	Paving	9/6/2018	10/5/2018	5	22	
6	Architectural Coating	Architectural Coating	10/6/2018	12/6/2018	5	44	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 72,000; Non-Residential Outdoor: 24,000; Striped Parking Area: 0  
(Architectural Coating – sqft)

#### OffRoad Equipment

## SAN Expanded FIS Capacity Project - San Diego County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

## SAN Expanded FIS Capacity Project - San Diego County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	15.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7625	26.7594	15.5573	0.0241		1.6477	1.6477		1.5404	1.5404		2,421.4229	2,421.4229	0.6125		2,436.7347
<b>Total</b>	<b>2.7625</b>	<b>26.7594</b>	<b>15.5573</b>	<b>0.0241</b>		<b>1.6477</b>	<b>1.6477</b>		<b>1.5404</b>	<b>1.5404</b>		<b>2,421.4229</b>	<b>2,421.4229</b>	<b>0.6125</b>		<b>2,436.7347</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.2 Demolition - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0506	0.4788	1.1300e-003	0.1068	7.9000e-004	0.1076	0.0283	7.3000e-004	0.0291		112.6734	112.6734	4.2500e-003		112.7796
<b>Total</b>	<b>0.0690</b>	<b>0.0506</b>	<b>0.4788</b>	<b>1.1300e-003</b>	<b>0.1068</b>	<b>7.9000e-004</b>	<b>0.1076</b>	<b>0.0283</b>	<b>7.3000e-004</b>	<b>0.0291</b>		<b>112.6734</b>	<b>112.6734</b>	<b>4.2500e-003</b>		<b>112.7796</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7625	26.7594	15.5573	0.0241		1.6477	1.6477		1.5404	1.5404	0.0000	2,421.4229	2,421.4229	0.6125		2,436.7347
<b>Total</b>	<b>2.7625</b>	<b>26.7594</b>	<b>15.5573</b>	<b>0.0241</b>		<b>1.6477</b>	<b>1.6477</b>		<b>1.5404</b>	<b>1.5404</b>	<b>0.0000</b>	<b>2,421.4229</b>	<b>2,421.4229</b>	<b>0.6125</b>		<b>2,436.7347</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.2 Demolition - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0506	0.4788	1.1300e-003	0.1068	7.9000e-004	0.1076	0.0283	7.3000e-004	0.0291		112.6734	112.6734	4.2500e-003		112.7796
<b>Total</b>	<b>0.0690</b>	<b>0.0506</b>	<b>0.4788</b>	<b>1.1300e-003</b>	<b>0.1068</b>	<b>7.9000e-004</b>	<b>0.1076</b>	<b>0.0283</b>	<b>7.3000e-004</b>	<b>0.0291</b>		<b>112.6734</b>	<b>112.6734</b>	<b>4.2500e-003</b>		<b>112.7796</b>

**3.3 Site Preparation - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3015	0.0000	5.3015	2.8999	0.0000	2.8999			0.0000			0.0000
Off-Road	1.9297	22.2106	8.4016	0.0172		1.0451	1.0451		0.9615	0.9615		1,764.2381	1,764.2381	0.5406		1,777.7521
<b>Total</b>	<b>1.9297</b>	<b>22.2106</b>	<b>8.4016</b>	<b>0.0172</b>	<b>5.3015</b>	<b>1.0451</b>	<b>6.3465</b>	<b>2.8999</b>	<b>0.9615</b>	<b>3.8614</b>		<b>1,764.2381</b>	<b>1,764.2381</b>	<b>0.5406</b>		<b>1,777.7521</b>



## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.3 Site Preparation - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0425	0.0312	0.2947	7.0000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.3375	69.3375	2.6200e-003		69.4029
<b>Total</b>	<b>0.0425</b>	<b>0.0312</b>	<b>0.2947</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.8000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.5000e-004</b>	<b>0.0179</b>		<b>69.3375</b>	<b>69.3375</b>	<b>2.6200e-003</b>		<b>69.4029</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3015	0.0000	5.3015	2.8999	0.0000	2.8999			0.0000			0.0000
Off-Road	1.9297	22.2106	8.4016	0.0172		1.0451	1.0451		0.9615	0.9615	0.0000	1,764.2381	1,764.2381	0.5406		1,777.7521
<b>Total</b>	<b>1.9297</b>	<b>22.2106</b>	<b>8.4016</b>	<b>0.0172</b>	<b>5.3015</b>	<b>1.0451</b>	<b>6.3465</b>	<b>2.8999</b>	<b>0.9615</b>	<b>3.8614</b>	<b>0.0000</b>	<b>1,764.2381</b>	<b>1,764.2381</b>	<b>0.5406</b>		<b>1,777.7521</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.3 Site Preparation - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0425	0.0312	0.2947	7.0000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.3375	69.3375	2.6200e-003		69.4029
<b>Total</b>	<b>0.0425</b>	<b>0.0312</b>	<b>0.2947</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.8000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.5000e-004</b>	<b>0.0179</b>		<b>69.3375</b>	<b>69.3375</b>	<b>2.6200e-003</b>		<b>69.4029</b>

**3.4 Grading - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5648	0.0000	4.5648	2.4879	0.0000	2.4879			0.0000			0.0000
Off-Road	1.6023	18.2915	7.0342	0.0141		0.8738	0.8738		0.8039	0.8039		1,444.8958	1,444.8958	0.4427		1,455.9636
<b>Total</b>	<b>1.6023</b>	<b>18.2915</b>	<b>7.0342</b>	<b>0.0141</b>	<b>4.5648</b>	<b>0.8738</b>	<b>5.4385</b>	<b>2.4879</b>	<b>0.8039</b>	<b>3.2917</b>		<b>1,444.8958</b>	<b>1,444.8958</b>	<b>0.4427</b>		<b>1,455.9636</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.4 Grading - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0425	0.0312	0.2947	7.0000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.3375	69.3375	2.6200e-003		69.4029
<b>Total</b>	<b>0.0425</b>	<b>0.0312</b>	<b>0.2947</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.8000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.5000e-004</b>	<b>0.0179</b>		<b>69.3375</b>	<b>69.3375</b>	<b>2.6200e-003</b>		<b>69.4029</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5648	0.0000	4.5648	2.4879	0.0000	2.4879			0.0000			0.0000
Off-Road	1.6023	18.2915	7.0342	0.0141		0.8738	0.8738		0.8039	0.8039	0.0000	1,444.8958	1,444.8958	0.4427		1,455.9636
<b>Total</b>	<b>1.6023</b>	<b>18.2915</b>	<b>7.0342</b>	<b>0.0141</b>	<b>4.5648</b>	<b>0.8738</b>	<b>5.4385</b>	<b>2.4879</b>	<b>0.8039</b>	<b>3.2917</b>	<b>0.0000</b>	<b>1,444.8958</b>	<b>1,444.8958</b>	<b>0.4427</b>		<b>1,455.9636</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.4 Grading - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0425	0.0312	0.2947	7.0000e-004	0.0657	4.8000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.3375	69.3375	2.6200e-003		69.4029
<b>Total</b>	<b>0.0425</b>	<b>0.0312</b>	<b>0.2947</b>	<b>7.0000e-004</b>	<b>0.0657</b>	<b>4.8000e-004</b>	<b>0.0662</b>	<b>0.0174</b>	<b>4.5000e-004</b>	<b>0.0179</b>		<b>69.3375</b>	<b>69.3375</b>	<b>2.6200e-003</b>		<b>69.4029</b>

**3.5 Building Construction - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9653	19.2365	14.3568	0.0220		1.2313	1.2313		1.1875	1.1875		2,043.8641	2,043.8641	0.4298		2,054.6085
<b>Total</b>	<b>2.9653</b>	<b>19.2365</b>	<b>14.3568</b>	<b>0.0220</b>		<b>1.2313</b>	<b>1.2313</b>		<b>1.1875</b>	<b>1.1875</b>		<b>2,043.8641</b>	<b>2,043.8641</b>	<b>0.4298</b>		<b>2,054.6085</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.5 Building Construction - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0496	1.1328	0.3419	2.1900e-003	0.0542	0.0107	0.0649	0.0156	0.0102	0.0258		233.4653	233.4653	0.0211		233.9921
Worker	0.0796	0.0584	0.5525	1.3100e-003	0.1232	9.1000e-004	0.1241	0.0327	8.4000e-004	0.0335		130.0077	130.0077	4.9000e-003		130.1303
<b>Total</b>	<b>0.1292</b>	<b>1.1912</b>	<b>0.8943</b>	<b>3.5000e-003</b>	<b>0.1774</b>	<b>0.0116</b>	<b>0.1890</b>	<b>0.0483</b>	<b>0.0111</b>	<b>0.0593</b>		<b>363.4730</b>	<b>363.4730</b>	<b>0.0260</b>		<b>364.1225</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9653	19.2365	14.3568	0.0220		1.2313	1.2313		1.1875	1.1875	0.0000	2,043.8641	2,043.8641	0.4298		2,054.6085
<b>Total</b>	<b>2.9653</b>	<b>19.2365</b>	<b>14.3568</b>	<b>0.0220</b>		<b>1.2313</b>	<b>1.2313</b>		<b>1.1875</b>	<b>1.1875</b>	<b>0.0000</b>	<b>2,043.8641</b>	<b>2,043.8641</b>	<b>0.4298</b>		<b>2,054.6085</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.5 Building Construction - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0496	1.1328	0.3419	2.1900e-003	0.0542	0.0107	0.0649	0.0156	0.0102	0.0258		233.4653	233.4653	0.0211		233.9921
Worker	0.0796	0.0584	0.5525	1.3100e-003	0.1232	9.1000e-004	0.1241	0.0327	8.4000e-004	0.0335		130.0077	130.0077	4.9000e-003		130.1303
<b>Total</b>	<b>0.1292</b>	<b>1.1912</b>	<b>0.8943</b>	<b>3.5000e-003</b>	<b>0.1774</b>	<b>0.0116</b>	<b>0.1890</b>	<b>0.0483</b>	<b>0.0111</b>	<b>0.0593</b>		<b>363.4730</b>	<b>363.4730</b>	<b>0.0260</b>		<b>364.1225</b>

**3.5 Building Construction - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2,030.8389	2,030.8389	0.4088		2,041.0596
<b>Total</b>	<b>2.5919</b>	<b>17.4280</b>	<b>13.8766</b>	<b>0.0220</b>		<b>1.0580</b>	<b>1.0580</b>		<b>1.0216</b>	<b>1.0216</b>		<b>2,030.8389</b>	<b>2,030.8389</b>	<b>0.4088</b>		<b>2,041.0596</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.5 Building Construction - 2018****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0430	1.0558	0.3088	2.1700e-003	0.0542	8.3800e-003	0.0625	0.0156	8.0200e-003	0.0236		232.5584	232.5584	0.0201		233.0614
Worker	0.0721	0.0516	0.4871	1.2700e-003	0.1232	8.9000e-004	0.1241	0.0327	8.2000e-004	0.0335		126.3491	126.3491	4.3800e-003		126.4586
<b>Total</b>	<b>0.1151</b>	<b>1.1075</b>	<b>0.7959</b>	<b>3.4400e-003</b>	<b>0.1774</b>	<b>9.2700e-003</b>	<b>0.1867</b>	<b>0.0483</b>	<b>8.8400e-003</b>	<b>0.0571</b>		<b>358.9074</b>	<b>358.9074</b>	<b>0.0245</b>		<b>359.5200</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.8389	2,030.8389	0.4088		2,041.0596
<b>Total</b>	<b>2.5919</b>	<b>17.4280</b>	<b>13.8766</b>	<b>0.0220</b>		<b>1.0580</b>	<b>1.0580</b>		<b>1.0216</b>	<b>1.0216</b>	<b>0.0000</b>	<b>2,030.8389</b>	<b>2,030.8389</b>	<b>0.4088</b>		<b>2,041.0596</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.5 Building Construction - 2018****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0430	1.0558	0.3088	2.1700e-003	0.0542	8.3800e-003	0.0625	0.0156	8.0200e-003	0.0236		232.5584	232.5584	0.0201		233.0614
Worker	0.0721	0.0516	0.4871	1.2700e-003	0.1232	8.9000e-004	0.1241	0.0327	8.2000e-004	0.0335		126.3491	126.3491	4.3800e-003		126.4586
<b>Total</b>	<b>0.1151</b>	<b>1.1075</b>	<b>0.7959</b>	<b>3.4400e-003</b>	<b>0.1774</b>	<b>9.2700e-003</b>	<b>0.1867</b>	<b>0.0483</b>	<b>8.8400e-003</b>	<b>0.0571</b>		<b>358.9074</b>	<b>358.9074</b>	<b>0.0245</b>		<b>359.5200</b>

**3.6 Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0182</b>	<b>10.4525</b>	<b>8.9926</b>	<b>0.0135</b>		<b>0.6097</b>	<b>0.6097</b>		<b>0.5618</b>	<b>0.5618</b>		<b>1,346.4360</b>	<b>1,346.4360</b>	<b>0.4113</b>		<b>1,356.7186</b>



## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.6 Paving - 2018****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0625	0.0448	0.4221	1.1000e-003	0.1068	7.7000e-004	0.1076	0.0283	7.1000e-004	0.0290		109.5026	109.5026	3.7900e-003		109.5974
<b>Total</b>	<b>0.0625</b>	<b>0.0448</b>	<b>0.4221</b>	<b>1.1000e-003</b>	<b>0.1068</b>	<b>7.7000e-004</b>	<b>0.1076</b>	<b>0.0283</b>	<b>7.1000e-004</b>	<b>0.0290</b>		<b>109.5026</b>	<b>109.5026</b>	<b>3.7900e-003</b>		<b>109.5974</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0182</b>	<b>10.4525</b>	<b>8.9926</b>	<b>0.0135</b>		<b>0.6097</b>	<b>0.6097</b>		<b>0.5618</b>	<b>0.5618</b>	<b>0.0000</b>	<b>1,346.4360</b>	<b>1,346.4360</b>	<b>0.4113</b>		<b>1,356.7186</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.6 Paving - 2018****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0625	0.0448	0.4221	1.1000e-003	0.1068	7.7000e-004	0.1076	0.0283	7.1000e-004	0.0290		109.5026	109.5026	3.7900e-003		109.5974
<b>Total</b>	<b>0.0625</b>	<b>0.0448</b>	<b>0.4221</b>	<b>1.1000e-003</b>	<b>0.1068</b>	<b>7.7000e-004</b>	<b>0.1076</b>	<b>0.0283</b>	<b>7.1000e-004</b>	<b>0.0290</b>		<b>109.5026</b>	<b>109.5026</b>	<b>3.7900e-003</b>		<b>109.5974</b>

**3.7 Architectural Coating - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.2818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>25.5805</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.7 Architectural Coating - 2018****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0144	0.0103	0.0974	2.5000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		25.2698	25.2698	8.8000e-004		25.2917
<b>Total</b>	<b>0.0144</b>	<b>0.0103</b>	<b>0.0974</b>	<b>2.5000e-004</b>	<b>0.0246</b>	<b>1.8000e-004</b>	<b>0.0248</b>	<b>6.5400e-003</b>	<b>1.6000e-004</b>	<b>6.7000e-003</b>		<b>25.2698</b>	<b>25.2698</b>	<b>8.8000e-004</b>		<b>25.2917</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.2818					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>25.5805</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**3.7 Architectural Coating - 2018****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0144	0.0103	0.0974	2.5000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		25.2698	25.2698	8.8000e-004		25.2917
<b>Total</b>	<b>0.0144</b>	<b>0.0103</b>	<b>0.0974</b>	<b>2.5000e-004</b>	<b>0.0246</b>	<b>1.8000e-004</b>	<b>0.0248</b>	<b>6.5400e-003</b>	<b>1.6000e-004</b>	<b>6.7000e-003</b>		<b>25.2698</b>	<b>25.2698</b>	<b>8.8000e-004</b>		<b>25.2917</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## SAN Expanded FIS Capacity Project - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

## 5.0 Energy Detail

## SAN Expanded FIS Capacity Project - San Diego County, Winter

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0335	0.3049	0.2561	1.8300e-003		0.0232	0.0232		0.0232	0.0232		365.8727	365.8727	7.0100e-003	6.7100e-003	368.0469
NaturalGas Unmitigated	0.0335	0.3049	0.2561	1.8300e-003		0.0232	0.0232		0.0232	0.0232		365.8727	365.8727	7.0100e-003	6.7100e-003	368.0469

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	3109.92	0.0335	0.3049	0.2561	1.8300e-003		0.0232	0.0232		0.0232	0.0232		365.8727	365.8727	7.0100e-003	6.7100e-003	368.0469
<b>Total</b>		<b>0.0335</b>	<b>0.3049</b>	<b>0.2561</b>	<b>1.8300e-003</b>		<b>0.0232</b>	<b>0.0232</b>		<b>0.0232</b>	<b>0.0232</b>		<b>365.8727</b>	<b>365.8727</b>	<b>7.0100e-003</b>	<b>6.7100e-003</b>	<b>368.0469</b>

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	3.10992	0.0335	0.3049	0.2561	1.8300e-003		0.0232	0.0232		0.0232	0.0232		365.8727	365.8727	7.0100e-003	6.7100e-003	368.0469
<b>Total</b>		<b>0.0335</b>	<b>0.3049</b>	<b>0.2561</b>	<b>1.8300e-003</b>		<b>0.0232</b>	<b>0.0232</b>		<b>0.0232</b>	<b>0.0232</b>		<b>365.8727</b>	<b>365.8727</b>	<b>7.0100e-003</b>	<b>6.7100e-003</b>	<b>368.0469</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5037	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0123	0.0123	3.0000e-005		0.0131
Unmitigated	1.5037	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0123	0.0123	3.0000e-005		0.0131

## SAN Expanded FIS Capacity Project - San Diego County, Winter

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1984					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0123	0.0123	3.0000e-005		0.0131
<b>Total</b>	<b>1.5037</b>	<b>5.0000e-005</b>	<b>5.7700e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0123</b>	<b>0.0123</b>	<b>3.0000e-005</b>		<b>0.0131</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1984					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-004	5.0000e-005	5.7700e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0123	0.0123	3.0000e-005		0.0131
<b>Total</b>	<b>1.5037</b>	<b>5.0000e-005</b>	<b>5.7700e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0123</b>	<b>0.0123</b>	<b>3.0000e-005</b>		<b>0.0131</b>

**7.0 Water Detail**



## SAN Expanded FIS Capacity Project - San Diego County, Winter

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**7.1 Mitigation Measures Water****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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