

Notice of Preparation and Scoping Comments

R-A1 – Notice of Preparation

**Subject: Notice of Preparation
of a Draft Environmental Impact Report**

Lead Agency:

Agency Name San Diego County Regional Airport Authority
Mailing Address P.O. BOX 82776
San Diego, CA 92138
Physical Address 3225 N. Harbor Drive
San Diego, CA 92101
Contact Ted Anasis

The San Diego County Regional Airport Authority (SDCRAA) will be the CEQA Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the view of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The SDCRAA is requesting input from interested governmental and quasi-government agencies, other organizations and private citizens regarding the scope and content of environmental information to be included in the EIR. Public agencies receiving this notice may need to use the EIR prepared by the SDCRAA when considering their permits or other approvals for the proposed project.

Any public agencies that respond to this Notice of Preparation are requested, at a minimum, to:

1. Described significant environmental issues, reasonable alternatives and mitigation measures that they would like to have addressed in the Draft EIR.
2. State whether they are a responsible or trustee agency for the project, explain why and note the specific project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Ted Anasis, AICP, at the mailing address shown above. We will need the name for a contact person in your agency.

Project Title: San Diego International Airport Development Plan

Project Location: San Diego San Diego County
City (nearest) County

Project Description: See the following description of the proposed project.

Date: January 20, 2017 Signature 
Title Manager, Airport Planning
Telephone 619.400.2478

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

San Diego International Airport Development Plan

Project Description

The San Diego County Regional Airport Authority (SDCRAA or Authority) is proposing the next master planning phase for the San Diego International Airport (SDIA or Airport), in accordance with a new Airport Development Plan (ADP). The ADP provides a development framework to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport's single runway. Phase 1 of the ADP delineates specific improvements proposed to be completed by 2027. The improvements within Phase 1, which are described below, constitute the proposed project to be evaluated at a project-level of analysis within the Environmental Impact Report (EIR) to be completed by the Authority. The remaining future improvements associated with buildout of the ADP, beyond Phase 1, are currently only at the concept stage of planning and will be considered at a program-level of analysis in the EIR, subject to additional environmental review in the future once defined in greater detail.

1 Project Location and Setting

1.1 Location

SDIA is in the northwest portion of the downtown area within the City of San Diego, and is generally bounded by North Harbor Drive and San Diego Bay to the south, the Navy water channel and Liberty Station to the west, the Marine Corps Recruit Depot to the north, and Pacific Highway and Interstate 5 to the east. SDIA is located within a dense urban area developed with a range of uses, including residential, commercial, industrial and open space. Figure 1 shows the general location of SDIA within the regional context.

The proposed improvements that comprise the project to be addressed in the EIR are primarily located within the southern portion of the airport (south of the runway) and in the northern portion, north of the runway and west of the rental car center. The specific nature of the improvements is described in Section 2 below.

1.2 Setting

SDIA is the smallest major airport site in the U.S., consisting of 661 acres. The Airport has one runway, making it the busiest single-runway commercial airport in the nation. SDIA's air service continues to grow based upon demand for air travel.

The airfield consists of one runway (useable in both directions) and three primary taxiways. Runway 9-27 is 9,400 feet long and 200 feet wide. Taxiway B is south of, and parallel to, Runway 9-27 and runs the entire length of the runway. Taxiway C is north of, and parallel to, the eastern half of Runway 9-27. Taxiway D extends from the southeast portion of the airfield to the north-central portion of the airfield at an approximate 30-degree angle to Runway 9-27.

The Airport terminal complex comprises three buildings: Terminal 1, Terminal 2 East, and Terminal 2 West. The Terminals include 51 jet gates and other facilities and serve the passenger processing needs of commercial airline passengers. The ground transportation system located south of the terminals provides access roads, vehicle curbside and surface parking.

Terminal 1 is the oldest terminal facility at the Airport. It is located at the east end of the primary terminal area. Terminal 1 has 19 narrow body jet gates. Southwest Airlines, Frontier Airlines, and Alaska Airlines presently serve Terminal 1.

Terminal 2 East is immediately west of Terminal 1. Terminal 2 East has 13 jet gates, including two international gates located between Terminal 2 East and Terminal 1. Terminal 2 West is the newest terminal facility at the Airport first having opened in 1998 and then expanded in 2013 as part of the Green Build. With the Green Build expansion, Terminal 2 West has 19 jet gates. Terminal 2 West and Terminal 2 East are served by Air Canada, Allegiant Air, British Airways, Delta Airlines, Hawaiian Airlines, Japan Airlines, jetBlue Airways, Spirit, Sun Country Airlines, United Airlines, Virgin America, West Jet. A baggage claim facility is housed in Terminal 2 West that provides baggage claim for both Terminal 2 West and Terminal 2 East.

North of Runway 9-27, SDIA provides apron area for air cargo loading and one general aviation Fixed Base Operator. There are freight forwarding cargo facilities totaling approximately 70,000 square feet located on the south side of the Airport between Terminal 1 and the former Commuter Terminal (current Administration Building). These are the only enclosed cargo sorting facilities located at the Airport. FedEx, UPS and other cargo carriers maintain their own off-airport sort facilities. Apron area for FedEx, DHL, UPS, and other cargo aircraft is in the north airfield area.

A Rental Car Center that houses many of the rental car companies serving SDIA is also located north of Runway 9-27.

The Airport has an air traffic control tower (operated by the Federal Aviation Administration), an airport rescue and fire-fighting facility and a fuel farm located in the north airfield area.

The Airport has a total of 19 Remain-Over-Night (RON) aircraft parking positions. Ten positions are located adjacent to Taxiway C on the north airfield. The remaining nine positions are located adjacent to the terminal areas on the south airfield.

2 Project Overview

The ADP Phase 1 project to be evaluated in the EIR (proposed project) consists of two major subphases (i.e., Phase 1a and Phase 1b) of improvements involving replacement of Terminal 1, extension of Terminal 2 West, and improvements of airport and airline support facilities including roadway modifications and new parking facilities, as described below.

2.1 Terminal 1

The proposed project would entail the demolition of the existing Terminal 1 and replacement with a new facility. Figure 2 presents a conceptual site plan for the new Terminal 1 and associated improvements.

Completed in 1967, the existing Terminal 1 is the oldest terminal at the airport. It is outdated and does not meet current level of customer service standards or meet passenger or gate capacity needs. The existing terminal has two levels with 19 narrowbody jet gates. In conjunction with demolition of the existing Terminal 1, the former Commuter Terminal, which now accommodates SDCRAA administrative offices, would also need to be removed to construct the new Terminal 1. Development of the new Terminal 1 would consist of approximately 1,500,000 square feet of building area, including approximately 150,000 square feet of administrative offices and approximately 1,350,000 square feet of terminal space, with approximately 30 aircraft gates. The height of the new Terminal 1 could extend up to 150 feet above ground. Figure 2 presents a conceptual site plan for the new Terminal 1 and associated improvements.

It is currently anticipated that the new Terminal 1 building would consist of between three and five levels and would include landside (processor) components and airside components such as aircraft gates and associated passenger boarding bridges. Arrivals, including baggage claim, would be on the lowest level, with security screening checkpoints (SSCP) functions and ticketing/check-in on the intermediate and upper levels. The concourse building would have gate boarding areas, seating and concessions on the upper level(s) and arrivals on the lower level. The arrivals level would include the baggage make-up area, mechanical systems, apron and airline operations, ground support equipment and loading dock functions.

A new elevated roadway would provide vehicle access for departing passengers to the departures curb and the check-in hall beyond. Direct passenger access would also be provided from a new parking structure located to the south (i.e., "T1 Parking Plaza" in Figure 2).

As noted above, the new terminal would be constructed in two subphases: Phase 1a and Phase 1b. Phase 1a would occur first and would include the landside processing facility and the eastern portion of the new Terminal 1 concourse. Under Phase 1a, the new concourse would have up to 18 gates and would be located immediately to the east of the existing Terminal 1, allowing the existing Terminal 1 to continue operating during Phase 1a construction.

Upon completion of Phase 1a, it is proposed that the majority of operations within the existing Terminal 1 would be moved to the new Terminal 1 facilities and the remaining operations would be consolidated within Terminal 2. It is anticipated that Phase 1a of the Terminal 1 improvements would be completed by the end of 2022.

In Phase 1b of the Terminal 1 improvements, the existing Terminal 1 would be demolished and the building constructed in Phase 1a would be extended west, providing an additional 12 gates for a total of 30 gates in Terminal 1. It is anticipated that Phase 1b of the Terminal 1 improvements would be completed by the end of 2027.

2.2 Commercial Development Opportunity Area

The proposed project includes a potential commercial development area as a component of the Terminal 1 improvements described above. This opportunity for commercial development could provide a non-airline revenue source and amenities that serve travelers including a hotel, conference facilities, expanded restaurant or other visitor-serving concessions designed specifically to serve airport passengers.

2.3 Terminal 2 West Extension

In conjunction with the Terminal 1 improvements described above, the Terminal 2 West concourse would be extended westward and northward, as shown in Figure 2, to add up to eight new gates at Terminal 2. Construction of the Terminal 2 West Extension would occur either as part of Phase 1a of the Terminal 1 improvements or as part of Phase 1b, with both options to be addressed in the EIR for the proposed project.

2.4 Remain Overnight Parking

In conjunction with Phase 1a of the Terminal 1 improvements, new remain overnight (RON) aircraft parking positions would be provided to the east of the new Terminal, as shown in Figure 2. The new RON parking area would not extend into or near areas where California least tern, a listed endangered species, are known to occur.

2.5 Ground Transportation

Under the proposed project, the on-airport roadway would be reconfigured to provide access to the new Terminal 1. The roadway configuration would generally follow a circulation approach similar to that of the existing configuration whereby Terminals 1 and 2 would be served by independent loop roadways, with close-in parking facilities located within each loop.

2.5.1 Regional Connections

Access to the terminals would remain similar to the existing conditions. Small modifications to airport entrances and the existing on-airport roadway would occur to facilitate connections with the new roadway.

Figure 2 shows a conceptual design of the reconfigured access and circulation, which is currently being further evaluated and refined.

2.5.2 Terminal 1 Access and Circulation

The enplaning (drop-off) curbside serving the new Terminal 1 would be located on middle or upper level of the terminal and the deplaning (pickup) curbside will be located on the bottom level. Commercial ground transportation loading areas would also be located on the bottom level.

Drivers approaching from the east would be directed to stay to the right as they approach Terminal 1. Drivers approaching from the west would cross over the roadway leading to Terminal 2 before deciding to stay left to merge with the enplaning roadway or stay right to descend and merge with the deplaning roadway.

Drivers leaving each curbside would stay to their left to exit the Airport or stay right to either return to Terminal 1 curbsides and parking or travel to Terminal 2.

The new curbside roadway would be constructed during Phase 1a of the Terminal 1 improvements and would be in operation prior to commencement of Phase 1b of the Terminal 1 improvements. Vehicle access to the existing Terminal 1 during Phase 1a construction would be available via the existing roadway or new curbside roadway.

2.5.3 Terminal 2 Access and Circulation

Terminal 2 curbside and circulation roadways would generally remain in the same configuration as would result from the planned construction of the Terminal 2 Parking Plaza and associated roadway modifications, which are separate from the proposed Project and are currently being initiated.

2.5.4 Terminal 1 Parking

Close-in parking for the new Terminal 1 would be provided in a new parking structure opposite to, and south of, the new terminal (i.e., the “T1 Parking Plaza” in Figure 2). The parking structure would be constructed during the first stage of the Terminal 1 improvements.

2.6 Central Utility Plant

In conjunction with the above terminal improvements, a new central utility plant, to provide heated and chilled water for building heating and cooling is proposed to be constructed in the new Terminal 1 area, as shown in Figure 2. The proposed central utility plant would either supplement or replace the existing plant, which would be addressed in the EIR.

2.7 Other Improvements

Additional elements may be required to enable the new Terminal 1, which would be addressed in the EIR. This may include relocating and, in some cases, expanding existing uses and infrastructure as described below.

Connection to Intermodal Transportation Center – As shown in Figure 2, an area in the north portion is being reserved for a potential future remote passenger processing facility which could be established in conjunction with the potential future regional intermodal transportation center (ITC) contemplated by the San Diego Association of Governments (SANDAG) for the area directly to the north (between Pacific Highway and Interstate 5). The subject area would be used for public parking until the ITC is constructed and provision of a remote passenger processing facility is warranted.

Airport Administration Offices – With the proposed demolition of the former Commuter Terminal, where Authority administrative offices are currently located, new airport administration offices would be provided in the new Terminal 1.

3 ADP Future Buildout

Buildout of the ADP, as currently envisioned to accommodate airport activity levels projected for 2035, is anticipated to include, beyond the Phase 1 improvements described above,

construction of a linear concourse connecting the west end of the new Terminal 1 concourse to the east end of the Terminal 2 West concourse, which may require demolition or, or modifications to, the existing Terminal 2 East. Upon completion of the ADP, it is anticipated that SDIA would have a total of 61 gates; an increase of 10 gates over existing conditions.

As indicated above in the introduction to this Notice of Preparation, the improvements associated with Phase 1 of the ADP have been formulated and refined to a point whereby the development characteristics of those improvements, including, but not limited to, project design and construction phasing, can be addressed at a project-level of analysis in the EIR. The remaining components of the ADP buildout summarized above are still only at a concept level, with specifics yet to be defined.

4 Probable Environmental Effects of the Project

The analysis to be completed in accordance with the requirements of the California Environmental Quality Act (CEQA) will analyze impacts associated with the proposed development. The EIR will include discussion on all CEQA environmental topics required for potential environmental effect determination. These topics include:

Aesthetics/Visual Effects	Land Use/Planning
Agricultural/Farmlands and Forests	Mineral Resources
Air Quality	Noise
Biological Resources	Population/Housing
Coastal Resources	Public Services
Cultural Resources	Recreation
Geology/Soils	Transportation/Traffic
Greenhouse Gases/Climate Change	Tribal Resources
Hazards and Hazardous Materials	Utilities/Service Systems
Human Health Risk	Cumulative Effects
Hydrology/Water Quality	

Attachments:

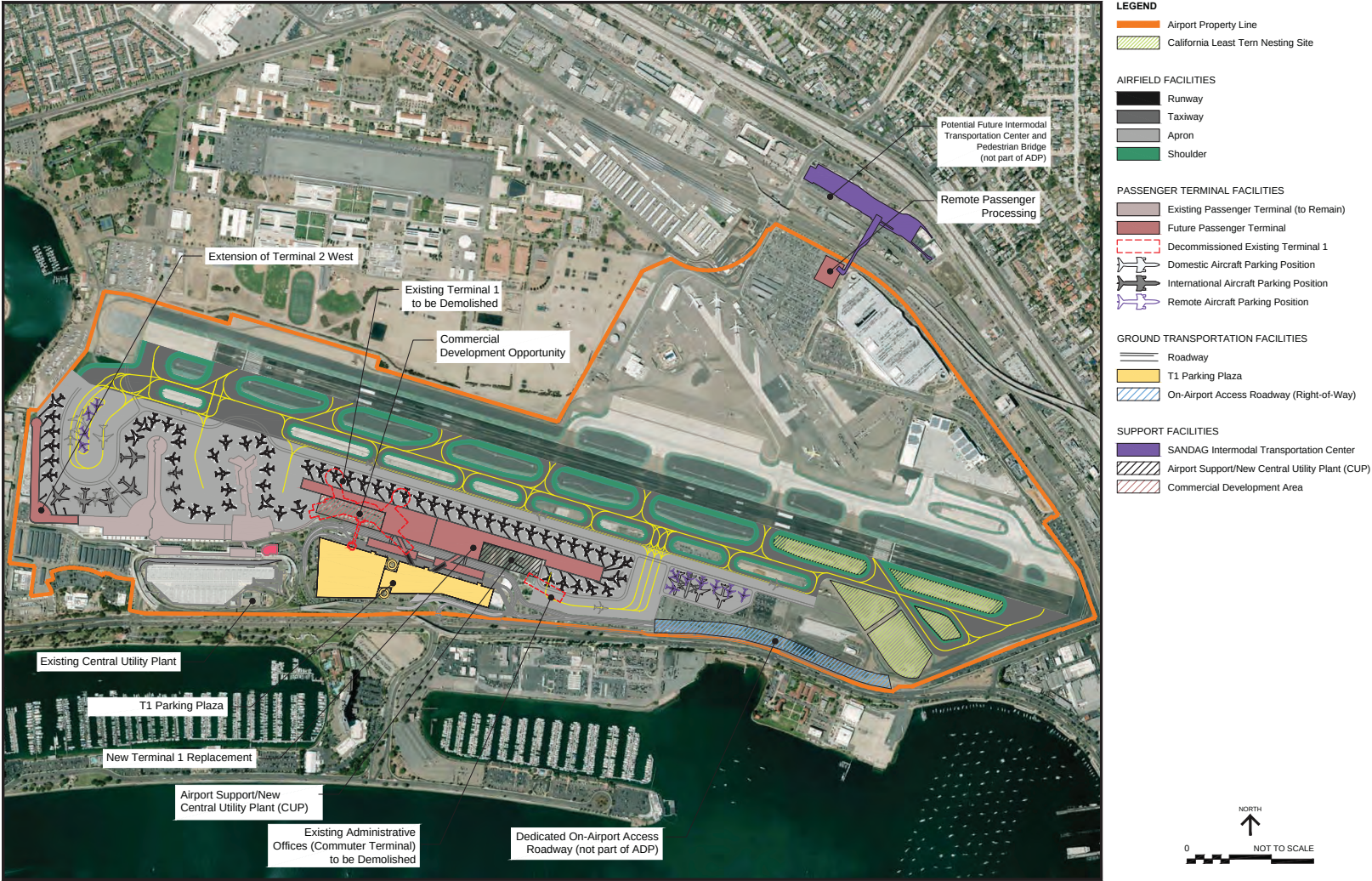
Figure 1: Regional Location Map

Figure 2: ADP Development Concept



Figure 1

Regional Location Map
Notice of Preparation for an EIR
January 2017



Source: Jacobsen | Daniels, 2017

Figure 2
ADP Development Concept

R-A2 – Scoping Meeting Presentation and Exhibits



WELCOME!

Airport Development Plan

Public Scoping Meeting



Introductions

Ted Anasis – SDCRAA

Tony Skidmore –
Environmental Consultant,
CDM Smith



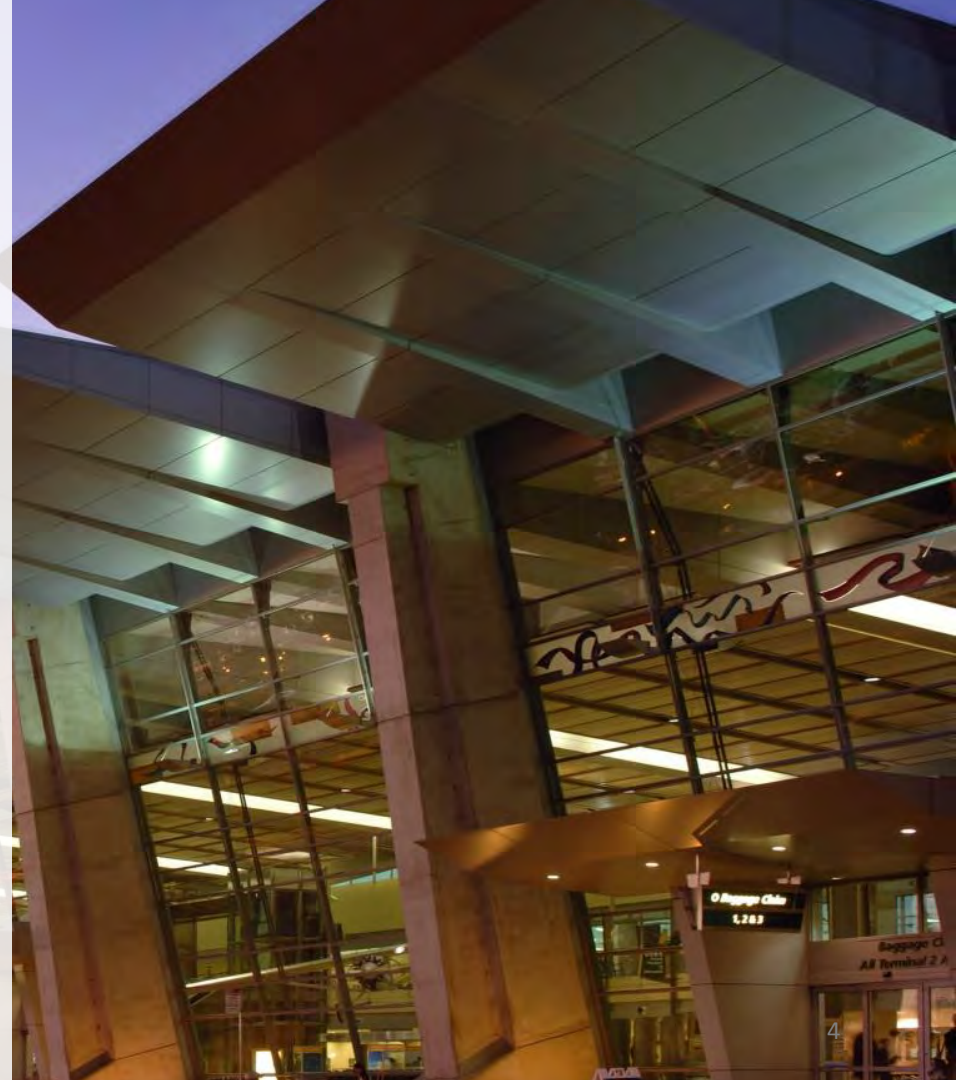


Overview

- I. Purpose of Scoping Meeting
- II. Proposed Project
- III. Environmental Review Process

I. Purpose of a Scoping Meeting

Provide an opportunity for public and agency comment concerning the scope of environmental effects to be analyzed in the proposed Airport Development Plan EIR.

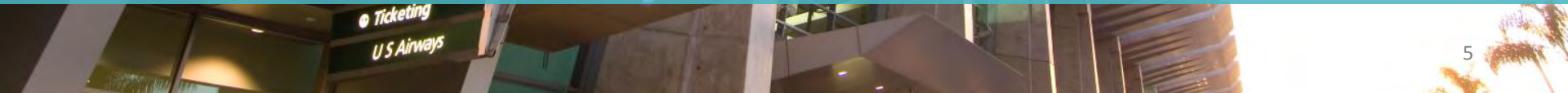




II. Proposed Project

The next master planning phase for the San Diego International Airport.

Provides a development framework to identify improvements that will enable the airport to meet demand through 2035.



Project Overview

Primary project components include:

- Replacement of Terminal 1
Demolition of the existing Terminal 1 and replacement with a new facility.
- Extension of Terminal 2 West
Extended Terminal 2 West concourse westward and northward.
- Improvements of Airport and Airline Support Facilities
Includes roadway modifications, new parking facilities, new central utility plant, and new administrative offices.

Development Concept



Terminal 1

- New terminal would replace existing terminal that is outdated and does not meet current level of customer service standards or passenger or gate capacity needs.
- Approximately 1,500,000 square feet of building area, including administrative offices and terminal space, with approximately 30 aircraft gates.
- Could extend up to 150 feet in height and be between three to five levels.
- Implemented in two phases – Phase 1a and Phase 1b.

Terminal 2 West

- Extends existing Terminal 2 extended westward and northward.
- Could include up to eight gates.
- EIR to address implementation in Phase 1a or Phase 1b.

III. Environmental Review Process



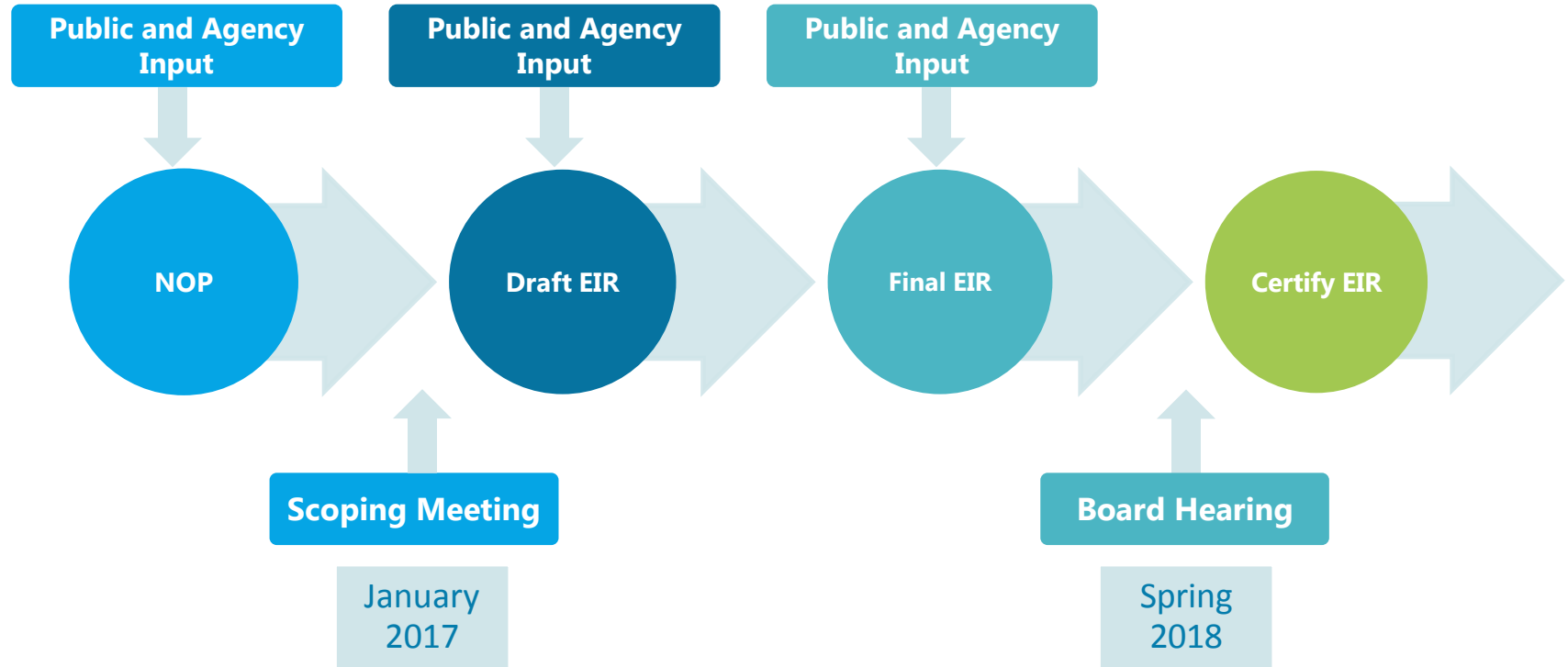
Purpose of the NOP

- A Notice of Preparation (NOP) is the first step in the Environmental Impact Report (EIR) process. It is a document stating that an EIR will be prepared for a particular project.
- The NOP is released for review to solicit feedback from public agencies and interested parties (i.e., we need your input).
- This feedback helps identify the nature and scope of potential environmental impacts to be analyzed in depth in the EIR.

Purpose of the EIR

- An EIR is a document that evaluates and provides public disclosure of environmental consequences and considerations.
- An EIR provides identification of feasible mitigation measures and examination of potentially feasible alternatives to reduce or avoid significant impacts.
- An EIR is a planning tool to assist decision-makers in evaluating the environmental impacts of the proposed project.

Environmental Review Schedule



Resource Areas To be Analyzed

Aesthetics/Visual Effects	Hydrology/Water Quality
Agricultural/Farmlands and Forests	Land Use/Planning
Air Quality	Mineral Resources
Biological Resources	Noise
Coastal Resources	Population/Housing
Cultural Resources	Public Services
Geology/Soils	Recreation
Greenhouse Gases/Climate Change	Transportation/Traffic
Hazards/Hazardous Materials	Tribal Resources
Human Health Risk	Utilities/Service Systems

*All topics will be addressed in EIR. Key issues are indicated in **bold** type.*

Methods to Submit Comments

Mail*

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

*Must be postmarked by Tuesday,
February 28, 2017.

Email*

planning@san.org

*Emails must contain less than 2,000
words and not contain attachments.

Hand Deliver

San Diego International Airport
Administrative Offices
(former) Commuter Terminal
3225 N. Harbor Drive, 3rd Floor
San Diego, CA 92101

Fax

Attn: Airport Planning (619) 400-2459

Comments must be received
by 5:00 p.m. on Wednesday,
March 1, 2017.

NOP Availability

- Airport Planning Department
San Diego International Airport Administrative Offices
(former) Commuter Terminal
3225 N. Harbor Drive, 3rd Floor
San Diego, CA 92101
8:00 a.m. to 5:00 p.m., Monday through Friday
- <http://www.san.org> - under Airport Projects/Environmental Affairs/CEQA+NEPA

If you have questions, please call Ted Anasis at (619) 400-2478

Oral Comments

- ☐ Please complete a speaker's slip.
- ☐ Please limit your oral comments to 3 minutes to allow all attendees to participate.
- ☐ If your comment or issue has already been stated, please acknowledge briefly.
- ☐ If you think of additional comments, they may be submitted in writing by March 1.



SCOPING COMMENTS

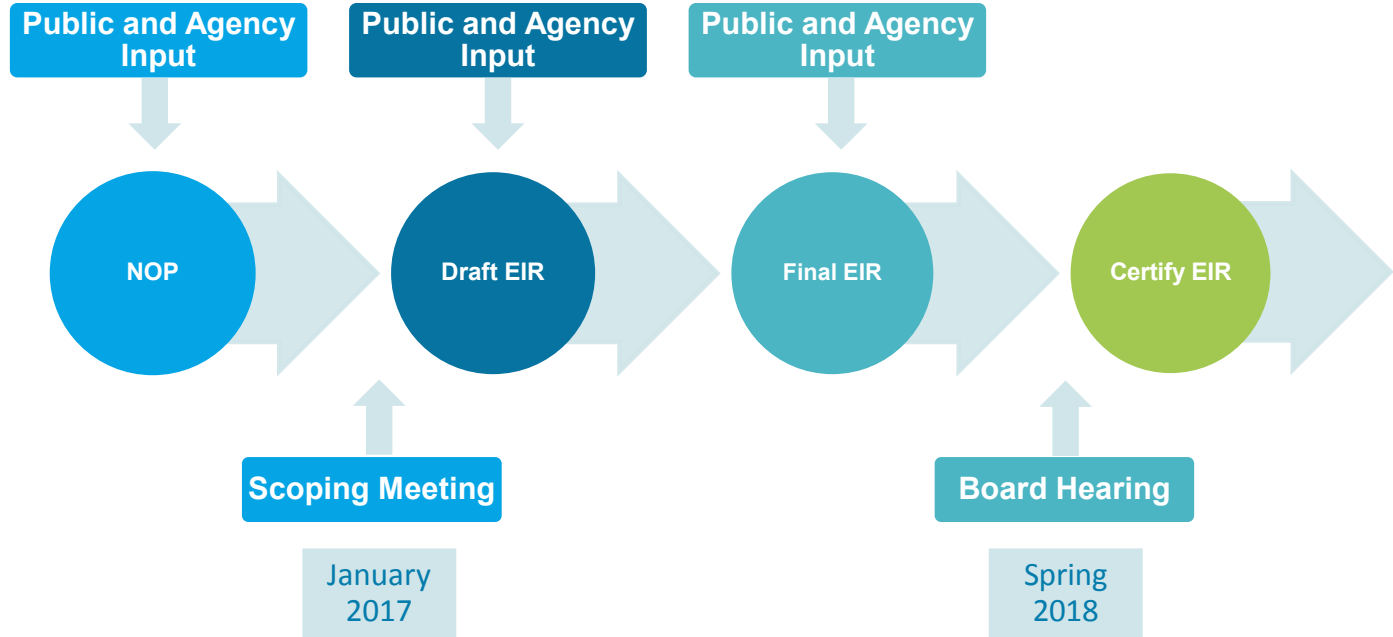


WELCOME!

Airport Development Plan

Public Scoping Meeting

Environmental Review Schedule



Resource Areas To be Analyzed

Aesthetics/Visual Effects	Hydrology/Water Quality
Agricultural/Farmlands and Forests	Land Use/Planning
Air Quality	Mineral Resources
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Coastal Resources	Population/Housing
Cultural Resources	Public Services
Geology/Soils	Recreation
Greenhouse Gases/Climate Change	Transportation/Traffic
Hazards/Hazardous Materials	Tribal Resources
Human Health Risk	Utilities/Service Systems

*All topics will be addressed in EIR. Key issues are indicated in **bold** type.*

R-A3 – Scoping Meeting Transcripts

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PUBLIC SCOPING MEETING
SAN DIEGO, CALIFORNIA
JANUARY 31, 2017

REPORTED BY AMANDA NOEL MARCOS, CSR NO. 13965

Peterson Reporting, Video & Litigation Services

Public Scoping Meeting 1/31/2017

1 PUBLIC SCOPING MEETING,
2 commencing at the hour of 3:00 p.m. on Tuesday, January
3 31, 2017, at 3225 North Harbor Drive, San Diego,
4 California 92101, before Amanda Noel Marcos, Certified
5 Shorthand Reporter, No. 13965, in and for the State of
6 California.

7
8
9 APPEARANCES:

10
11 Ted Anasis - SDCRAA
12 Tony Skidmore - Environmental Consultant
13 Angela Jamison
14 Garret Hollarn
15 Lynda Tamura
16 Katie Owston
17 Brett Caldwell

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1 SAN DIEGO, CALIFORNIA; TUESDAY, JANUARY 31st, 2017
2 3:00 P.M.

3
4 MR. ANASIS: Good afternoon. Thank you
5 everyone for taking time out of your schedule to come
6 here and find out about the San Diego International
7 Airport Development Plan or to provide comments in
8 regards to the Environmental Impact Report.

9 My name is Ted Anasis. I'm a manager in the
10 Airport Planning Department. And I'm joined here at the
11 dais by Mr. Tony Skidmore who is an environmental
12 consultant and the project lead with CDM Smith for the
13 preparation of this Environmental Impact Report. I'm
14 also joined here by Ms. Angie Jamison who is the interim
15 director of airport planning, and also by Garret Hollarn
16 here who is a planner in the Airport Planning
17 Department, and Lynda Tamura who is also an airport
18 planner.

19 Lynda also has speaker slips that we ask if you
20 would like to provide comments, verbal comments today as
21 part of the Public Scoping Meeting that you fill these
22 out so that we have all of your contact information
23 correct.

24 So with that, I'm going to cover the overview
25 of today's Public Scoping Meeting discussing the purpose

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1 of the scoping meeting, describing a little bit about
2 the proposed project, and I'll be covering some of the
3 elements using photographic figures, and then
4 Mr. Skidmore is going to be covering the Environmental
5 Review Process.

6 And after this presentation, which will take
7 about 10 to 15 minutes, then we will begin the public
8 scoping portion of the meeting and Ms. Jamison will be
9 facilitating any speakers that would like to speak. And
10 we also have Amanda who is a court reporter who will be
11 recording your comments so that we can transcribe them
12 accurately.

13 So the purpose of a scoping meeting is to
14 provide an opportunity for the public and also agencies
15 to find out about the Airport Development Plan and share
16 comments concerning the scope of environmental effects
17 to be analyzed in the proposed Airport Development Plan
18 Environmental Impact Report. This document is prepared
19 in accordance with the California Environmental Quality
20 Act of which the airport authority serves as a lead
21 agency in accordance with state law. And the law here
22 is also known as the acronym CEQA or the California
23 Environmental Quality Act.

24 A little bit about the proposed project, the
25 Airport Development Plan is the next master planning

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1 phase for the San Diego International Airport. The
2 Airport Development Plan provides a development
3 framework to identify improvements that will enable the
4 airport to meet demand for aviation through the planning
5 horizon year of 2035.

6 What I'd like to do is provide an overview of
7 several of the project components, which include a
8 replacement of Terminal 1, an extension of Terminal 2
9 West and improvements of airport and airline support
10 facilities. I'm going to use this figure to describe
11 these elements and Garret is going to provide the
12 locations.

13 So one of the key elements or one of the key
14 components of the Airport Development Plan is to provide
15 a replacement for Terminal 1, which is an aging
16 terminal. It opened originally in 1967. And the new
17 Terminal 1 would replace the existing terminal that is
18 outdated and does not meet the current level of customer
19 service standards or passenger or gate capacity needs.

20 The new Terminal 1 would be approximately
21 1.5 million square feet of building area and would
22 include jet bridges, hold rooms, security lanes and
23 concessions for traveling passengers. It would also
24 include space for, not only the terminal, but also the
25 administrative offices for the Airport Authority.

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Public Scoping Meeting 1/31/2017

1 And the phasing of the new Terminal 1 would be
2 broken into a construction into two phases, a Phase 1a
3 and 1b. Phase 1a would provide a new terminal of 18
4 gates in this area between the existing Terminal 1 and
5 the building that we're in today known as the former
6 commuter terminal. Essentially we have to provide -- to
7 continue our operations on a daily basis, we have to
8 provide new gates and construct the new gates before the
9 old gates can be closed and the airlines and essentially
10 all of the passenger processing functions can then move
11 over to this first Phase 1a.

12 After Phase 1a, a second Phase 1b would be
13 constructed providing an additional 12 gates for a total
14 of 30 gates at Terminal 1. This area would also include
15 airline and airport support facilities, such as a
16 parking facility and a curb front and roadway
17 circulation system including a curb front in front of
18 the new terminal. It would also include a new central
19 utility plant which provides the utilities to the new
20 terminal. The old Terminal 1, which is outlined here in
21 red, and the commuter terminal, the structure that we're
22 in today, would also be demolished as part of this
23 project.

24 Another component which will be analyzed in the
25 Environmental Impact Report is an extension of the

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1 concourse at Terminal 2 West. This is building upon the
2 newer Green Build which opened in 2013 and could provide
3 up to eight additional gates or jet bridges with
4 additional passenger hold rooms, parking positions for
5 aircraft, as well as concessions for passengers. This
6 element could be implemented as part of or in
7 conjunction with Phase 1a of the terminal or Phase 1b.

8 That's a brief overview of the project
9 components. Mr. Skidmore will now describe the
10 Environmental Review Process.

11 MR. SKIDMORE: Thank you, Ted.

12 I'll take just a few minutes to describe the
13 Environmental Review Process, especially relative to
14 where we are now in the Environmental Review Process.
15 The first step is to issue a Notice of Preparation, an
16 NOP.

17 MR. ANASIS: I forgot to advance this. I
18 apologize.

19 MR. SKIDMORE: There we go.

20 The NOP announces to the public and agencies
21 that the Airport Authority will be preparing an
22 Environmental Impact Report. And we're looking for
23 input from agencies and the public, your input, as to
24 what environmental issues or what aspects of
25 environmental issues should be addressed in the EIR.

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1 That feedback helps us, the Airport Authority, really
2 identify the nature and the scope of potential impacts
3 that need to be analyzed in depth within the EIR.

4 The purpose of the EIR is that it's a document
5 that evaluates and provides public disclosure of the
6 potential environmental impacts or environmental
7 consequences of a proposed developmental project. The
8 EIR also provides mitigation measures and alternatives,
9 potentially feasible alternatives that could

10 substantially reduce or avoid significant impacts that
11 would otherwise occur with the proposed project. The
12 EIR is a planning tool to assist decision-makers in
13 understanding and evaluating the potential environmental
14 impacts of a project before they take any action on it.

15 In terms of an overview of the Environmental
16 Review Process or schedule is the first step of the
17 process, as we noted, is the issuance of the Notice of
18 Preparation. And in conjunction with that, we have a
19 scoping meeting, which we're having here today and then
20 tomorrow evening. From that the input goes into helping
21 draft the scope of the EIR, kind of flesh out what
22 topics will be addressed in detail, and then the Airport
23 Authority will publish a draft EIR that describes the
24 environmental impacts, the mitigation measures and the
25 alternatives associated with the proposed project.

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1 That will be released for public review for
2 agencies and public review. And again, the Airport
3 Authority will ask for your comments, your input as to,
4 you know, are those environmental issues addressed as
5 you see fit or are there other environmental components
6 that really need more analysis.

7 I just want to emphasize that point, both in
8 terms of today for comments on the NOP, as well as
9 comments on the EIR. What we're really looking for are
10 environmental comments related to the proposed project.
11 You may have comments or ideas about the project itself
12 or other aspects of aviation planning. But really for
13 the purpose of the EIR and for today's scoping meeting,
14 we're trying to articulate the environmental issues that
15 should be addressed in the EIR, Environmental Impact
16 Report.

17 Coming back to the draft EIR, once we receive
18 comments, the Airport Authority will prepare written
19 responses to all of those comments and that will go into
20 a final EIR that's then advanced to the Board for their
21 review and they'll look through it. And they'll need to
22 certify that the EIR was prepared in accordance with
23 CEQA. And they will need to do all that before they
24 take any action on the project.

25 The EIR will address a number of environmental

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1 topics. Up on the screen there's about 20 different
2 topics. The ones that are shown in bold are those that
3 will be, we anticipate, key issues in the environmental
4 analysis. Agricultural/Farmlands and Forest, those are
5 typically in the checklist, but obviously that's not a
6 key issue for this airport. Mineral resources is
7 another one. But then there is other aspects, air
8 quality, noise, cultural resources, greenhouse gases.
9 Those will receive particular attention in the
10 Environmental Impact Report analysis.
11 With that, I'll turn it back over to Ted.
12 He'll describe more about how you can submit your
13 comments on the NOP.
14 MR. ANASIS: Thank you, Tony.
15 So there are numerous ways you can provide your
16 comment in addition to providing verbal comments on the
17 record today. You may certainly mail your comments in.
18 We ask that you, please, postmark your comments by
19 February 28th, so that we may receive them by the
20 deadline on March 1st.
21 You may e-mail your comments to
22 planning@san.org. And there are forms that you should
23 have picked up as you came in or you may pick up as you
24 leave that have all of the e-mail and U.S. mail
25 addresses.

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1 You're certainly welcome to also hand deliver
2 your comments or fax them. We just ask that your
3 comments be received by 5:00 p.m. on Wednesday,
4 March 1st. With the e-mails, we do request that your
5 e-mails contain less than 2,000 words and not contain
6 attachments. If you feel that you have additional
7 comments exceeding that, we just ask that you mail them
8 in.
9 As was mentioned, this is essentially the
10 kickoff for our Environmental Review Process. There is
11 a Notice of Preparation which describes the elements of
12 the project that I've gone over. You may request a copy
13 here today or you may find one on our website under
14 Airport Projects/Environmental Affairs. And at any time
15 if you have any questions about the project or the
16 Environmental Review Process, you may call the Airport
17 Planning Department, and my name is Ted Anasis and this
18 is my phone number here.
19 So with that, we're going to begin the scoping
20 comments. I will also relay that we have structured the
21 scoping meetings so that we provide the presentation.
22 And then we will be presenting this same presentation at
23 the top of each hour. So if you have any family members
24 or interested neighbors, we will be also conducting this
25 each hour until 6:00 p.m. today, and we'll stay here

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1 until 7:00 p.m. this evening. And then again tomorrow
2 from 3:00 to 7:00 p.m. So if you'd like to communicate
3 that to any other interested parties.

4 And also after the scoping meeting, several of
5 the planners, myself, Angie, Garret will be in the lobby
6 and we can answer more specific questions. We find it's
7 very helpful to look at some of our display boards.
8 That will give an opportunity for you to ask questions
9 specifically about the project there.

10 MR. SKIDMORE: If I could just add one more
11 point, that what we're really looking for is your input
12 as to what environmental issues should be addressed in
13 the EIR. If you have questions about a specific
14 analysis, like, what would be the traffic impacts or
15 what is going to be the air quality impacts, we don't
16 know that quite yet.

17 What we're trying to do is find out what issues
18 that we do need to look at in detail. So we don't mean
19 to be evasive, but if you have specific questions about
20 the impacts of the project, we're not prepared to answer
21 those tonight. We really want to find out what aspects
22 of your question we need to incorporate into the EIR
23 analysis so that we can answer those questions when the
24 draft EIR comes out.

25 MR. ANASIS: Thank you.

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1 With that, I'll ask Ms. Jamison to facilitate.
2 MS. JAMISON: All right.
3 At this time, we're happy to take your speaker
4 slips and take your comments. If you have not filled
5 out a speaker slip and would like to speak, just go
6 ahead and bring it up to me at this time. We do ask
7 that you limit your oral comments to three minutes just
8 in case everyone wants to speak and everyone gets a
9 chance to participate. If your comment or issue has
10 already been addressed, just acknowledge that briefly
11 and you can say, yes, I agree with whoever it was who
12 spoke your comment. If you have additional comments,
13 you can submit those in writing by March 1st at that
14 time.

15 BOB LEITER: I just have a process question.
16 Is there an opportunity before getting into the comments
17 to ask questions about the presentation that's been made
18 up to this point?

19 MR. ANASIS: We'll make ourselves available
20 after to answer any questions at the display boards.

21 MS. JAMISON: At this point we really want to
22 know what do you want us to look at in the EIR, what
23 needs to be addressed in the EIR. But then all of the
24 planning staff will be available to answer any questions
25 about the project itself.

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1 MR. ANASIS: So with that, Angie, have you
2 received any speaker slips?

3 MS. JAMISON: None.

4 MR. ANASIS: If you need a speaker slip, Angie
5 has some. We ask that you fill one out so that we can
6 make sure to record your name correctly.

7 BOB LEITER: My name is Bob Leiter. I'm a
8 retired urban planner familiar with San Diego and with
9 its transportation and land use plans. And the reason I
10 ask the question about process, I'm not -- I haven't
11 been tracking the Airport Development Plan formulation
12 itself for the last, say, year and a half.

13 The last time I saw a presentation on it was at
14 a SANDAG transportation committee meeting back in 2015,
15 and Keith Wilschetz at that time made a presentation
16 about some of the options that were being studied for
17 providing roadway access to the airport and to the
18 future expansion of the airport. At that time it was
19 mentioned that there was going to be additional work on
20 the master plan or the development plan.

21 So I would make the comment at this point that
22 it would be really important in making comments and
23 suggestions on the scope of the EIR to have a better
24 understanding of what the plan itself contains. You
25 know, you all described the buildings that were going to

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1 be constructed on the site, but there's a lot of other
2 information I would expect that either is already or
3 will be developed for the master plan itself in terms of
4 the buildings themselves, their size.

5 The diagram that you handed out shows on the
6 legend roadways, but I didn't see any roadways on the
7 master plan itself. So you're sort of inferring what
8 the circulation will be, that it will be operating on
9 the airport site in conjunction with the expansion of
10 the terminal. Another example is that there's a
11 designation for a future parking structure, but no
12 indication about how large that will be, what kind of
13 capacity that will contain and how that will be
14 accessed.

15 So I think in order to get good comments
16 regarding the appropriate scope for the EIR, it will be
17 helpful to have as much information made available about
18 the plan itself. And it may not be fully formulated,
19 but I think that's an issue that we run into as planners
20 sometimes, is that folks want to get started on the EIR,
21 so they do their scoping session, but they really
22 haven't fully formulated their plan. It makes it hard
23 for public then to comment intelligently on the scoping.
24 So that would be my comment for now. And I may make
25 additional comments once I get a chance to get more

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1 familiar with the plan itself.

2 MR. ANASIS: Great. Thank you for taking the
3 time to come down and share that with us. I appreciate
4 it.

5 MS. JAMISON: Do we have any other comments?

6 PAUL HERSTEIN: Thank you for the opportunity.
7 This is Paul Herstein. I'm a resident downtown. As I
8 indicated in my yellow sheet, I think perhaps you have
9 already thought about this. But I think it's critically
10 important that you look at access for pedestrians and
11 particularly for transit bus and trolley transit.

12 I see that you have indicated a potential
13 future intermodal terminal, but no indication that
14 you're trying to be actively working with the MTS people
15 about doing whatever is necessary on airport property to
16 facilitate access from that terminal, and much less
17 assisting in the funding of that terminal.

18 I would like to point out, as you're well
19 aware, that the people in Los Angeles are developing a
20 people mover which will connect the developing LA rail
21 transit system, specifically the Crenshaw Line, with the
22 LAX terminals, and that will be financed by the Airport
23 Authority to a connection with the Crenshaw or perhaps
24 the Crenshaw and the Green Lines.

25 The same sort of arrangement should be

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1 considered here in San Diego and I think should be
2 looked at as part of the planning process for this
3 terminal demolition and reconstruction.

4 Thanks.

5 MR. SKIDMORE: Thank you.

6 MR. ANASIS: Thank you.

7 MS. JAMISON: Are there any other comments at
8 this time?

9 BOB LEITER: You've already got my name. I'm
10 back.

11 This may be a question and a comment also. But
12 I noticed one of the list of areas to be addressed
13 included coastal resources. And I wondered if you could
14 clarify either now or perhaps need to be clarified in
15 the discussion afterwards, how is this particular
16 project and plan related to the California Coastal Act
17 and is it covered in an existing local coastal program?
18 And if not, would it require amendments in the existing
19 local coastal program? And if the answer to that is no,
20 is it subject to a coastal commission permit?

21 And since you addressed coastal resources as
22 one of the topics, I'm wondering what the scope of that
23 particular category is. And I know that the Coastal
24 Commission has several policies that they apply to, new
25 development along the coast, one of them being coastal

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1 access, and so they look at how new projects or expanded
2 projects affect access to the coastal area from a
3 variety of different transportation modes. And again, I
4 think it would be good to understand better as the
5 process proceeds how that's going to be evaluated and
6 how the Coastal Commission will be involved in that.
7 I'll also make the point that there are several
8 other plans that this particular plan ought to be looked
9 at in relation to, and that would include the Regional
10 Transportation Plan and Sustainable Communities
11 Strategy. I would expect it would also include the City
12 of San Diego's General Plan and Mobility Element. And
13 it may need to be looked at in relation to the City of
14 San Diego's Climate Action Plan because they've laid out
15 a climate action plan that really addressed the entire
16 geography of the city of San Diego, which as I
17 understand it does include places like the airport.
18 So while the airport may have some direct
19 authority to make decisions, I think it would be
20 important to at least understand the relationship of the
21 proposed master plan and how you're looking at
22 greenhouse gas submissions in the EIR and how that
23 relates to the City of San Diego's Climate Action Plan
24 and the way they're looking at greenhouse gas
25 submissions and ways to mitigate those through their

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1 urban planning.
2 So anyway, I just want to add those as comments
3 for now that I think ought to be addressed. I'd like to
4 see them addressed sooner than later so that we have a
5 good understanding of what the process will be for
6 review and approval of the project.
7 MR. SKIDMORE: Thank you.
8 MR. ANASIS: Thank you.
9 Bob, you pointed out a process question or a
10 point that I think is fair that we share with everyone
11 here. To answer your question, the entire airport is
12 located within the California Coastal Zone, so all of
13 the projects that are conducted here at the airport must
14 be reviewed for consistency with the California Coastal
15 Act. That is done in coordination with the application
16 for Coastal Development Permit which includes approval
17 by the Coastal Commission itself for specific projects
18 here.
19 BOB LEITER: Okay. Thank you.
20 MR. ANASIS: Sure.
21 MS. JAMISON: Unless there are any last
22 comments, we'll be glad to meet you outside and answer
23 any questions you might have.
24 MR. ANASIS: Thank you, everyone. We'll
25 conclude the scoping meeting now. We'll reconvene at

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1 4:00 p.m. And all of the planners, we will reconvene in
2 the lobby and answer any of your questions. Thank you
3 again for taking your time to attend and find out about
4 this project today.
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1 SAN DIEGO, CALIFORNIA; TUESDAY, JANUARY 31st, 2017
2 4:00 P.M.
3

4 MR. ANASIS: Good afternoon. Thanks, everyone,
5 for taking time out of your schedule to come and find
6 out about the San Diego International Airport
7 Developmental Plan.

8 My name is Ted Anasis. I'm a manager in the
9 Airport Planning Department. I'm joined here by
10 Mr. Tony Skidmore who is with CDM Smith and is the
11 project lead for the environmental review and the
12 Environmental Impact Report for the Airport
13 Developmental Plan. I'm also joined by
14 Ms. Angie Jamison who is the interim planning director
15 here at the San Diego airport, and also by Garret
16 Hollarn who is a planner in the Airport Planning
17 Department. You may have met Lynda Tamura who is a
18 planner also, and Katie Owston who is with CDM Smith.

19 So I'll provide an overview of our presentation
20 which will take about 10 to 15 minutes. And then we
21 will begin the public scoping portion of the meeting.
22 So I'm going to cover the purpose of the scoping meeting
23 and then describe some of the key elements of the
24 proposed Airport Development Plan. And then
25 Mr. Skidmore is going to describe the Environmental

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1 Review Process.

2 So the purpose of a scoping meeting is an
3 opportunity for the public and resource agencies to
4 attend and comment and provide comments regarding the
5 scope of environmental effects to be analyzed in the
6 proposed Environmental Impact Report for the Airport
7 Development Plan.

8 This is a series of scoping meetings that we're
9 conducting. We're conducting them every hour between
10 3:00 and 7:00 p.m. today. And then we will be also
11 conducting tomorrow, February 1st. So if you have any
12 neighbors or other interested parties that may be
13 interested, please let them know that this is occurring.

14 So now I'd like to tell you a little bit about
15 the Airport Development Plan which is the next master
16 planning phase for San Diego International Airport. The
17 Airport Development Plan provides a development
18 framework to identify improvements that will enable the
19 airport to meet the aviation demand of the San Diego
20 region through the year 2035.

21 This lists the key components of the projects.
22 I'll describe them in a bit more detail with our figure
23 and with Garret's assistance. But it includes a
24 replacement of Terminal 1 which is the oldest terminal
25 here at the airport. It was opened in 1967 and has 19

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1 gates today. We are hoping with this proposed
2 development plan to replace that Terminal 1 with a new
3 facility that will provide modern passenger processing
4 facilities.

5 We're also contemplating an alternative that
6 would extend Terminal 2 West and we'll point that out to
7 the west of the airport. And then also providing
8 airport support and airline facilities that includes
9 roadway modifications, parking facilities and utility
10 facilities.

11 So let me describe some of the key elements of
12 the Airport Development Plan, the centerpiece being a
13 replacement of Terminal 1. As mentioned, Terminal 1 was
14 opened in 1967 and has 19 gates utilizing two rotundas.
15 The first phase of the replacement would be Phase 1a
16 which would construct a new terminal with 18 gates.
17 This would include jet bridges, parking positions for
18 aircraft, hold rooms for passengers, new security lanes,
19 as well as concessions for passengers.

20 This will be associated with a new elevated
21 roadway system with departures on the top level,
22 arrivals on the first level. And the circulation system
23 would enter from Harbor Drive utilizing almost this
24 existing alignment that you find today. This new
25 terminal will be constructed between the existing older

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1 Terminal 1 and the building that we're in right now
2 identified as the former commuter terminal. After Phase
3 1a will be implemented, then the old terminal will be
4 demolished and an extension of the terminal will be
5 constructed providing an additional 12 gates for a total
6 of 30 gates at Terminal 1.

7 As I mentioned, this terminal is needed to
8 replace the existing terminal that is outdated and does
9 not meet current levels of customer service standards or
10 passenger gate capacity needs. This terminal complex
11 would have approximately 1.5 million square feet of
12 building area and would also include new administrative
13 offices for the airport authority. This facility could
14 be between three to five levels and extend up to the
15 airspace limits which is 150 feet in height. And as I
16 mentioned, would be implemented in two phases. The most
17 aggressive schedule would have Phase 1a operational by
18 2022, and Phase 1b by 2026.

19 Some other of the key support facilities
20 include a second parking facility proposed in front of
21 the terminal, as well as a new central utility plant
22 associated with the terminal to provide all of the
23 utilities. Also, we are identifying a dedicated on
24 airport access roadway, while not a part of the ADP, it
25 would preserve right-of-way if there were a regional

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1 transportation solution in the future that would provide
2 access off of the airport.

3 All of our development plans will continue to
4 designate a future intermodal transportation center on
5 the north. This was incorporated to our previous master
6 plan and would -- if that facility is developed by
7 SANDAG which is the regional transportation planning
8 agency, the airport is preserving a path and area for
9 passenger processing facility, as well as a pedestrian
10 bridge that passengers could use to connect and board a
11 bus that would then use the on airport roadway system
12 which began operation a year ago.

13 So those are the key elements of the Airport
14 Development Plan. I'm now going to turn it over to Tony
15 Skidmore to -- I'm sorry. One other thing I forgot to
16 mention is the extension of Terminal 2 West. Let me go
17 back to that figure.

18 So in our alternatives, we are considering
19 either with Phase 1a or Phase 1b up to an eight-gate
20 extension of Terminal 2 West. This is building upon the
21 Green Build which opened in 2013 and would include
22 additional jet bridges, passenger hold rooms and
23 concourse and concessions for traveling passengers.

24 All right. With that, I'll turn it over to
25 you, Tony.

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1 MR. SKIDMORE: Thank you, Ted.
2 I just want to take a few minutes to highlight
3 some of the key aspects of the Environmental Review
4 Process, particularly as related to where we are now in
5 the process. The first step in the Environmental Impact
6 Report, EIR process, is the issuance of a Notice of
7 Preparation, an NOP. That's basically an announcement
8 by the lead agency, the San Diego County Regional
9 Airport Authority, that they're going to prepare an EIR.
10 What that does is it solicits input from
11 agencies and the public as to what environmental issues
12 need to be addressed in detail in the EIR. Basically we
13 welcome your input. Are there particular environmental
14 issues that are a concern to you that you want addressed
15 in the EIR?
16 The EIR itself is an informational document
17 that evaluates and provides public disclosure of the
18 environmental consequences of the proposed development
19 project. The EIR, in addition to identifying
20 environmental impacts of a project, looks at mitigation
21 measures or feasible alternatives that could reduce or
22 avoid the impacts that may otherwise occur with a
23 proposed project. The EIR is a planning tool that
24 assists the decision-makers in understanding the
25 environmental impact of a project before they take any

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1 action on it.
2 In terms of the Environmental Review Process or
3 the overall schedule, the NOP is the first step in the
4 process where we welcome public and agency input as to
5 the scope of the Environmental Impact Report. As we're
6 having today, the scoping meeting is part of that
7 scoping process in conjunction with the NOP. All that
8 information helps us understand what to address in
9 detail in a draft EIR that the Airport Authority will
10 publish.
11 And again, that one goes out for public review
12 and agency review and welcomes your comments as to the
13 environmental impact or the issues that are addressed in
14 the EIR. The input that you provide, the written
15 comments you provide, will be addressed by the Airport
16 Authority on a comment by comment basis on written
17 responses. And that will get folded into the final EIR
18 in conjunction with the draft EIR as the environmental
19 document that the decision-makers must review and
20 consider before they take any action on the project.
21 Resource areas to be analyzed in the EIR, the
22 slide show has about 20 different issues. We've
23 highlighted those that will be, we anticipate, key
24 issues in the environmental analysis. Some issues
25 agricultural/farmlands and forests will probably be just

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1 a brief statement saying we don't have any of those here
2 and, therefore, there's no need for a detailed analysis.
3 But other issues like air quality, noise, traffic,
4 cultural resources, how does the project respond in the
5 California Coastal Act, those will receive kind of the
6 focus of the analysis. And that will be presented in
7 the draft EIR for your review and comment.
8 I'll turn it back to Ted who will describe a
9 little bit about how you can submit comments on the NOP.
10 MR. ANASIS: Thank you, Tony.
11 There are certainly multiple ways that you can
12 submit comments or your concerns. We will accept
13 comments through March 1st. They can be mailed to our
14 mailing address. We ask that those be postmarked by
15 Tuesday, February 28th. Your comments can be e-mailed
16 to planning@san.org. Ms. Lynda Tamura can provide on
17 your way out all of the addresses, both e-mail and U.S.
18 mail address. You're welcome to also hand deliver them
19 here to the Airport Authority offices or fax them.
20 Some of the details of the Airport Development
21 Plan are described in the Notice of Preparation. And
22 that is available in a hard copy. If you'd like a copy,
23 see Lynda on your way out. She'll be able to provide
24 that or you may go to our website san.org under Airport
25 Projects and Environmental Affairs.

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1 At any time if you or an organization that
2 you're representing has questions about the Airport
3 Development Plan or the Environmental Review Process,
4 please introduce yourself after the scoping meeting and
5 we'd be happy to present to your organization or answer
6 your questions.
7 So with that, we're going to begin the public
8 scoping comments. We have a court reporter here that
9 will be recording your comments. And Ms. Jamison will
10 cover the procedures.
11 MS. JAMISON: All right. If anyone has a
12 comment to make, we do ask that you fill out a speaker
13 slip and keep your comments to three minutes, although
14 we don't have a lot of people in here. So if you have
15 something you really want to say, we can accommodate
16 that. If your comment has or your issue has been
17 acknowledged already, just acknowledge that or if it's
18 already been said, acknowledge that and just say, I
19 agree. If you have any additional comments you would
20 like to make that you think of after you leave, just put
21 it in writing and send it to us.
22 With that, if anyone has a speaker slip, I have
23 none at this time, but we'd be glad to take your
24 comments.
25 MR. ANASIS: And while you may be thinking

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1 about coming up and providing comment, we also are
2 available after the scoping meeting. Myself, Angie and
3 Garret are all the airport planners. We would be happy
4 to answer any questions you may have at our display
5 boards in the lobby over a cookie and water.

6 So does anyone have any comments to provide on
7 the record?

8 All right. As was mentioned, you're welcome to
9 send your comments post these scoping meetings via
10 e-mail or U.S. mail. We'll go ahead and conclude the
11 scoping meeting for 4:00. And we'll be happy to answer
12 any questions you may have in the lobby.

13 Thank you for coming today.
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1 SAN DIEGO, CALIFORNIA; TUESDAY, JANUARY 31st, 2017
2 5:00 P.M.
3

4 MR. ANASIS: Good afternoon. Thank you for
5 coming this evening to the Airport Development Plan
6 Public Scoping Meeting. We appreciate you taking time
7 out of your busy schedules to come learn a little bit
8 about the Airport Development Plan or to share your
9 comments on the proposed Environmental Impact Report for
10 the Airport Development Plan.

11 My name is Ted Anasis. I'm a manager in the
12 Airport Planning Department. I'm joined here by
13 Mr. Tony Skidmore who is an environmental consultant
14 with CDM Smith and will be leading our Environmental
15 Impact Report in accordance with state law. Also joined
16 here today, we have Ms. Angie Jamison who is our
17 planning director, and Garret Hollarn who is an airport
18 planner, Brett Caldwell who is an airport planner, and
19 some other great people from our department like Sandra.
20 And also we have Katie Owston from CDM Smith who is also
21 working on the EIR.

22 So what I'm going to do in this short
23 presentation is give you an overview of the Airport
24 Development Plan, talk about the purpose of this scoping
25 meeting, talk about the proposed project. And then Tony

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1 is going to be covering the Environmental Review
2 Process. And then at the end, Angie will be
3 facilitating our Public Scoping Meeting, which will be
4 the time for you to provide comments and place them in
5 the record about what issues you'd like us to address in
6 the Environmental Impact Report.

7 And that really is the purpose of this scoping
8 meeting. It's an opportunity for the public or
9 representatives from agencies to comment concerning the
10 scope of environmental effects to be analyzed in the
11 proposed EIR or Environmental Impact Report for the
12 Airport Development Plan.

13 I'd like to describe the proposed project and
14 some of its components. So the Airport Development Plan
15 is the next master planning phase for San Diego
16 International Airport. It provides a development
17 framework to identify improvements that will enable the
18 airport to meet the aviation demand of the San Diego
19 region through the planning horizon year of 2035.

20 Some of the key components, which I'll describe
21 in more detail, include a replacement of Terminal 1, an
22 extension of Terminal 2 West and airport and airline
23 support facilities including roadway modifications,
24 parking facilities, a new central utility plant and
25 administrative offices.

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1 So with Garret Hollarn's assistance, I'm going
2 to cover some of the specific elements and describe them
3 for you in a bit more detail. So the key component is
4 the demolition and the replacement of Terminal 1. While
5 we conduct this work, we have to continue the existing
6 terminal in operation so that we can have flights on a
7 daily basis.

8 But the first Phase 1a would develop a new
9 terminal with 18 jet bridges, hold rooms, security lanes
10 and concessions to serve airport passengers. This
11 terminal would also include a second level roadway
12 system, similar to what's found at Terminal 2 now, and a
13 counterclockwise circulation system of roadways, curb
14 front, surrounding a parking facility.

15 Some of the other key components include a new
16 central utility plant constructed adjacent to the new
17 terminal, as well as administrative offices for the
18 Airport Authority which would be integrated into the
19 terminal design.

20 This first phase would essentially replace the
21 19 gates at Terminal 1 with an 18-gate terminal. And
22 it's forecast to be operational in 2022. After that
23 terminal begins its operations, we would then be able to
24 close and demolish the existing Terminal 1 and develop
25 Phase 1b, which would provide an additional 12 gates.

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9 (30 - 33)

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1 In total the terminal would provide 1.5 million square
2 feet of building area.
3 And as I mentioned, this includes terminal
4 space, as well as administrative offices with a total of
5 30 aircraft gates. And the primary purpose, again, for
6 this new terminal is to replace the outdated Terminal 1
7 which does not currently meet levels of customer service
8 standards or the passenger gate capacity needs of the
9 airport in the San Diego region.

10 This terminal complex could extend up to
11 150 feet in height and could be between three to five
12 levels depending upon the design. And as I mentioned,
13 it would be implemented in two phases, Phase 1a
14 operational in 2022, Phase 1b operational in 2026 under
15 the most aggressive schedule.

16 Another key component to the Airport
17 Development Plan and the alternative would consider an
18 extension of Terminal 2. This is building upon the
19 existing Green Build which opened in 2013 with an
20 additional concourse extension that would provide up to
21 eight bridges and additional gate hold rooms and
22 concession area for passengers.

23 One other item I'll mention in terms of the
24 roadway and circulation is Terminal 1 would utilize
25 existing access from North Harbor Drive primarily

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1 including an approach or roadway system a bit further to
2 the east requiring the demolition of this commuter
3 terminal. But the entrance and exit from the Terminal 1
4 would be from North Harbor Drive.
5 With that, I'll turn it over to Tony who will
6 describe the Environmental Review Process.
7 MR. SKIDMORE: Thank you, Ted.
8 I'll take just a few minutes to highlight some
9 of the key aspects of the Environmental Review Process.
10 And the first key step in that process is the issuance
11 of a Notice of Preparation, an NOP, which basically
12 announces to the agencies and the public that the lead
13 agency, the San Diego County Regional Airport Authority,
14 will be preparing an EIR for the project.

15 That notice asks for input from agencies and
16 the public as to what key environmental issues you'd
17 like to see addressed or should be addressed in detail
18 in the EIR. That feedback helps identify the particular
19 issues or aspects of certain issues that really need to
20 be looked at closely. And I'll talk more about that in
21 just a moment.

22 In terms of the EIR itself, the purpose of the
23 EIR is a public disclosure document that evaluates and
24 discloses the environmental impacts of a proposed
25 development project. The EIR, as it identifies

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1 environmental impacts, if there are significant impacts,
2 then it also talks about mitigation measures or things
3 that could be done to reduce or avoid those significant
4 impacts. And the same thing, it looks at feasible
5 alternatives. Is there a different way to go about the
6 project that could avoid or substantially reduce those
7 significant impacts? The EIR is a planning tool for the
8 decision-makers to look through and consider before they
9 take any action on the proposed project.

10 In terms of the process itself, as I mentioned,
11 the first key step is the Notice of Preparation. That's
12 where we are now. And from that, we'll get public and
13 agency input as to what issues need to be addressed in
14 the EIR. And in conjunction with that is today's
15 meeting, the scoping meeting, where not only is there
16 the written documentation that goes out asking for
17 comments, but we host a meeting, describe the project to
18 you and seek your comments here or you can mail them in
19 later. And Ted will talk about that a little bit more.

20 That information helps us kind of craft the
21 EIR, if you will, to identify the issues that are really
22 a key significance. We'll focus on those. A draft EIR
23 will be published in which case, again, the public and
24 agencies will have a chance to look at that document to
25 provide written documents on the draft EIR analysis.

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1 And then the Airport Authority will prepare written
2 responses to all those comments. And that will
3 constitute the final EIR that will go to the Board for
4 their consideration before they take any action on the
5 project.

6 In terms of the environmental issues or
7 resource areas that will be analyzed in the EIR, the
8 slide show shows 20 different issue areas. We've
9 highlighted those areas that we feel are going to be key
10 issues. Some issues, agricultural/farmlands or mineral
11 resources really aren't relevant to the setting of this
12 project. But other ones which are highlighted, we will
13 look at in detail. Aesthetics/visual effects, air
14 quality, coastal resources, in terms of how does a
15 project respond to the California Coastal Act, cultural,
16 historical resources, greenhouse gases/climate change,
17 human health risk, land use and planning, noise,
18 transportation and traffic.

19 I'll turn it over to Ted. He will tell a
20 little bit more about how you can submit comments on the
21 Notice of Preparation.

22 MR. ANASIS: Thank you, Tony.

23 There are multiple ways that you may submit
24 comments. You can provide oral comments this evening
25 and Angie Jamison will be facilitating that in a moment

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1 or you may mail your comments using U.S. mail or e-mail.
2 We ask that you return your comments by Wednesday, March
3 1st. So we would recommend that you postmark those by
4 Tuesday, February 28th, or e-mail us at
5 planning@san.org. We do ask that your e-mails contain
6 less than 2,000 words and not contain any attachments.
7 If you feel you have to share comments that are in
8 excess of that, we ask that you do mail those in. You
9 may also hand deliver them or fax them.
10 Some of the key components, which I just
11 described, are included in the Notice of Preparation
12 which is available. You may ask for a copy here tonight
13 or you may access it via our website at san.org under
14 Airport Projects/Environmental Affairs.
15 If you have additional questions, the planners
16 after the scoping meeting will remain outside and will
17 talk with you or answer your questions at the display
18 boards. Or if you have a particular organization that
19 you represent that you feel would like a presentation on
20 the Airport Development Plan or even if you have
21 follow-up questions about the Environmental Review
22 Process, please feel free to contact me. My name and
23 phone number are listed here. And all of the mailing
24 and e-mail information is also available on a sheet that
25 you can pick up on your way out.

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1 So with that, I'll ask Ms. Jamison to
2 facilitate our verbal comments.
3 MS. JAMISON: Thanks so much. At this time we
4 have no speaker slips. So if anyone has one and you'd
5 like to make a comment, we ask for you to bring those
6 forward at this time. If you need one, I have them
7 right here.
8 Is there anyone?
9 MARLY DA ROSA: Yeah, I'd like one.
10 JOSE DA ROSA: Do we just stand up?
11 MS. JAMISON: We just need your name.
12 MR. ANASIS: Sir, we actually have a court
13 reporter here. This is a public hearing. So we just
14 ask that you come up to the podium, state your name,
15 fill out a slip and you can provide your comments. We
16 ask you to come up to the podiums so that the court
17 reporter can hear your comments clearly. Thank you.
18 And as I mentioned, after you've provided any
19 comments, all of our staff is here to answer any
20 questions in the lobby.
21 JOSE DA ROSA: Thank you. My name is Jose Da
22 Rosa. I live in 787 Armada Terrace in Point Loma. I'm
23 glad to see that noise is highlighted there. This is
24 not -- this won't be surprising to you from a Point Loma
25 resident. But we have traditionally been out of the

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1 noise pattern. We're a little further out on the point.
2 Recently, however, we've noticed, particularly
3 my wife, my hearing is going, but my wife in the
4 morning, the noise wakes her up and so on. And so we're
5 concerned, it may not be appropriate to talk about the
6 existing situation, but, of course, whatever the
7 situation is going to be based on your planning will
8 affect whatever exists today. Therefore, I simply would
9 like to stress the importance to us and to all Point
10 Loma residents and others in areas that are affected of
11 the impact that noise has on people's daily lives.
12 Thank you.
13 MS. JAMISON: Thanks so much.
14 MR. ANASIS: Thank you very much.
15 MS. JAMISON: Is there anyone else with a
16 comment?
17 MARLY DA ROSA: I have a question actually.
18 MS. JAMISON: Certainly. Thank you.
19 MARLY DA ROSA: My husband just spoke, but I
20 have a question because when the City had -- was
21 developing, which is further from my house, the new
22 development, which was the Training Center, we went to
23 the City, we went to the meetings and somehow when I
24 read what was reported in the meeting, it didn't seem
25 like it was the same meeting that I went to. So I want

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1 to know how important it is for us to come to a meeting,
2 if they're really going to listen to us.
3 MR. ANASIS: I'm not familiar with what the
4 City of San Diego is conducting, but --
5 MARLY DA ROSA: It's done already. It's
6 Liberty Station. But the one that was going to be
7 developed -- because we have lived in Point Loma for
8 over 30 years. I went to the meetings. And I sat
9 through the meetings. The people from the City was
10 there. The development was there. And somehow they
11 hear completely different than we heard. So when we
12 read what was supposed to be happening in the meeting
13 was different. So I want to know if they're going to
14 listen to us or if it's just a performance that will
15 come, have the people, and then you do whatever you
16 want.
17 MR. ANASIS: What I can tell you is state law
18 requires us to record public comments and for us to
19 address each comment in the draft Environmental Impact
20 Report.
21 MARLY DA ROSA: Okay. As my husband said, my
22 main thing with the airport is the noise. We never had
23 problems with the noise and now we have problems with
24 the noise. And that will probably affect the value of
25 our house that we have had for a long time, and I don't

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1 like to see that happen either.
2 MR. ANASIS: Thank you for your comment.
3 MS. JAMISON: Thank you.
4 All right. Are there any other comments?
5 MR. ANASIS: All right. Well, thank you very
6 much for coming out this evening. As mentioned, we will
7 convene the public hearing at this time and we will be
8 happy to answer any additional questions you may have in
9 the lobby. Thank you very much.
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1 SAN DIEGO, CALIFORNIA; TUESDAY, JANUARY 31st, 2017
2 6:00 P.M.
3
4 MR. ANASIS: Thank you for coming this evening
5 and for taking time out of your schedule to hear about
6 the Airport Development Plan. This is a public scoping
7 meeting for the San Diego International Airport
8 Development Plan.
9 My name is Ted Anasis and I'm the manager in
10 the Airport Planning Department. I'm joined here by
11 Tony Skidmore who is our environmental consultant with
12 CDM Smith who is leading the Environmental Impact
13 Report. He's joined by Katie Owston with CDM Smith.
14 And I'm joined by some of my compadres in the planning
15 department, Angie Jamison who is the director of
16 planning, Garret Hollarn who is an airport planner and
17 Brett Caldwell who is also an airport planner.
18 So I'm going to give an overview of the agenda
19 for tonight. This will be a short about 10 to 15-minute
20 presentation and I'll describe the purpose of the
21 scoping meeting, the proposed project and the
22 Environmental Review Process, which is the State
23 Environmental Review Process tonight. And then we will
24 begin our scoping comments.
25 First, the purpose of the scoping meeting is to

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1 provide an opportunity for the public and agencies to
2 comment concerning the scope of environmental effects to
3 be analyzed in the proposed EIR or Environmental Impact
4 Report for the Airport Development Plan. I'm going to
5 walk through the proposed project components.
6 The Airport Development Plan is the next master
7 plan phase for San Diego International Airport. This
8 development plan will provide a framework to identify
9 improvements that will enable the airport to meet
10 aviation demand for the San Diego region through the
11 planning horizon year of 2035.
12 I'm going to cover the primary project
13 components of the Airport Development Plan, which
14 include a replacement of Terminal 1 which involves the
15 demolition of the existing Terminal 1 facility and
16 replacement with a new facility, also the extension of
17 Terminal 2 West and airport and airline support
18 facilities, including roadway modifications, new parking
19 facilities and a new central utility plant.
20 Garret Hollarn is going to assist me as I
21 describe some of the key components using this figure.
22 So the existing Terminal 1 which has 19 gates and began
23 operation in 1967 is outlined here in a light red
24 outline. And this is the facility that we will be
25 replacing with a new terminal. The purpose of replacing

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1 Terminal 1 is that it is outdated and does not meet
2 current levels of customer service standards or
3 passenger gate capacity needs.
4 The first phase of Terminal 1 will be the
5 construction of an 18-gate terminal, including 18 jet
6 bridges, hold rooms, security lanes and concessions for
7 traveling air passengers. This terminal will also
8 include an elevated roadway system and a roadway
9 circulation system, very similar to the access points
10 from North Harbor Drive today. It will pick up a little
11 bit further to the east necessitating the demolition of
12 the commuter terminal or the former commuter terminal
13 which is the structure we're in today.
14 Some of the other facilities will include an
15 elevated departure roadway, an arrivals roadway and a
16 parking facility directly in front of the terminal.
17 Another key component will be a new central utility
18 plant which will provide the utilities closer to the new
19 terminal and its operations.
20 Phase 1b of the terminal will then take place
21 after the demolition of Terminal 1 and add an additional
22 12 gates. So the first Phase 1a will provide 18 gates
23 and be operational in the year 2022. Phase 1b would
24 provide 12 additional gates and operational in 2026.
25 And at the end of both phases, we would have 30 gates at

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12 (42 - 45)

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1 Terminal 1.

2 Another alternative that will be evaluated in
3 the Environmental Impact Report is an extension of the
4 Terminal 2 concourse extending to the west and providing
5 up to eight additional gates, jet bridges, hold rooms
6 and concessions for the traveling passengers. This will
7 build upon the Green Build which was constructed and
8 placed into operation in 2013.

9 So these are the key components of the Airport
10 Development Plan. And now I'm going to allow Tony
11 Skidmore to describe the -- I'm sorry. Let me mention a
12 couple of other elements. Sorry, Tony.

13 I forgot to mention that the overall terminal
14 area will have a square footage of 1.5 million square
15 feet and could extend up to three to five levels and up
16 to an airspace restriction height of 150 feet.

17 Thank you.

18 MR. SKIDMORE: Thank you, Ted.

19 I'll spend just a few minutes describing some
20 of the key aspects of the Environmental Review Process,
21 particularly related to where we are right now in the
22 process.

23 The first step in the Environmental Impact
24 Report, EIR process, is to publish a Notice of
25 Preparation, an NOP. And basically that announces to

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1 the public and the agencies that the Airport Authority,
2 the lead agency, will be preparing an EIR. And then it
3 asks for comments from agencies and the public as to
4 what environmental issues should be addressed in detail
5 in the EIR.

6 In terms of the EIR itself, the purpose of the
7 EIR is a public disclosure document that identifies the
8 potential environmental impacts of the proposed
9 development. And in conjunction with that, to the
10 extent that there are significant environmental impacts
11 from the project, the EIR will identify mitigation
12 measures or things that can be done to reduce or avoid
13 those significant impacts. And also alternatives, are
14 there different ways to meet the project objectives that
15 could avoid or reduce those significant impacts.

16 The EIR is a planning tool to assist
17 decision-makers in evaluating the project before they
18 take any action on it, make sure they understand the
19 environmental impact of the project before they take any
20 action.

21 In terms of the Environmental Review Schedule
22 or the overall process, we're in the first step, the
23 NOP, where we're taking public and agency input for
24 identifying the issues to be addressed. And today we're
25 having a scoping meeting which will feed into that

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1 process. From that information, we'll prepare the draft
2 EIR and that will identify the impacts of the project,
3 as well as mitigation measures and alternatives. And
4 that will go off for public and agency review similar to
5 what the NOP is. And the public and agencies will have
6 the opportunity to provide comments on the environmental
7 analysis or the issues addressed.

8 All those comments will be compiled and the
9 Airport Authority will prepare written responses to all
10 those comments. And that gets folded into what
11 constitutes the final EIR. That final EIR will go to
12 the Board here, that they will review and consider, make
13 sure it was done in compliance with the California
14 Environmental Quality Act, CEQA. And then if so, then
15 they're in position to take action on the project.

16 The resource areas or the environmental issues
17 to be analyzed are identified in this slide. There's 20
18 topics, but we've highlighted in bold those that we feel
19 are the key issues to be addressed. There's some issues
20 that based on the setting of the project or the nature
21 of the project will probably not have any impacts,
22 agricultural, mineral resources. But other impact areas
23 are relevant to the project and we'll look at those in
24 detail. Those are aesthetics/visual effects, air
25 quality, coastal resources, cultural, historical

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1 resources, greenhouse gases and climate change, human
2 health risk, land use and planning, noise and
3 transportation and traffic.

4 I'll turn it back over to Ted. He'll talk a
5 little bit more about how you can submit comments on the
6 NOP.

7 MR. ANASIS: Thank you, Tony.

8 So there are numerous methods that you can
9 provide comments during the scoping period. The first
10 is to provide verbal comments tonight. And we'll talk
11 about those procedures in a moment. But you may also
12 mail your comments using U.S. mail.

13 We ask that you please provide your comments by
14 Wednesday, March 1st. And ask if you are to use U.S.
15 mail, that you postmark them by Tuesday, February 28th.
16 You may e-mail them to planning@san.org. We ask that
17 your e-mails contain less than 2,000 words and not
18 contain any attachments. You may hand deliver the
19 comments or provide them by fax.

20 A Notice of Preparation which describes the
21 components which I went over is actually available
22 tonight if you'd like a hard copy. It is also available
23 on our website at san.org under Airport Projects and
24 Environmental Affairs.

25 As this is the beginning of the State

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1 Environmental Review Process, we are happy to provide
2 and answer any questions you may have on the process.
3 Or if you are representing an organization, we'd be
4 happy to provide a presentation regarding the Airport
5 Development Plan.

6 So you may see myself. My name and phone
7 number is here. Also all of the contact information and
8 the mail and e-mail information is available on a piece
9 of paper which you may have received when you checked in
10 or when you depart this evening.

11 So with that, we will transition to the scoping
12 comment period. And we do have a court reporter here
13 this evening that is recording the comments. And so we
14 ask that you would come to the podium and I'll ask Angie
15 to facilitate this portion.

16 MS. JAMISON: Thank you so much. At this time
17 we would be happy to take any comments you might have.
18 We do ask that each speaker fill out a speaker slip for
19 our record and that you limit oral comments to three
20 minutes. If you have questions about the project, we'd
21 be glad to take that after the meeting.

22 And at this time, I have no speaker slips. So
23 if anyone has them, if you want to turn them in, you're
24 welcome to do that at this time.

25 MR. ANASIS: And certainly, as Angie mentioned,

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1 we'd be happy to answer any questions you have using our
2 display boards in the lobby after we convene this public
3 hearing.

4 MR. SKIDMORE: We also have cookies.

5 MR. ANASIS: So if no one has any comments that
6 they would like to enter into the record, I will close
7 the public hearing. And we would be happy to answer any
8 questions you have in the lobby. Thank you very much.
9 Thanks for coming out this evening as well.

10 (Whereupon, the proceedings concluded at
11 6:11 p.m.)

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1 C E R T I F I C A T E

2

3 I, AMANDA NOEL MARCOS, Certified Shorthand Reporter for
4 the State of California, do hereby certify:

5

6 That the foregoing proceedings were reported by me
7 stenographically and later transcribed into typewriting
8 under my direction; that the foregoing is a true record
9 of the proceedings taken at that time.

10

11 Dated: This day of February, 2017,

12 at San Diego, California.

13

14

15

16

AMANDA NOEL MARCOS
C.S.R. NO. 13965

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1 I, AMANDA NOEL MARCOS, Certified Shorthand Reporter
2 for the State of California, do hereby certify:

3

4 That the foregoing proceedings were reported by me
5 stenographically and later transcribed into typewriting
6 under my direction; that the foregoing is a true record
7 of the proceedings taken at that time.

8

9

10 IN WITNESS WHEREOF, I have subscribed my name this 21st
11 day of February, 2017, at San Diego, California.

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AMANDA NOEL MARCOS

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CSR NO. 13965

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PUBLIC SCOPING MEETING
SAN DIEGO, CALIFORNIA
FEBRUARY 1, 2017

REPORTED BY AMANDA NOEL MARCOS, CSR NO. 13965

Peterson Reporting, Video & Litigation Services

Public Scoping Meeting 2/1/2017

1 PUBLIC SCOPING MEETING,
2 commencing at the hour of 3:00 p.m. on Wednesday,
3 February 1, 2017, at 3225 North Harbor Drive, San Diego,
4 California 92101, before Amanda Noel Marcos, Certified
5 Shorthand Reporter, No. 13965, in and for the State of
6 California.

7 8 9 APPEARANCES:

10
11 Ted Anasis - SDCRAA
12 Tony Skidmore - Environmental Consultant
13 Angela Jamison
14 Garret Hollarn
15 Lynda Tamura
16 Katie Owston
17 Brett Caldwell
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1 SAN DIEGO, CALIFORNIA; WEDNESDAY, FEBRUARY 1st, 2017
2 3:00 P.M.

3
4 MS. JAMISON: Good afternoon, everyone. Thank
5 you so much for coming. We'd like to start with
6 introductions. I am not Ted Anasis. I am Angie
7 Jamison. Ted is unavoidably delayed and he will be here
8 soon. And as soon as he does, we'll do a swapy-changy.
9 But until then -- that's a technical term, right? Until
10 then, I will fill in and fill you in on the Airport
11 Development Plan, what we're proposing to do here at the
12 airport and guide you through the scoping process.

13 So to my right is Tony Skidmore. He is our
14 environmental consultant with CDM Smith. I would like
15 to also introduce you to a few other members in our
16 panel here. Brett Caldwell, senior airport planner,
17 playing the role of moderator today. If you have a
18 speaker slip or you know you'd like to make a comment on
19 the scoping we'll do for the EIR, please fill out your
20 name there and give it to him. You can do that at any
21 time.

22 Garret Hollarn. Sorry. I do know these
23 people. Garret will be running our projector and
24 keeping our PowerPoint going. And we have Katie Owston
25 back here with our consultant team.

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1 Who else am I missing?
2 MR. SKIDMORE: Lynda.
3 MS. JAMISON: Lynda Tamura out in the lobby.
4 So big thanks to everyone. My apologies if I miss
5 anyone.
6 All right. With that, let's go over the
7 purpose of a scoping meeting. So we do have an Airport
8 Development Plan that is proposed. The big part of that
9 is the replacement of Terminal 1. We'll tell you about
10 that project and get your input on things that we need
11 to look at in our EIR process. So we'll talk about the
12 proposed project and talk about the Environmental Review
13 Process and how that will go and what to expect in the
14 future.
15 All right. The purpose of a scoping meeting is
16 to provide the opportunity for the public and other
17 agencies to provide comment concerning the scope of
18 environmental effects to be analyzed in the proposed
19 Airport Development Plan EIR. So if there is something
20 that we haven't identified to look at that you think we
21 should be looking at, please let us know that. And
22 we'll show you a lot of things that we know we need to
23 look at.
24 So the proposed project, what is this? So the
25 ADP, Airport Development Plan, is the next phase of

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1 master planning for San Diego International Airport. It
2 provides a development framework to identify
3 improvements. It's really our ultimate phase for 2035.
4 How do we meet our demand for 2035? Now it doesn't mean
5 that we can't meet demand now, but it may not be pretty.
6 We want to make sure that we have enough hold rooms, we
7 have enough terminal, we have enough everything to
8 accommodate in a good way and give good customer service
9 to our passengers who are using the airport.

10 So project overview. We're going to replace
11 Terminal 1. We're going to extend Terminal 2 West, I'm
12 going to show you all of this, and do improvements of
13 airport and airline support facilities. And those
14 include roadway modifications, parking facilities, a new
15 central utility plant and new administrative offices.
16 So I'll run you through all of that with Garret's help
17 here.

18 All right. So let me identify first the
19 commuter terminal, which is actually the old commuter
20 terminal. That's the building we're in now. It's now
21 called the administrative offices. That's where we are
22 now just to give you some context. You might understand
23 that building or replacing a terminal that's in
24 existence today is pretty challenging.

25 First, this is a 30-gate terminal if you go all

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2 (2 - 5)

Public Scoping Meeting 2/1/2017

1 the way through. It starts with Phase 1a. And 1a is an
2 18-gate terminal. So we would build that terminal
3 first. And then you can see ghosted in really lightly
4 the existing T1. So Phase 1a can be built without
5 touching T1. So T1 is up and running right up until we
6 demolish it. So it's up and running. We build 1a, that
7 new 18 gates, move everyone from Terminal 1 over into
8 the new Terminal 1, then demolish Terminal 1, the old
9 Terminal 1, then continue building Phase 1b. Okay. So
10 it's a little bit of a phasing challenge to get that all
11 in there.

12 We also have a parking garage associated with
13 that to deal with all the associated passengers that
14 would use that facility. And then let's talk also about
15 the extension to T2 West. We call that "The Stinger."
16 That could be up to eight gates as needed when needed.
17 Am I missing anything there? Okay.

18 Okay. So future central utility plant would go
19 right in that area there. And then we do have
20 associated roadways as well to make sure that the
21 passengers can get in and get out just very efficiently.

22 Thank you. The new terminal would replace the
23 existing terminal that's outdated and does not meet
24 current level of customer service standards or passenger
25 or gate capacity needs, so that's the reason we need the

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1 new Terminal 1. It could be up to approximately one and
2 a half million square feet of building area, including
3 administrative offices and terminal space with
4 approximately 30 aircraft gates in the new Terminal 1.
5 It could extend up to 150 feet in height and be between
6 three and five levels. That is the airspace
7 restriction. And it would be implemented in two phases,
8 Phase 1a and 1b.

9 And then Terminal 2 West extends -- the
10 existing Terminal 2 West, west and north. It could
11 include up to eight gates. And then the EIR is
12 addressing implementation in either Phase 1 or 1b.

13 Then I'll have Tony talk about the
14 Environmental Review Process.

15 MR. SKIDMORE: Thank you, Angie.

16 I just want to take a few minutes to highlight
17 some of the key aspects of the Environmental Review
18 Process, particularly relative to where we are right now
19 in the process. We are in the first stage of the
20 environmental review and that's to issue a Notice of
21 Preparation. Basically that's the official notice that
22 the Airport Authority, the lead agency, announces to
23 agencies and the public that they are indeed going to
24 prepare an Environmental Impact Report.

25 And the NOP, with the description of the

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1 proposed project, will then ask for comments from
2 agencies and the public as to what environmental issues
3 you or they would like to see addressed in detail within
4 the EIR. Basically it helps -- I'll show you in a
5 minute. There's a number of issues that we've already
6 identified, but it helps us better understand what
7 issues in particular are a concern to you and you want
8 addressed in detail in the EIR.

9 In terms of the EIR itself, the purpose of the
10 EIR is to evaluate and disclose the potential
11 environmental effects of a project before any action or
12 approvals are taken. As part of the analysis, it
13 identifies significant environmental effects and there
14 are certain thresholds for that. And to the extent that
15 there are significant effects, the EIR must address
16 mitigation measures, are there ways to reduce or avoid
17 those significant impacts, or are there alternatives,
18 are there other ways to go about meeting the objectives
19 of the project, but could avoid or reduce those
20 significant impacts. Basically it's a planning tool for
21 decision-makers to review and understand the
22 environmental implications before they approve a project
23 or give them reason, should they approve this project in
24 light of the environmental impacts.

25 In terms of the overall process, this is kind

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1 of an overview of what happens. We're in the first
2 stage, as I mentioned, the Notice of Preparation where
3 we're asking for public and agency input. We're having
4 a scoping meeting yesterday and today as another way to
5 facilitate getting input from the public or agencies as
6 they attend this meeting.

7 With that information, we'll develop the draft
8 Environmental Impact Report and make sure we address
9 those issues that you and agencies have commented on as
10 needing analysis in the EIR. And that draft EIR will go
11 out for public review and comment. Usually it's a
12 45-day review period. And again, you'll be offered the
13 opportunity to look at the analysis, see if it did in
14 fact address the issues that were a concern to you or if
15 it didn't address them like you thought it would,
16 provide written comments saying, gee, I thought this was
17 going to happen or I don't fully understand that, you
18 know, help me better understand.

19 With those comments, the Airport Authority will
20 prepare written responses for each comment to say, well,
21 we agree with your comment or here is a better
22 understanding of what that issue is. And all that
23 information, the comments and written responses go into
24 what's called the final EIR. And that's what the Board
25 will review and consider before they take any action on

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1 the project.

2 On the screen you'll see we have 20 different
3 environmental issues that will be addressed in the EIR.
4 We've highlighted those that will be key issues that
5 will receive particular attention. There is some issues
6 that we'll talk about, but very brief mention. You
7 know, agricultural/farmlands, mineral resources. Just
8 based on the setting and the nature of the project,
9 there's really no environmental impacts there.

10 But other issues that we've highlighted,
11 aesthetics/visual effects, air quality, coastal
12 resources, cultural, historic resources, greenhouse
13 gases and climate change, human health risk, land use
14 and planning, noise and transportation and traffic,
15 those we anticipate to be key issues that will be
16 addressed in detail in the EIR. Again, we'll address
17 all these issues, but the ones that are highlighted in
18 bold will receive particular attention because they seem
19 to be appropriate for this setting and this project.

20 With that, I'll turn it back over to Angie who
21 will describe a little bit about how you can submit
22 comments on the Notice of Preparation.

23 MS. JAMISON: There are many ways to get your
24 comment in. You can send us a mail by actual regular
25 postal service to San Diego County Regional Airport

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1 Authority. You'll see the address there on your screen.
2 We also have papers outside with Lynda that actually
3 have the address on it if you want to take that with
4 you. You're welcome to e-mail to us at
5 planning@san.org. We do ask that your e-mail be less
6 than 2,000 words and not contain attachments. If it's
7 longer than that or bigger than that, if you need
8 attachments, feel free to mail that in. That's fine.
9 You're welcome to hand deliver it here to this
10 building. Just bring it up to the third floor. Fax it
11 at the fax number shown on your screen or you're welcome
12 to have a comment verbally now. We have a court
13 reporter taking minutes of this meeting and we'd be glad
14 to take your comment at this time.

15 Now our Notice of Preparation availability,
16 that is available now. So you can get a hard copy if
17 you'd like outside with Lynda or it's online as well at
18 san.org under Airport Projects/Environmental
19 Affairs/CEQA+NEPA.

20 Okay. At this time if anyone has a speaker
21 slip or would like to make a comment, I'd ask you to
22 bring it to Mr. Caldwell. If you wouldn't mind, limit
23 your oral comments to no more than three minutes just in
24 case a lot of people want to participate. We ask that
25 if your comment or issue has already been stated, just

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1 acknowledge that. And if you think of additional
2 comments, there is nothing that says that you can't
3 comment now and then also send in writing if you think
4 of something later.

5 ROBERT PISKOLE: I have a question. Can I ask
6 a question?

7 MS. JAMISON: Sure. Why don't you come on up?

8 ROBERT PISKOLE: The bird sanctuary that's now
9 down at the bottom here of Terminal 1, are we addressing
10 how we're going to take care of that?

11 MS. JAMISON: At this time we're just going to
12 take comments on scoping. But after this meeting, this
13 is a formal hearing, when the hearing is done, all the
14 airport planning staff will be glad to meet you outside
15 and address that.

16 ROBERT PISKOLE: Okay.

17 KELLY POWELL: I was wondering with the new
18 volume that will probably come from Terminal 1 given the
19 increase in the gates, do you expect that there will be
20 any changes to the flight plan or path? And if so,
21 could you describe what the changes could be?

22 MS. JAMISON: Once again, I'm going to say that
23 airport planning staff would love to meet with you
24 outside and answer any questions. At this time we're
25 taking comments that you'd like us to look at in the

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1 EIR, if there's a specific area that you think we need
2 to include in our scoping.
3 MR. SKIDMORE: Again, what we're looking for is
4 for the record of the court reporter, the official
5 comments that have a speaker slip so that we document
6 that they're official comments. That's not to say that
7 we're not going to answer your questions. We're just
8 trying to distinguish those that are a part of the
9 official hearing versus those we will be glad to answer
10 outside.

11 So I just want to kind of explain a little bit
12 more, why can't you answer it now. We could, but we're
13 trying to keep the official record and things that we'll
14 just discuss out there. If you want to fill out a
15 speaker card, you can do that.

16 MS. JAMISON: Does anyone have any comment on
17 scoping for the EIR for the ADP?

18 All right. Seeing none. I thank you all for
19 coming. We will have all the airport planning folks
20 outside to answer all your questions.

21 MR. SKIDMORE: Thank you.

22
23
24
25

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1 SAN DIEGO, CALIFORNIA; WEDNESDAY, FEBRUARY 1st, 2017
2 4:00 P.M.

3
4 MR. ANASIS: Good afternoon. Thank you for
5 taking time out of your schedule to join us here at this
6 Public Scoping Meeting to hear a little bit about the
7 Airport Development Plan for San Diego International
8 Airport and to provide comments on the draft
9 Environmental Impact Report that will be associated with
10 it.

11 My name is Ted Anasis. I'm a manager in the
12 Airport Planning Department. I'm joined here by
13 Mr. Tony Skidmore who is an environmental consultant and
14 the project lead for our environmental review with CDM
15 Smith. I'm also joined by several fellow planners
16 including Angie Jamison who is director of airport
17 planning, Garret Hollarn who is a planner and Brett
18 Caldwell. And we're also joined by Katie Owston who is
19 also with CDM Smith.

20 So a brief overview of the presentation, which
21 will take about 10 to 15 minutes, we're going to discuss
22 the purpose of the scoping meeting that describes some
23 of the key elements of the proposed project and then go
24 over the Environmental Review Process that will be
25 conducted. And then at the end, we will actually

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1 provide an opportunity for you to provide your input as
2 part of the public scoping process.

3 So the purpose of a scoping meeting, and this
4 one in particular, is an opportunity for the public and
5 agencies to comment on the scope of environmental
6 effects that you would like to see analyzed in the
7 proposed Environmental Impact Report. The proposed
8 project referred to as the Airport Development Plan is
9 the next master planning phase for San Diego
10 International Airport. The development plan provides a
11 framework to identify improvements that will enable the
12 airport to meet demand through the planning horizon year
13 of 2035. And by demand, we mean the aviation demand for
14 the San Diego County region.

15 Some of the primary components of the Airport
16 Development Plan include a replacement of Terminal 1, an
17 extension of Terminal 2 West and improvements to the
18 airport and airline support facilities including roadway
19 modifications, new parking facilities, a new central
20 utility plant and new administrative offices. I'm going
21 to dive a little bit deeper into these components and
22 Garret Hollarn is going to assist me by pointing out
23 some of the key elements.

24 So one of the principal components is a new
25 terminal that would replace the existing Terminal 1.

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1 Existing Terminal 1 has 19 gates and was constructed and
2 operating in the beginning of 1967. This new Terminal 1
3 would have 18 gates and it would serve to replace the
4 outdated Terminal 1 which does not meet the current
5 levels of customer service standards or the passenger
6 and gate capacity needs.

7 The new terminal would total 1.5 million square
8 feet of building area and it would include terminal
9 space and administrative offices. This terminal
10 structure could extend up to 150 feet in height and be
11 between three to five levels depending upon any airspace
12 restrictions. The first Phase 1a would develop 18
13 gates. And then the existing Terminal 1 would be
14 demolished from its current location and a 12-gate
15 second phase could be added. So at the end of Terminal
16 1 -- at the end of both phases, you would have a 30-gate
17 terminal.

18 In addition to the jet bridges or gates, you
19 would have hold rooms, additional security lanes for
20 passengers to pass through security, as well as
21 additional concession opportunities. At the front of
22 the terminal would be a circulating roadway system with
23 an elevated departure curb and an arrivals curb on the
24 first level. And further and directly in front would be
25 additional parking facilities that would be connected to

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1 the roadway system and then provide access via
2 pedestrian bridges into the terminal.

3 Another alternative that will be analyzed in
4 the Environmental Impact Report will be an extension of
5 Terminal 2 West. This is a concourse extension which
6 contemplates building onto the existing Terminal 2, also
7 identified as the Green Build which opened in 2013.
8 This Terminal 2 West extension would provide up to eight
9 additional gates including jet bridges, hold rooms and
10 additional concessions for passengers. Some other key
11 components that would be included in the terminal area
12 would be a central utility plant, as well as a
13 commercial development opportunity.

14 So these are the primary components. I would
15 like to invite Tony to review the Environmental Review
16 Process.

17 MR. SKIDMORE: Thank you, Ted.

18 The first step in the Environmental Impact
19 Report EIR process is a publication of a Notice of
20 Preparation, the NOP. Basically that describes the key
21 elements of the project and then asks for comments from
22 agencies and the public as to what environmental issues
23 should be addressed in detail in the EIR. It helps kind
24 of scope the EIR. I'll tell you in a minute the issues
25 that we anticipate for the EIR and those that will be

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1 key issues. But we're really looking for your input and
2 input from agencies as to what particular aspects or
3 environmental issues should be addressed in detail in
4 the EIR.

5 In terms of the EIR itself, the purpose of the
6 EIR is to evaluate and provide public disclosure of the
7 potential environmental effects of the proposed
8 development project. A key emphasis in the EIR is the
9 identification of significant impacts. And for those
10 significant impacts, the EIR will identify mitigation
11 measures or things that can be done to reduce or avoid
12 those significant impacts. And along the same lines,
13 the EIR will look at alternatives, are there different
14 ways to go about the project to meet the project
15 objectives, but do so in a way that avoids or reduces
16 the significant impacts. Basically the EIR is a
17 planning tool for decision-makers to review and consider
18 prior to taking any action on a development project.

19 In terms of the overall process and the
20 schedule, like I said, the first step is the Notice of
21 Preparation, which we publish and we're asking for your
22 input as to the key issues. We're having this scoping
23 meeting. We had one yesterday and we're having one
24 today. That information will be used to help develop
25 the draft EIR, so we're addressing those key issues that

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1 you and others see fit.

2 And the draft EIR will be published for public
3 and agency review. With that, the comments that come in
4 on the draft EIR, the Airport Authority will prepare
5 written responses to all the comments. The draft EIR,
6 the comments and the responses together comprise the
7 final EIR which will go to the Board for their
8 consideration before taking any action on the proposed
9 Airport Development Plan.

10 In terms of the environmental resource areas to
11 be analyzed in the EIR, the slide there shows 20
12 different topics. We've highlighted in bold those we
13 anticipate to be key issues. There's certain
14 environmental topics that based on the setting of the
15 project and the nature of the project probably won't
16 have any impact, agricultural/farmlands, mineral
17 resources.

18 But other issues that we've highlighted,
19 aesthetics/visual effects, air quality, coastal
20 resources, cultural including historic resources,
21 greenhouse gases and climate change, human health risk,
22 land use and planning, noise, transportation and
23 traffic, those will be looked at in detail in the EIR to
24 see if there are significant impacts, and if there are,
25 what can be done to reduce or avoid those impacts.

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1 With that, I'll turn it back over to Ted who
2 will tell you a little bit about how to provide comments
3 on the NOP.

4 MR. ANASIS: So there are multiple ways that
5 those comments can be provided, first being providing
6 verbal comments today. We'll be ready to accept your
7 comments here shortly. If beyond today you think of any
8 other issues that you would like to be addressed, you
9 may certainly mail those to me. We ask that you
10 postmark them by Tuesday, February 28th, so that we can
11 receive them by March 1st which is the deadline.

12 You may also certainly e-mail them to
13 planning@san.org. E-mails must contain less than 2,000
14 words and no attachments. If you feel you need to
15 provide comments of greater length than that, we just
16 ask that you mail or hand deliver those to us. Also you
17 may fax those comments as well. There is a handout on
18 your way out or you may have been provided it that lists
19 all of these methods including the mailing addresses and
20 the e-mail address.

21 As part of the scoping process, we prepared a
22 Notice of Preparation that describes some of the key
23 elements that will be analyzed in the Environmental
24 Impact Report. Copies are available at the check-in
25 desk as you depart. We also have that Notice of

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1 Preparation posted on our website san.org under Airport
2 Projects and Environmental Affairs.

3 If you have any further questions about the
4 Airport Development Plan or represent an organization
5 that you think might be interested in hearing more about
6 the details of the Airport Development Plan, please
7 contact me or someone in the planning department and
8 we'd be happy to schedule a presentation both on that
9 Airport Development Plan and on the Environmental Impact
10 Report.

11 So with that, I am going to turn this over to
12 Angie Jamison who will be facilitating the comments.
13 And just remember that we do have -- this is a formal
14 submission of comments. We do have a court reporter
15 that is recording the proceedings and your comments.

16 MS. JAMISON: So if anyone has a speaker slip
17 at this time, I'd be happy to take that. Right now I
18 have none. Anyone at all?

19 DAVID REA: To make verbal comments?

20 MS. JAMISON: You may make verbal comments,
21 absolutely. We ask you to please complete a speaker
22 slip to limit your oral comments to three minutes. If
23 your comment has already been stated, please just
24 acknowledge that briefly. And doing a verbal comment
25 does not negate the ability to do a further written

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1 comment at another time. So you're welcome to do both.
2 MR. ANASIS: And while we're waiting while
3 anyone is contemplating filling out their speaker slips,
4 we also will be having several more presentations at the
5 top of each hour at 5:00 and 6:00 p.m. And in between
6 and after this scoping meeting, the planners, myself
7 Garret, Brett and Angie will be available in the lobby
8 to answer any more specific questions you may have about
9 the Airport Development Plan.

10 MS. JAMISON: Thank you so much. You're
11 welcome to take the podium if you'd like.

12 DAVID REA: Thank you.

13 MS. JAMISON: Thank you.

14 DAVID REA: Hi. My name is David Rea and I
15 live right up the hill over there. The noise problem,
16 abatement program did not include us by one block. And
17 we live up in a canyon which funnels all the noise from
18 the airport straight at us, our street and our
19 neighbors.

20 I wonder if anyone will be paying attention,
21 reassessing the abatement plan as it stands now because
22 it makes quite a difference. We hear the planes just as
23 loudly as someone two blocks south of us or west of us.
24 And it's been straining. We knew this when we bought
25 the place. We're not moving. That's why we're

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1 concerned now.

2 I have another question regarding the curbs.
3 We dropped a friend off at Terminal 2 last week. And
4 she was elderly. And for her to get her two bags on the
5 curb was a real problem. We went and looked for a curb
6 cut and found one which quadrupled the walk. And I
7 wonder if anyone has considered widening a large part of
8 those curb cuts so that you don't have this problem or
9 people don't have this problem.

10 If the security is a problem, the fact is we've
11 got these huge extensions all across the terminal
12 outside to keep cars from going in. And I don't think
13 that having a curb or not having a curb would make that
14 much difference. Someone going in is going to go in.
15 So that was my second question.

16 What was my third one? Oh, yes. You talked
17 about retail availabilities for the new terminal. The
18 fact is if you live far away and you bring someone in
19 and it turns out to be an hour delay, you drop them off
20 because there's no place for you to go. You can't eat.
21 You can't watch the airplanes. You can't do anything
22 that people used to have fun doing when they went to the
23 airport.

24 And if you're waiting for arrivals, there is
25 one very sorry little coffee stand. The stand itself is

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1 all right. But there's no restaurants of any kind where
2 you would want to sit for any amount of time. No book
3 stores that I've seen. Maybe in the old Terminal 1
4 there was. And so it's just -- it's as though the
5 security and the passengers, of course, the first
6 priority, but they've forgotten the thousands of people
7 that must be driving in from Poway, for example, or from
8 further away or even from just here who would like to
9 spend an extra half hour with their guest if the guest
10 has to wait around.

11 And that's all I have.

12 MR. ANASIS: Great. Thank you very much for
13 your comments.

14 MS. JAMISON: Thank you.

15 Are there any other comments? Does anyone else
16 need one?

17 TERRI JOHNSON: My name is Terri Johnson. And
18 I live in the wooded area of Point Loma. And my
19 questions are, what are the anticipated heights of those
20 new buildings, especially the one that's going to be the
21 international expansion? And also what areas do you
22 anticipate looking at for noise mitigation because of
23 the increased capacity? Are you going to be going
24 outside of the noise contours that they have in place
25 now? If you're going to be -- because I know when some

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1 of the other things went on, they only looked at the
2 areas within the actual noise contours. And a lot of
3 places don't have any noise monitors and they're not
4 considered in any of their data.

5 So those are my questions.

6 MR. ANASIS: Thank you.

7 MS. JAMISON: Thank you.

8 I think we may have one more.

9 MR. SKIDMORE: Okay. Great.

10 JIM PEUGH: I just had a couple of points. One
11 is, it seems to me -- and I'm definitely not a lawyer,
12 but it seems to me that this is growth-inducing, and so
13 it will increase economic activity in the region, at
14 least that's what the Chamber of Commerce tells us.

15 So my hope would be that you would look
16 carefully at the cumulative impacts and cumulative
17 environmental impacts that will occur from the economic
18 benefit. You know, businessmen say this is a great
19 thing for making their businesses work better. But also
20 it means there will be more people here and more
21 activity, you know, more trucks running around. And I
22 hope that you'll analyze that.

23 I was talking to Tony before. Obviously there
24 will be more greenhouse gases from the airport and there
25 will be more greenhouse gases both from their operations

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1 and from more people coming to the airport to drop
2 people off or to get here. And I wish there would be
3 someone to hold the airline business responsible for the
4 greenhouse gases they put out. So I at least would like
5 for you to explore the possibility if the Airport
6 Authority or the FAA could, you know, offset at least
7 some of that by producing more green industry, both on
8 the airport site and at other locations to offset those
9 impacts.

10 And also when planes fly in and out, I lived by
11 an airport, I know it doesn't happen as much, but I used
12 to get all sorts of little spots on my car where
13 apparently airplanes were having inefficient combustion.
14 I'm sure that stuff still exists. So with the increased
15 aircraft operations, there will be more water quality
16 impacts in our region from the aerial deposition. I
17 hope that you'll provide someone who can offset those
18 impacts, not just the impacts at the airport, but the
19 impacts of aerial deposition and water quality
20 throughout the region.

21 And the other is the bird strikes. I
22 understand that the airports now are moving much more to
23 avian control. And I'm sure that a lot of those are
24 crows and black birds that we don't particularly need.
25 But also a lot of them will be Least Terns and other

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1 birds that are important to the region. So I don't
2 know -- I have no idea whether this will cause an input
3 in avian control or not, but I hope that the document
4 will evaluate that and then find ways of offsetting
5 those impacts by benefiting habitats elsewhere that will
6 increase the biological bird activity for those areas.

7 Thank you.

8 MR. SKIDMORE: Thank you.

9 MR. ANASIS: Thank you.

10 MS. JAMISON: Are there any last comments?

11 MR. ANASIS: All right. Thank you very much
12 for those comments. We'll go ahead and close the
13 hearing at this time. We'll be reconvening at 5:00 p.m.
14 And our staff will be available to answer any questions
15 in the lobby. Thank you again for coming.

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1 SAN DIEGO, CALIFORNIA; WEDNESDAY, FEBRUARY 1st, 2017
2 5:00 P.M.

3

4 MR. ANASIS: Good afternoon. Thank you for
5 coming to this Public Scoping Meeting for the San Diego
6 International Airport Development Plan.

7 My name is Ted Anasis. I'm a manager in the
8 Airport Planning Department. I'm joined here at the
9 dais with Tony Skidmore who is an environmental
10 consultant with CDM Smith. And he will be leading our
11 Environmental Impact Report for the Airport Development
12 Plan. I'm also joined with some fellow airport planners
13 including Angie Jamison who is director of airport
14 planning, and Garret Hollarn and Brett Caldwell,
15 planners in the planning department. And in the back,
16 we have Katie Owston who is also with CDM Smith and will
17 be assisting the preparation of the EIR.

18 This is about a 10 to 15-minute presentation.
19 And the overviews that will provide the purpose of the
20 scoping meeting, talk about the proposed project in a
21 little bit of detail and then describe the Environmental
22 Review Process. At the end of this, we will also take
23 any public comments that anyone may have as part of the
24 scoping process.

25 So the purpose of this meeting is an

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1 opportunity for the public and agencies to comment on
2 the scope of environmental effects to be analyzed in the
3 proposed Environmental Impact Report. Moving onto the
4 proposed project, the Airport Development Plan is the
5 next master planning phase for San Diego International
6 Airport. It provides a framework to identify the
7 improvements that will enable the airport to meet the
8 aviation demand of the region through the planning
9 horizon year of 2035.

10 Some of the primary project components that
11 I'll be covering in more detail include replacement of
12 Terminal 1. That involves a demolition of the existing
13 Terminal 1 and replacement with a new facility. We're
14 also looking at an alternative which is an extension of
15 Terminal 2 West and improvements to airport and airline
16 support facilities including roadway modifications, new
17 parking facilities, a new central utility plant and new
18 administrative offices.

19 Let me describe a little bit in detail, and
20 Garret Hollarn is going to help map out or point to
21 those key features. So as I mentioned, Terminal 1
22 located here is a terminal with 19 gates that began
23 service in 1967. This terminal is outdated and does not
24 meet current levels of customer service or passenger
25 gate capacity needs for the long-term. So the first

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1 phase, Phase 1a, would provide a new 18-gate terminal
2 constructed further to the east really between Terminal
3 1 and the commuter terminal or the former commuter
4 terminal which we're seated in today. This 18-gate
5 terminal would provide jet bridges, would provide hold
6 rooms, new security lanes and concessions to serve the
7 traveling air passengers. It would also include a curb
8 front area including an elevated departure roadway with
9 arrivals on the first level. And a circulation system
10 that would operate similar to the roadway in front of
11 Terminal 1 today with access from North Harbor Drive and
12 with a parking facility proposed in the center
13 connecting to the curb front and to the terminal.

14 The second phase, after Terminal 1 would be put
15 into operation, would result in the demolition of the
16 old existing Terminal 1 and then the construction of 12
17 additional gates. So at the end of both phases,
18 Terminal 1 would have 30 gates. And the timing of this
19 operation would be -- we're anticipating to have
20 Terminal 1 Phase 1a or the 18-gate portion operational
21 in 2022. And then the 12-gate extension by 2026.

22 This terminal would total 1.5 million square
23 feet of building area. And in addition to the terminal
24 space, it would also integrate the administrative
25 offices for the Airport Authority. These facilities

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1 could extend up to 150 feet in height which is the
2 airspace limit in that area and could be between three
3 to five levels. I should also point out that there is
4 an area designated for a new central utility plant which
5 would provide the utilities to the terminal, as well as
6 a commercial development opportunity to the west of the
7 terminal.

8 Another alternative that's being considered is
9 an extension onto Terminal 2 West or the Green Build
10 area which began operation in 2013. This would extend
11 the terminal concourse with up to eight jet bridges,
12 additional hold rooms and concessions that would serve
13 the traveling passengers.

14 So that concludes some of the key components of
15 the Airport Development Plan. Now I'm going to ask
16 Mr. Skidmore to cover the Environmental Review Process.

17 MR. SKIDMORE: Thank you, Ted.

18 The first step of the EIR process, the
19 Environmental Impact Report process, is the publication
20 of a Notice of Preparation. Basically that describes
21 the key elements of the project and announces to the
22 public and to agencies that the Airport Authority is
23 going to be preparing the EIR and asks for comments from
24 agencies and the public as to what environmental issues
25 should be addressed in detail in the EIR.

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1 In terms of the EIR itself, the purpose of it
2 is to evaluate and publicly disclose the potential
3 environmental effects of a proposed project. That
4 focuses on the potential for significant environmental
5 effects. And for those significant effects, the EIR
6 will take mitigation measures or things that can be done
7 to reduce or avoid those significant impacts.

8 Also, the EIR will evaluate alternatives, are
9 there other ways to accomplish the project objectives
10 that avoid or substantially reduce those significant
11 impacts. Basically the EIR is a planning tool to assist
12 decision-makers in evaluating the environmental impacts
13 of a project before taking any action on it.

14 In terms of the overall environmental review
15 schedule and process, we're in the first step, the
16 Notice of Preparation. In conjunction with that, we're
17 having the scoping meeting. We had one yesterday.
18 We're having one today. And between the written
19 comments and any comments provided today, that will go
20 into the EIR to help define what issues are addressed in
21 detail.

22 The draft EIR will then be published and
23 available for public and agency review and comment.
24 From that the agency will prepare written responses to
25 all the comments on the draft EIR. And collectively,

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1 the draft EIR, the comments and responses to comments
2 constitute the final EIR that will go to the Board for
3 their consideration before taking any action. We
4 anticipate that to occur sometime in spring of 2018.
5 Again, it depends on a lot of things, on the draft EIR
6 and the comments.

7 The resource areas or environmental issues to
8 be addressed in the EIR, the slide shows 20 different
9 topics. We've highlighted in bold those topics that we
10 anticipate will be key issues to address in the EIR.
11 There are some issues, agricultural/farmlands, mineral
12 resources, things like that that we don't anticipate
13 based on the setting of the project and the nature of
14 the project to require much environmental analysis.

15 But the other issues, aesthetics/visual
16 effects, air quality, coastal resources, cultural and
17 historic resources, greenhouse gases, human health
18 risks, land use and planning, noise, transportation and
19 traffic, those will have particular attention in the
20 detail analysis in the EIR.

21 With that, I'll turn it back over to Ted.
22 He'll describe some of the different ways you can submit
23 comments on the NOP.

24 MR. ANASIS: Thank you, Tony.

25 So there are numerous methods to submit

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1 comments. The first being providing public comment here
2 tonight. We actually have a court reporter that can
3 record your comments when we get to that segment.

4 But if you have any additional thoughts after
5 attending tonight's meeting, you can certainly submit
6 your comments via mail or e-mail. We ask that those be
7 provided by Wednesday, March 1st. So if you're mailing
8 the comments, we ask that they be postmarked by
9 February 28th, or e-mail them to planning@san.org or
10 they can certainly be hand delivered or faxed here to
11 the Airport Authority.

12 The Notice of Preparation for this EIR is
13 available. You may pick up a hard copy here tonight or
14 we have it posted on our website at san.org under
15 Airport Projects/Environmental Affairs. If you have any
16 questions about the Airport Development Plan or have an
17 organization that you represent or you think would be
18 interested in hearing more about the Airport Development
19 Plan or the EIR, please contact me and I will be happy
20 to schedule a presentation.

21 With that, I will turn it over to Angie Jamison
22 who will facilitate the public scoping portion.

23 MS. JAMISON: All right. At this time if
24 anyone has a comment that you'd like to make, we would
25 ask that you fill out a speaker slip. I have them here

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1 if you need them.

2 JOHN BAEZ: What if you have a question, just a
3 question? Ted?

4 MR. ANASIS: Oh.

5 JOHN BAEZ: If I just have a question about the
6 remote passenger processing that's highlighted the same
7 color as the T1 expansion. Is that included in the EIR?

8 MR. ANASIS: It will be looked at as a
9 cumulative effect. So yeah, I can answer that question.
10 Let me just jump back there.

11 So even included in the last adopted airport
12 master plan was an intermodal transportation center.
13 This was located off the airport, but was identified by
14 SANDAG as a potential location for light rail, heavy
15 rail or the train Amtrak and a future terminus of high
16 speed rail.

17 So the Airport Authority has maintained in a
18 surface parking lot or an area designated as a surface
19 parking lot where passenger processing could occur if
20 that station is built and we would participate with the
21 construction of a pedestrian bridge. And then all of
22 those passengers using the rail system could then board
23 a bus using the on airport roadway that we began
24 operation a year ago.

25 So it is not -- it is considered part of our

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1 planning for on the airport. But the ITC itself or the
2 Intermodal Transportation Center is going to be looked
3 at as a cumulative project. We'll always be maintaining
4 it in the event that both SANDAG and the high speed rail
5 authority provide the service to the airway. So we want
6 to maintain that in the future.

7 Thank you.

8 MS. JAMISON: All right. Thank you.

9 MR. ANASIS: We appreciate you coming out
10 tonight. And we want to answer your questions, so
11 myself and the planners, we're happy to convene to the
12 lobby and can answer any further questions you may have.
13 We will be making another presentation at 6:00. This is
14 the two days of public scoping that we're conducting.
15 So thank you very much for coming this evening. I
16 appreciate it.

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1 SAN DIEGO, CALIFORNIA; WEDNESDAY, FEBRUARY 1st, 2017
2 6:00 P.M.

4 MR. ANASIS: It is 6:00 p.m. So I want to
5 thank you for coming tonight to the Airport Development
6 Plan Public Scoping Meeting.

7 My name is Ted Anasis and I'm a manager of the
8 planning department. I'm joined here at the dais by
9 Mr. Tony Skidmore who is an environmental consultant and
10 will be our lead for our Environmental Impact Report.
11 He's with CDM Smith. He's joined by a colleague of his
12 Katie Owston. And I'm also joined by other planners
13 from the Airport Planning Department including Angie
14 Jamison, Garret Hollarn and Lynda Tamura who is in the
15 reception area.

16 So the overview for our presentation tonight
17 which will take about 10 to 15 minutes is to describe
18 the purpose of a scoping meeting, to describe some of
19 the key elements of the proposed Airport Development
20 Plan and then describe the Environmental Review Process.
21 And at the end we'll have an opportunity for you, if you
22 care, to provide verbal comments on the scope of the
23 Environmental Impact Report.

24 The purpose of the scoping meeting is to
25 provide an opportunity for the public and agencies to

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1 comment concerning the scope of environmental effects to
2 be analyzed in the proposed Environmental Impact Report
3 for the Airport Development Plan.

4 The Airport Development Plan is the proposed
5 project and it is the next phase of master planning for
6 the San Diego International Airport. The development
7 plan provides a framework to identify airport
8 improvements that will enable the airport to meet
9 aviation demand for the San Diego County region through
10 the planning horizon year of 2035.

11 Some of the primary project components, which
12 we'll describe in more detail, include replacement of
13 the existing Terminal 1 with a new terminal facility, an
14 alternative that contemplates an extension of Terminal 2
15 West concourse, improvements of the airport and airline
16 support facilities which include roadway modifications,
17 a new parking facility, a new central utility plant and
18 new administrative offices for the Airport Authority.

19 Now Garret is going to assist me in identifying
20 some of the key locations on this map. One of the key
21 elements of the Airport Development Plan is a
22 replacement for existing Terminal 1. Terminal 1 is
23 outlined here in red and is a 19-gate terminal that was
24 placed in operation in 1967. The proposed project Phase
25 1 includes a new terminal area which would provide 18

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1 gates replacing the 19 gates at Terminal 1. This
2 terminal would include, not only jet bridges, but also
3 hold rooms for passengers. It would include new
4 security lanes and concession space for traveling
5 passengers. The terminal would also include a curb
6 front and an elevated roadway system following a similar
7 alignment to the roadway circulation system in front of
8 Terminal 1 with access from North Harbor Drive, and
9 would also include a parking facility directly in front
10 of the terminal.

11 The terminal would also include a new central
12 utility plant. And after Terminal 1 Phase 1a is
13 constructed, then the existing Terminal 1 would be
14 demolished and in its place a 12-gate extension of
15 Terminal 1 would continue on the linear fashion. And
16 this would result in 30 gates at the end of both phases.
17 Phase 1a is intended to be operational in the year 2022
18 and Phase 1b in 2026. One other component would be a
19 commercial development opportunity that could be
20 constructed on available space to the west of Terminal
21 1.

22 Now one other alternative that is being
23 considered is an extension of Terminal 2 with up to
24 eight additional gates on a concourse which would
25 provide additional jet bridges, hold rooms and

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1 concessions for traveling passengers. This would be
2 building upon the existing Terminal 2 which was put into
3 operation in 2013.

4 So one other key component to the Terminal 1
5 replacement, let me just jump back to that, is that it
6 would have up to 1.5 million square feet of space. It
7 would also incorporate the administrative offices for
8 the Airport Authority and could be constructed up to
9 150 feet in height, which would be the limits of the
10 airspace, and have three to five levels.

11 So those are the key components. I'm now going
12 to turn it over to Tony who will describe the
13 Environmental Review Process.

14 MR. SKIDMORE: Thank you, Ted.

15 The first step in the Environmental Impact
16 Report, EIR process, is the publication of a Notice of
17 Preparation. The Notice of Preparation, the NOP,
18 describes the basic elements of the project and then
19 asks for comments or input from agencies and the public
20 as to what environmental issues should be addressed in
21 detail in the EIR. Basically the NOP helps us shape the
22 analysis in the EIR to focus on the issues that are most
23 concern to the public agencies and the public.

24 In terms of the EIR itself, the EIR is a
25 document that evaluates and provides public disclosure

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1 of the environmental impacts of our project. It focuses
2 primarily on the potential for significant impacts to
3 the environment in which case the EIR will identify
4 mitigation measures to reduce or avoid those impacts.
5 It also looks at alternatives, are there other ways to
6 accomplish the project objectives that avoid or reduce
7 those significant impacts. The EIR is a planning tool
8 to assist decision-makers in evaluating the
9 environmental impacts of a proposed project before they
10 take any action on that project.

11 In terms of the Environmental Review Schedule,
12 the overall process, we're in the first step, the Notice
13 of Preparation where we're asking for your input and
14 input from agencies in terms of what should be evaluated
15 in the EIR. And then we move into the draft EIR itself
16 where we take that input from the NOP, address those
17 issues in detail, publish the draft Environmental Impact
18 Report, and again seek input and comments from the
19 public and from agencies.

20 That input, those written comments, the Airport
21 Authority will respond to all those comments in writing.
22 So the combination of the draft EIR, the comments on the
23 draft EIR and the response to the comments constitute
24 the final EIR that the Board will consider before taking
25 any action on the project. We anticipate that last step

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1 to occur sometime in the spring of 2018.

2 In terms of the environmental resources or
3 issues to be addressed in the EIR, the slide there shows
4 20 different topics. We've highlighted in bold those
5 that we anticipate to be key issues to be evaluated in
6 detail in the EIR. There is some topics that will be
7 discussed, but based on the location of the project and
8 the nature of the project won't require much analysis.
9 Agricultural/farmlands, mineral, not much of an issue
10 there.

11 But other issues such as aesthetics/visual
12 effects, air quality, coastal resources, cultural
13 including historic resources, greenhouse gases, human
14 health risk, land use and planning, noise and
15 transportation and traffic, those we anticipate to be
16 key issues that will be evaluated in detail in the EIR.

17 With that, I'll turn it back over to Ted. He
18 will describe the different ways you can submit comments
19 on the NOP.

20 MR. ANASIS: Great. Thank you.

21 So in addition to providing verbal comments
22 tonight as part of the record -- we actually have a
23 court reporter here that will transcribe any comments
24 that are provided this evening. But you may also mail
25 in your comments. We ask that you mail them so that we

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1 receive them by Wednesday, March 1st. They can be
2 mailed here to the Airport Authority with a postmark
3 date of Tuesday, February 28th at the latest or they may
4 be e-mailed to planning@san.org or they can be hand
5 delivered or faxed. As you exit, we have a form that
6 explains all the methods to submit comments, as well as
7 the e-mail and mailing address.

8 A Notice of Preparation is available. We have
9 a hard copy tonight and it describes the key components
10 of the Airport Development Plan. But it is also posted
11 on our website at san.org under Airport

12 Projects/Environmental Affairs. And if you have any
13 questions in regards to the Airport Development Plan
14 after the scoping meeting, our planners will convene in
15 the lobby next to some of the display boards. And we
16 would be happy to answer any questions you may have
17 after you provide your comments to us on the record.

18 In addition, if you have any questions after
19 you leave tonight in regards to the Airport Development
20 Plan or represent a group that you feel might or an
21 organization which might benefit from a presentation of
22 the Airport Development Plan, please contact me and we
23 can arrange that presentation.

24 So with that, I'm going to turn it over to
25 Angie Jamison who will facilitate the public scoping.

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1 MS. JAMISON: At this time I'd be happy to take
2 your comments. We do ask that you fill out a speaker
3 slip if you'd like to speak and just give that to me.

4 With that, if anyone does have one, let me know.

5 MARIO INGRASCI: My name is Mario Ingrasci. I
6 live in the city of San Diego. I was born here so I've
7 been here a while. I was here when the old airport was
8 on Pacific Highway, so I remember all these old
9 buildings. I used to play on the inside while the
10 planes were flying over head.

11 Anyways, just a few questions. I'm not sure if
12 this is probably -- I don't know if it's too early or
13 not, but I'm more interested in the design of what
14 you're doing than just the environmental impacts,
15 because no matter what we do in this city, it always
16 comes out 80 percent of a complete job. I mean, nothing
17 in this city has ever been done so it's perfect,
18 beautiful and it works efficiently. I mean, this
19 airport -- I'm actually -- about 15 years ago they first
20 built Terminal 2?

21 MR. ANASIS: It opened in 1998.

22 MARIO INGRASCI: Okay. So that's close.

23 Anyways, I mean, we were waiting for it to open
24 up, it opens up, and from day one all of us knew it was
25 wrong. He needed to put a crosswalk across there

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1 because the traffic pattern inside the airport, whoever
2 designed it, really, I could use some really bad words,
3 messed up really badly inside that airport. So you had
4 little old ladies carrying bags across the street where
5 they couldn't get -- try jumping fences out there.

6 Now if this had been done right, you would have
7 had a couple more bridges out there or something else.
8 You wouldn't have these crosswalks over there stopping
9 traffic now. I want somebody to put some thought into
10 this. And when it comes down to actually coming up with
11 the design, I don't know who views this stuff, if it's
12 you guys, you didn't do it back then, but whoever did it
13 back then, I understand architects can come up with all
14 kinds of plans, but someone has got to approve them. So
15 whoever approved these plans really messed up. It looks
16 nice, but functionally it is still -- what you've done
17 now is much better. It's nice, but it still could be
18 better.

19 And the other question being, I like the garage
20 you built out there with the buses that come over. So
21 when you do this, will you extend that private
22 right-of-way for the buses all the way into the airport
23 or are they still going to have to come onto Harbor
24 Drive? If they still have to come onto Harbor Drive,
25 then you guys aren't doing your job. It's stupid.

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1 This stuff that says here for SANDAG, is that
2 going to be part of this or is that another item that's
3 not part of this EIR itself that's on Pacific Highway?
4 Is that part of this?

5 MR. ANASIS: I can answer briefly. The
6 Intermodal Transportation Center is actually located off
7 the airport. It's proposed by SANDAG and the Regional
8 Transportation Plan. However, we included it in our
9 last airport master plan because we committed to a
10 pedestrian bridge to accept any transit passengers and
11 allow them to use a bus utilizing that on airport
12 roadway system. To answer your question, yes, the plan
13 is to continue that terminal link roadway so it is
14 entirely on the airport.

15 MARIO INGRASCI: But is the SANDAG thing,
16 that's a separate project?

17 MR. ANASIS: It is a separate project, but we
18 want to allow to accommodate it if it's built.

19 MARIO INGRASCI: Is that going to allow
20 people -- would you get then to where the buses pick up
21 people at the rental cars?

22 MR. ANASIS: We actually have -- you see that
23 red-ish pink box. That would be a passenger processing
24 center, so it would actually pick up passengers.

25 MARIO INGRASCI: Right there. Very good.

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1 MR. ANASIS: It would keep them on a bus on the
2 airport.

3 MARIO INGRASCI: That purple thing would
4 probably be connected to one of the trolley stations
5 hopefully if they do their job right, which that doesn't
6 always happen.

7 So mainly just stay on top of it. When you get
8 to the end and you run out of money, go find the money.
9 Don't cut it short. And don't say it's too difficult to
10 do. I mean, that's what MTS is doing all the time on
11 their bus rapid transit. Oh, it was too difficult. We
12 had all these plans at El Cajon Boulevard. Oh, it's too
13 difficult. We ran out of money. So it's not the
14 facility it should have been. So just stay on top of
15 it. Thank you.

16 MR. ANASIS: Thank you.

17 MS. JAMISON: Thank you.

18 Are there any other comments at this time?

19 MR. ANASIS: Okay. As was mentioned before, if
20 you think of any other comments or issues you'd like us
21 to address, you can certainly e-mail or mail them in
22 afterwards. We thank you very much for coming tonight
23 to provide your comments and to find out a little bit
24 more about the project. And we appreciate you taking
25 time out of your schedule to come down here. Thank you

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1 very much.

2 (Whereupon, the proceedings were
3 concluded at 6:16 p.m.)
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1 C E R T I F I C A T E

2

3 I, AMANDA NOEL MARCOS, Certified Shorthand Reporter for
4 the State of California, do hereby certify:

5

6 That the foregoing proceedings were reported by me
7 stenographically and later transcribed into typewriting
8 under my direction; that the foregoing is a true record
9 of the proceedings taken at that time.

10

11 Dated: This day of February, 2017,
12 at San Diego, California.
13
14
15

16

AMANDA NOEL MARCOS
C.S.R. NO. 13965

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1 I, AMANDA NOEL MARCOS, Certified Shorthand Reporter
2 for the State of California, do hereby certify:

3
4 That the foregoing proceedings were reported by me
5 stenographically and later transcribed into typewriting
6 under my direction; that the foregoing is a true record
7 of the proceedings taken at that time.

8
9
10 IN WITNESS WHEREOF, I have subscribed my name this 21st
11 day of February, 2017, at San Diego, California.

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AMANDA NOEL MARCOS

17 CSR NO. 13965
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R-A4 – Comments on the Notice of Preparation

**NOTICE OF PREPARATION FOR A DRAFT EIR
(AIRPORT DEVELOPMENT PLAN)
COMMENTS RECEIVED**

AGENCY / LETTER SIGNED BY	DATE OF LETTER	DATE RECEIVED	VIA
FEDERAL AGENCIES			
US Environmental Protection Agency Region IX, Pacific Southwest Environmental Review Section (ENF 4-2) 75 Hawthorne Street San Francisco, CA 94105-3901 Connell Dunning Transportation Team Supervisor Environmental Review Section (415) 947-4161 - phone dunning.connell@epa.gov	03/01/17	03/01/17	E-Mail
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STATE AGENCIES			
State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit 1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812-3044 Scott Morgan Acting Director (916) 445-0613 - phone (916) 323-3018 - fax	01/23/17 (Notice of project forwarding to agencies)	01/27/17	US Mail
Native American Heritage Commission 1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Gayle Totton, M.A., PhD. Associate Governmental Program Analyst (916) 373-3710 - phone (916) 373-5471 - fax gayle.totton@nahc.ca.gov	01/26/17	01/30/17	US Mail
Department of Toxic Substances Control 5796 Corporate Avenue Cypress, CA 90630 Johnson P. Abraham Project Manager Brownfields Restoration and School Evaluation Branch Brownfields and Environmental Restoration Program - Cypress (714) 484-5476 - phone Johnson.Abraham@dtsc.ca.gov	02/14/17 02/14/17	02/14/17 02/21/17	E-Mail US Mail

**NOTICE OF PREPARATION FOR A DRAFT EIR
(AIRPORT DEVELOPMENT PLAN)
COMMENTS RECEIVED**

AGENCY / LETTER SIGNED BY	DATE OF LETTER	DATE RECEIVED	VIA
California Coastal Commission 7575 Metropolitan Drive, Suite 103 San Diego, CA 92108-4402 Melody Lasiter Coastal Program Analyst (619) 767-2370 - phone Melody.Lasiter@coastal.ca.gov	03/01/17 03/01/17	03/01/17 03/06/17	E-Mail US Mail
Department of Fish and Wildlife South Coast Region 3883 Ruffin Road San Diego, CA 92123 Gail K. Sevrems Environmental Program Manager South Coast Region Eric Weiss Senior Environmental Scientist (858) 467-4289 - phone eric.weiss@wildlife.ca.gov	03/01/17 03/01/17	03/02/17 03/06/17	E-Mail US Mail
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(AIRPORT DEVELOPMENT PLAN)
COMMENTS RECEIVED**

AGENCY / LETTER SIGNED BY	DATE OF LETTER	DATE RECEIVED	VIA
City of San Diego Planning Department 1010 Second Avenue, Ste. 1200, MS 413 San Diego, CA 92101	03/01/17 03/01/17	03/01/17 03/06/17	E-Mail US Mail
Alyssa Muto Deputy Director Planning Department			
Kurtis Steinert, AICP Senior Planner Environment and Policy Analysis (619) 235-5206 - phone KSteinert@sandiego.gov			
Vickie White Senior Planner Planning Department (619) 533-3945 - phone VWhite@sandiego.gov			
Kamran Khaligh Associate Traffic Engineer Development Services Transportation Department (619) 446-5357 - phone KhalighK@sandiego.gov			
Mark Stephens Associate Planner Transportation and Storm Water Department Storm Water Division (858) 541-4361 - phone MGStephens@sandiego.gov			
Rebecca Malone Senior Planner Planning Department (619) 446-5371 - phone rmalone@sandiego.gov			

ORGANIZATIONS			
Lozeau Drury LLP 410 12th Street, Suite 250 Oakland, CA 94607	01/27/17 01/27/17	01/27/17 01/31/17	E-Mail US Mail
Richard Drury Theresa Rettinghouse (510) 836-4200 - phone (510) 836-4205 - fax richard@lozeaudrury.com theresa@lozeaudrury.com			
San Diego County Archaeological Society, Inc. P.O. Box 81106 San Diego, CA 92138-1106	02/13/17	02/15/17	US Mail
James W. Royle, Jr. Chairperson Environmental Review Committee (858) 538-0935 - phone			

**NOTICE OF PREPARATION FOR A DRAFT EIR
(AIRPORT DEVELOPMENT PLAN)
COMMENTS RECEIVED**

AGENCY / LETTER SIGNED BY	DATE OF LETTER	DATE RECEIVED	VIA
Save Our Heritage Organisation (SOHO) 2476 San Diego Avenue San Diego, CA 92110 Bruce Coons Executive Director (619) 297-9327 - phone	02/23/17	02/23/17	E-mail

INDIVIDUALS			
Paul Herstein Bob Leiter Jose & Marly da Rosa	01/31/17	01/31/17	Speaker/Question Card NOP Public Scoping Mtg
Robert Piskole Kelly Powell Jim Peugh David Rea Terri Johnson Mario Ingrassci	02/01/17	02/01/17	Speaker/Question Card NOP Public Scoping Mtg
Karen B. Marshall 12 East Roseland Drive La Jolla, CA 92037 (858) 449-3319 - phone dmarshall1@san.rr.com	02/21/17	02/28/17	US Mail
Nadia Shimotsu Resident of Point Loma	02/28/17 (verbal comment)	02/28/17	Phone

From: Anasis Ted
Sent: Wednesday, March 01, 2017 3:19 PM
To: Airport Planning
Subject: FW: EPA Region 9 Scoping Comments for SDIA NOP-DEIR
Attachments: 2017_03_01_EPA_Region 9_SanDiegoAirportDEISScopingComments.pdf

From: Dunning, Connell [<mailto:Dunning.Connell@epa.gov>]
Sent: Wednesday, March 01, 2017 3:17 PM
To: Anasis Ted
Cc: dave.cushing@faa.gov; gail.campos@faa.gov; LOWE, DEBBIE
Subject: EPA Region 9 Scoping Comments for SDIA NOP-DEIR

Ted,
Please find attached EPA scoping comments for the DEIR being prepared for SDIA.
I am copying Dave and Gail for their interest regarding future FAA NEPA documentation.
Thanks,
Connell

Connell Dunning
Environmental Review Section (ENF 4-2)
US EPA Region IX, Pacific Southwest
75 Hawthorne St, SF CA 94105
dunning.connell@epa.gov
phone - 415-947-4161

RECEIVED
MAR 01 2017

BY:

Pollinators, including bees, butterflies, birds, and bats, are an important part of our ecosystem and food supply chain. Plants, like fruits and vegetables, need bees and other pollinators to help them grow.

Find out how EPA is protecting pollinators: <https://www.epa.gov/pollinator-protection>





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

RECEIVED
MAR 01 2017

MAR 01 2017

BY:

Ted Anasis
Manager, Airport Planning
San Diego County Regional Airport Authority
PO Box 82776
San Diego, CA 92138

Subject: Scoping Comments for the San Diego International Airport Development Plan

Dear Mr. Anasis:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Preparation published by the San Diego County Regional Airport Authority to support the preparation of an Environmental Impact Report to analyze actions to be undertaken at the San Diego International Airport pursuant to the California Environmental Quality Act. We understand that environmental review by Federal Aviation Administration pursuant to National Environmental Policy Act will also be required prior to implementing some of the actions to be analyzed. Therefore, we provide the following scoping comments for consideration by SDCRRA and FAA when preparing environmental review documents for the proposed actions.

Our recommendations for FAA are pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act. We encourage SDCRRA to consider these comments in developing the EIR so as to achieve early resolution of potential environmental issue areas to be addressed through future NEPA processes.

The NOP states that the proposed project-level (Phase 1) improvements include replacement of Terminal 1 with a new facility, demolition of the existing Terminal 1, extension of Terminal 2 West, and improvements of airport and airline support facilities including roadway modifications, new parking facilities, and a new central utility plant, to either supplement or replace the existing plant, for heated and chilled water for building heating and cooling.

Purpose and Need, Alternatives, and the Proposed Action

EPA recommends providing in the EIR and future NEPA analysis a clear description of the current setting in relation to the proposed project. The Purpose and Need, Alternatives, and the Proposed Action should differentiate what is being analyzed at a project-level and what is being analyzed at a programmatic level. For actions proposed at a programmatic level, identify when, and at what level of analysis, future environmental documentation is anticipated.

Air Quality During Operations

EPA recommends that the measures listed below be considered in the analysis and disclosure of environmental impacts from the proposed project. Any up front commitments to measures to reduce the impacts of the project should be specified, to the extent feasible, in the assessment and disclosure of air

quality impacts. EPA recommends that the Draft EIR and future NEPA analysis evaluate the feasibility of the following measures to minimize emissions during operation and include a quantification of the reduction in impacts that would be achieved by adopting such measures:

- Describe the current availability of electric and alternative fuel infrastructure facilities for ground support equipment and for ground access vehicles and identify what project design features will maintain, increase, and incentivize electric-powered options.
- Identify any current partnerships with the local transit agency, as well as incentive programs, (including pricing structures) to reduce single occupancy vehicle commute trips for airport and tenant employees. Commit to new programs and identify the environmental benefits in terms of reduced emissions that can be gained from such programs.
- Establish specific, quantifiable goals to further enhance the use of electrification to reduce emissions from ground support equipment and auxiliary power units (APU). Establish incentive programs to motivate airlines to reduce emissions from support equipment. Consider providing specific incentives to airlines to replace older, more polluting APUs with newer, more fuel efficient APUs with electronic engine control units and integration of the APU and aircraft control systems.
- Identify alternative fuel projects to reduce emissions from on-airport and off-airport sources and other methods.

Air Quality During Construction

To reduce particulate matter impacts within the project area, EPA recommends that the Draft EIR and future NEPA analysis consider the feasibility of incorporating measures to minimize emissions during construction and including such measures in contract bid specifications. Include applicable measures in a Construction Emissions Mitigation Plan, as appropriate, in order to reduce impacts associated with emissions of PM10, diesel particulate matter (DPM), and air toxics from construction-related activities and include the Construction Emissions Mitigation Plan components as requirements for contractors ultimately working to construct the proposed project.

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies.
- Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- Locate construction equipment and staging zones away from sensitive receptors such as children and the elderly, as well as away from fresh air intakes to buildings and air conditioners and reduce idling.
- Identify a construction schedule to minimize cumulative impacts from multiple development and construction projects in the region, if feasible, to minimize cumulative impacts, and adopt appropriate construction dust control procedures.
- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Health and Noise Impacts

EPA recommends that the Draft EIR and future NEPA analysis address air quality impacts related to the demolition or physical disturbance of structures and facilities that may potentially contain asbestos, and mitigation to protect health and environmental quality from emissions of asbestos. Please address the project's consistency with the National Emission Standard for Asbestos (40 CFR Part 61.140) and any applicable rule(s) of the San Diego County Air Pollution Control District.

EPA also recommends disclosing additional direct and indirect impacts to human health and stating whether any of the fully evaluated alternatives would have an adverse effect on human health. Under the Council Environmental Quality's (CEQ) NEPA Implementing Regulations, "effects" include those on human health, whether direct, indirect, or cumulative (40 CFR Part 1508.8). EPA recommends including a discussion and analysis specific to potential cumulative risk and health effects of all pollutants (criteria air pollutants and air toxics) resulting from the project from all exposure routes. Qualitatively address the potential for interactive health effects of volatile organic compounds, ozone, oxides of nitrogen, diesel particulate matter, and other pollutants and present this information and any conclusions in a readable format to disclose these effects to the affected residents and communities, along with measures to mitigate impacts.

Should noise impact areas be altered due to the proposed project, EPA recommends that noise impacts to residents be analyzed and presented in the Draft EIR and future NEPA analysis, along with commitments to implement measures to adequately mitigate noise impacts. EPA also recommends describing the status of other ongoing projects addressing any changes to air traffic and flight patterns and explaining in the Draft EIR and future NEPA analysis how those other planning processes are related to the current effort.

Water Resources and Water Quality

EPA recommends that the Draft EIR and future NEPA analysis identify all possible efforts to avoid and minimize impacts to any water resources and floodplains in the project area, as well as associated habitat. Describe measures to reduce potential local flooding due to blocked stormwater outfalls. If the project will result in unavoidable impacts to waters of the United States, disclose the approximate acreage of impacts, including direct, indirect, and cumulative impacts as well as proposed mitigation to compensate for impacts. Address techniques proposed for minimizing groundwater contamination due to increased runoff from airport-related parking lots, roads, and runways. Identify if the project will require a National Pollutant Discharge Elimination System (NPDES) permit. The existing Stormwater Pollution Prevention Plan (SWPPP) for the San Diego International Airport may need to be reevaluated to determine if it is still applicable with regard to additional impervious surfaces from the proposed project or any changes to water runoff.

Hazardous Materials and Waste

EPA recommends that the Draft EIR and future NEPA analysis address potential environmental impacts due to the use of hazardous materials in construction and operation of the proposed airport improvements and the expected types and volumes of hazardous materials. Address the use of hazardous materials in construction and operation and include a Hazardous Materials Management Plan addressing the proposed airport improvements and methods to reduce the volume and/or toxicity of waste requiring subsequent management as hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA also recommends that the Draft EIR and future NEPA analysis disclose any evidence of hazardous materials in buildings to be demolished or other materials having been buried in the proposed project area, and include protocols for: (1) handling hazardous materials or refuse sites

found during construction; (2) storing and disposing of hazardous wastes; and (3) remediating any spill or discharge of jet fuel and other hazardous materials into the environment. We also recommend identifying any measures for recycling and materials re-use, and other measures, to reduce (1) the transport and disposal of demolition construction materials to off-site landfills and (2) the transport of materials needed for the project.

Climate Change Impacts

We understand SDCRAA has been an active participant in regional planning efforts focused on developing strategies for adaption to projected climate change impacts, including sea level rise. We note that the Sea Level Rise Adaptation Strategy for San Diego Bay¹ (January 2012), which SDCRAA participated in through the Steering Committee, stated that “regional airport operations are very highly vulnerable to flooding and inundation impacts in the 2100 timeframe, due to extensive flood exposure, very high sensitivity to flood impacts, and low short term adaptive capacity” with particular impacts on “access roads, future terminal areas, and portions of the runway/airfield”. That study included a specific strategy stating, “In the SDIA Master Plan, explore potential for reconfiguring airport access away from key roads that may experience significant flooding and are threatened by inundation.” EPA recommends that SDCRAA consider updated sea level rise projections (see, e.g., NOAA’s January 2017 report: *Global and Regional Sea Level Rise Scenarios For the United States*) and identify appropriate strategies through project-level improvements to prepare for and reduce risks from sea level rise (see, e.g., *National Climate Assessment*, Chapter 26, “Decision Support” and Chapter 28, “Adaptation”).

We appreciate the opportunity to provide recommendations to be considered during the preparation of the Draft EIR and future NEPA analysis and are available to discuss the recommendations provided. When the Draft EIR and the future NEPA analysis is released for public review, please send one hard copy and one CD to the address above (Mail Code: ENF 4-2). Should you have any questions, please contact me at (415) 947-4161, or dunning.connell@epa.gov.

Sincerely,



Connell Dunning, Transportation Team Supervisor
Environmental Review Section

Cc via email: Dave Cushing, FAA
Gail Campos, FAA
Vickie White, City of San Diego
Muggs Stoll, SANDAG
Mark Thomsen, MTS
Chris Schmidt, Caltrans

¹ http://iclei.usa.org/wp-content/uploads/2016/08/San_Diego_Bay_SLR_Adaptation_Strategy_Complete.pdf

From: Garn, John <john_garn@fws.gov>
Sent: Friday, March 31, 2017 8:07 AM
To: Airport Planning; Sin, Hans@Wildlife; Victor.Globa@faa.gov; Sandy Vissman
Subject: Notice of Preparation of a Draft Environmental Impact Report for the San Diego International Airport - Airport Development Plan, San Diego, California
Attachments: 17B0117-17CPA0099_San Diego International Airport ADP_s20170330_daz.pdf

Good morning,

Please see attached.

A hard copy letter will not follow unless specifically requested.

Sincerely,
John

John Garn
Office Assistant
US Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008
760.431.9440 x200 or x277

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MAR 31 2017

BY:



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer To:
FWS-SDG-17B0117-17CPA0099

Mr. Ted Anasis
Manager, Airport Planning
San Diego International Airport
3225 North Harbor Drive
San Diego, California 92101

RECEIVED
MAR 31 2017

March 30, 2017
Sent by Email

BY:

Subject: Notice of Preparation of a Draft Environmental Impact Report for the San Diego International Airport - Airport Development Plan, San Diego, California

Dear Mr. Anasis:

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced Notice of Preparation (NOP) dated January 20, 2017, for a draft Environmental Impact Report (DEIR) for the San Diego International Airport (SDIA) - Airport Development Plan (ADP). The Service has identified potential effects of this project on the federally endangered California least tern [*Sternula antillarum browni* (*Sterna a. b.*); least tern]. The project details and comments provided herein are based on the information provided in the NOP, previous consultations (Service 1993, Service 2011), and our knowledge of the least tern.

The primary concern and mandate of the Service is the protection of fish and wildlife resources and their habitats. The Service has the legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the United States. The Service also is responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

The San Diego County Regional Airport Authority (Authority) proposes to implement Phase 1 of a new ADP for SDIA over the next 10 years. The DEIR will address Phase 1 of the ADP at the project level, and will also consider the remaining future improvements associated with the build-out of the ADP at a program-level, subject to additional environmental review in the future once defined in greater detail.

The SDIA supports a least tern nesting site that is protected as required by previous consultations (Service 1993, Service 2011). The SDIA least tern nest site is one of two nest sites in and around north San Diego Bay, and is significant to the long-term conservation of the least tern. We met on October 14, 2015, to provide the Authority with information regarding the status of the least tern and relay our concerns regarding the potential impacts of airport expansion on the SDIA least tern nest site. The figures provided in the NOP suggest that Phase 1 of the ADP will not result in direct surface disturbance to the SDIA least tern nest site. While we acknowledge the Authority's efforts to avoid

direct impacts, we remain concerned about the potential for indirect impacts to the SDIA least tern nest site (e.g., elevated human activity/ noise/ traffic/ lighting and increased perching for predatory species during the nesting season), as well as the potential for the future phases of airport expansion to directly impact the nest site.

We offer the following comments and recommendations to assist the Authority in avoiding, minimizing, and adequately mitigating project-related impacts to least terns:

1. The DEIR should outline the status and distribution of the least tern at SDIA.
2. The DEIR should identify potential direct and indirect impacts to the least tern and its SDIA nest site, and include alternatives that avoid and minimize these impacts consistent with previous consultations.
3. The DEIR should also identify measures that mitigate unavoidable direct and indirect impacts to the least tern and its SDIA nest site. To mitigate direct impacts, the DEIR should include creation of one or more alternate least tern nest site(s) or reconfiguration of the SDIA least tern nest site to include additional suitable habitat (e.g., restored portions of the former Teledyne Ryan site). Any alternate site proposed should: a) be comparable in size and function to any nest habitat that is impacted as a result of the ADP; b) be onsite or within or in close proximity to north San Diego Bay; c) support a productive least tern colony (for example, at least 25 nests initiated and confirmed fledging of at least 5 individuals) for at least 2 years prior to impacting the SDIA least tern nest site. For indirect impacts, the DEIR should include measures to address relevant adjacency management guidelines including, but not limited to, access control, human activity, noise, drainage, lighting, landscaping, substrate management, predator management, and toxic substances.

We appreciate the opportunity to comment on the subject NOP and look forward to further coordination on the ADP. Should you have any questions regarding this letter, please contact Sandy Vissman of this office at 760-431-9440, extension 274.

Sincerely,



Digitally signed by
DAVID ZOUTENDYK
Date: 2017.03.30
15:39:27 -07'00'

for Karen A. Goebel
Assistant Field Supervisor

cc:
Victor Globa, Federal Aviation Administration
Hans Sin, California Department of Fish and Wildlife

LITERATURE CITED

[Service] U.S. Fish and Wildlife Service. 1993. Biological Opinion 1-6-93-F-29. Lindberg Field Facilities Improvements. 25 pp.

[Service] U.S. Fish and Wildlife Service. 2011. Informal Section 7 Consultation for San Diego International Airport Northside Improvements Project, San Diego County, California. FWS-SDG-11B0105-13I0384. 9 pp.



Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

Notice of Preparation

January 23, 2017

To: Reviewing Agencies

Re: San Diego International Airport Development Plan
SCH# 2017011053

Attached for your review and comment is the Notice of Preparation (NOP) for the San Diego International Airport Development Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ted Anasis
San Diego County Regional Airport Authority
PO Box 82776
San Diego, CA 92138-2776

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

RECEIVED
JAN 27 2017

BY:

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017011053
Project Title San Diego International Airport Development Plan
Lead Agency San Diego County Regional Airport Authority

Type NOP Notice of Preparation
Description Note: Review Per Lead

ADP is the next master planning phase for SDIA. The ADP provides a development framework to identify improvements that will enable the airport to meet demand through 2035. The improvements constitute the proposed project to be evaluated at a project-level of analysis within the EIR. The ADP consists of major improvements involving replacement of terminal 1, extension of terminal 2 west, and improvements of airport support facilities including roadway modifications and new parking facilities.

Lead Agency Contact

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

Project Location

County San Diego
City San Diego
Region
Cross Streets San Diego intl airport - North Harbor Dr
Lat / Long 32° 43' 50" N / 117° 11' 55" W
Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways I-5
Airports San Diego Intl airport
Railways
Waterways San Diego Bay
Schools Various
Land Use San Diego International Airport

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Other Issues; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9

Date Received 01/23/2017 **Start of Review** 01/23/2017 **End of Review** 03/01/2017

2017011053

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: San Diego International Airport Development Plan

Lead Agency: San Diego County Regional Airport Authority

Contact Person: Ted Anasis, AICP

Mailing Address: P.O. Box 82776

Phone: (619) 400-2478

City: San Diego, CA

Zip: 92138-2776

County: San Diego County

Project Location: County: San Diego County City/Nearest Community: City of San Diego

Cross Streets: San Diego International Airport - North Harbor Drive Zip Code: 92101

Longitude/Latitude (degrees, minutes and seconds): 32 ° 43 ' 50 " N / 117 ° 11 ' 55 " W Total Acres: 661

Assessor's Parcel No.: Section: Twp.: Range: Base:

Within 2 Miles: State Hwy #: Interstate 5 Waterways: San Diego Bay

Airports: San Diego Int'l Airport Railways: Schools: Various

Document Type:

CEQA: ☒ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☐ Mit Neg Dec Other: IAN 23 2017 ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☒ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units _____ Acres _____ ☒ Transportation: Type San Diego International Airport
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Waste Treatment: Type _____ MGD
☐ Educational: _____ ☐ Hazardous Waste: Type _____
☐ Recreational: _____ ☐ Other: _____
☐ Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☒ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: GHG/Tribal Resrcs

Present Land Use/Zoning/General Plan Designation:

San Diego International Airport (SDIA)

Project Description: (please use a separate page if necessary)

See attached Project Description.

NOP Distribution List

County: San Diego

SCH#

2017011053

Resources Agency

☒ Resources Agency
Nadell Gayou

☐ Dept. of Boating & Waterways
Denise Peterson

☒ California Coastal Commission
Elizabeth A. Fuchs

☐ Colorado River Board
Lisa Johansen

☐ Dept. of Conservation
Crina Chan

☐ California Energy Commission
Eric Knight

☐ Cal Fire
Dan Foster

☐ Central Valley Flood Protection Board
James Herota

☐ Office of Historic Preservation
Ron Parsons

☒ Dept of Parks & Recreation
Environmental Stewardship Section

☐ California Department of Resources, Recycling & Recovery
Sue O'Leary

☐ S.F. Bay Conservation & Dev't. Comm.
Steve Goldbeck

☒ Dept. of Water Resources
Nadell Gayou

Fish and Game

☐ Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division

☐ Fish & Wildlife Region 1
Curt Babcock

☐ Fish & Wildlife Region 1E
Laurie Hamsberger

☐ Fish & Wildlife Region 2
Jeff Drongesen

☐ Fish & Wildlife Region 3
Craig Weightman

☐ Fish & Wildlife Region 4
Julie Vance

☒ Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

☐ Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

☐ Fish & Wildlife Region 6 I/M
Heidi Calvert
Invo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Wildlife M
William Paznokas
Marine Region

Other Departments

☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

☐ Dept. of General Services
Cathy Buck
Environmental Services Section

☐ Delta Stewardship Council
Kevan Samsam

☐ Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent

Commissions/Boards

☐ Delta Protection Commission
Erik Vink

☐ OES (Office of Emergency Services)
Monique Wilber

☒ Native American Heritage Comm.
Debbie Treadway

☐ Public Utilities Commission
Supervisor

☐ Santa Monica Bay Restoration
Guangyu Wang

☐ State Lands Commission
Jennifer Deleong

☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

☒ Caltrans - Division of Aeronautics
Philip Crimmins

☐ Caltrans - Planning
HQ LD-IGR
Christian Bushong

☒ California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

☐ Caltrans, District 1
Rex Jackman

☐ Caltrans, District 2
Marcelino Gonzalez

☐ Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North

☐ Caltrans, District 4
Patricia Maurice

☐ Caltrans, District 5
Larry Newland

☐ Caltrans, District 6
Michael Navarro

☐ Caltrans, District 7
Dianna Watson

☐ Caltrans, District 8
Mark Roberts

☐ Caltrans, District 9
Gayle Rosander

☐ Caltrans, District 10
Tom Dumas

☒ Caltrans, District 11
Jacob Armstrong

☐ Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

☒ Airport & Freight
Cathi Slaminski

☐ Transportation Projects
Nesamani Kalandiyur

☐ Industrial/Energy Projects
Mike Tollstrup

☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

☐ State Water Resources Control Board
Cindy Forbes - Asst Deputy
Division of Drinking Water

☐ State Water Resources Control Board
Div. Drinking Water # _____

☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

☐ State Water Resources Control Board
Phil Crader
Division of Water Rights

☐ Dept. of Toxic Substances Control
CEQA Tracking Center

☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)

☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

☐ RWQCB 3
Central Coast Region (3)

☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

☐ RWQCB 5S
Central Valley Region (5)

☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office

☐ RWQCB 6
Lahontan Region (6)

☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

☐ RWQCB 7
Colorado River Basin Region (7)

☐ RWQCB 8
Santa Ana Region (8)

☒ RWQCB 9
San Diego Region (9)

☐ Other _____

☐ Conservancy

Last Updated 1/17/17

NATIVE AMERICAN HERITAGE COMMISSION

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Twitter: @CA_NAHC



January 26, 2016

RECEIVED
JAN 30 2017

BY:

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

RE: SCH# 2017011053; San Diego International Airport Development Plan Project, Notice of Preparation for Draft Environmental Impact Report, San Diego County, California

Dear Mr. Anasis:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).

- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)). *This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason,

we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

February 14, 2017

RECEIVED
FEB 21 2017

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

BY:

NOTICE OF PREPARATION (NOP) FOR AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN PROJECT (SCH# 2017011053)

Dear Mr. Anasis:

The Department of Toxic Substances Control (DTSC) has reviewed the subject NOP. The following project description is stated in the NOP: "The San Diego County Regional Airport Authority (SDCRAA or Authority) is proposing the next master planning phase for the San Diego International Airport (SDIA or Airport), in accordance with a new Airport Development Plan (ADP). The ADP provides a development framework to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport's single runway. Phase 1 of the ADP delineates specific improvements proposed to be completed by 2027."

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

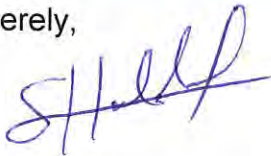
1. The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. A Phase I Environmental Site Assessment may be appropriate to identify any recognized environmental conditions.
2. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.
3. If the proposed project involves the demolition of existing structures, lead-based paints or products, mercury, and asbestos containing materials (ACMs) should

be addressed in accordance with all applicable and relevant laws and regulations if buildings are modified/demolished.

4. If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).
5. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

If you have any questions regarding this letter, please contact me at (714) 484-5476 or email at Johnson.Abraham@dtsc.ca.gov.

Sincerely,



Johnson P. Abraham
Project Manager
Brownfields Restoration and School Evaluation Branch
Brownfields and Environmental Restoration Program - Cypress

kl/sh/ja

cc: See next page.

Mr. Ted Anasis
February 14, 2017
Page 3

cc: Governor's Office of Planning and Research (via e-mail)
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P.O. Box 3044
Sacramento, California 95812-3044
State.clearinghouse@opr.ca.gov

Mr. Guenther W. Moskat, Chief (via e-mail)
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CEQA Tracking Center
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Mr. Dave Kereazis (via e-mail)
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CEQA# 2017011053

CALIFORNIA COASTAL COMMISSION

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RECEIVED
MAR 06 2017



March 1, 2017

BY:

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

Subject: Comments on the Notice of Preparation of the Draft Environmental Impact Report for the San Diego International Airport Development Plan

Dear Mr. Anasis:

Thank you for the opportunity to review and provide comment on the above-referenced project and notice of preparation, which was received on January 25, 2017. The Airport Development Plan is the next master-planning phase for San Diego International Airport, located at 1360 North Harbor Drive, and includes demolition of the existing Terminal 1 and replacement with an expanded facility, expansion of Terminal 2 West, and improvements to airport and airline support facilities including roadway modifications and new parking facilities.

Of primary concern to Coastal staff is the proposal to add a new parking structure without implementing any improvements to non-automobile transportation infrastructure. As you are aware, airport users are expected to increase a third by 2030. As such, continuing to improve existing alternative transportation, as well as providing new alternative transportation options to the airport, is imperative to reduce coastal resource impacts associated with the redevelopment and expansion of the airport, including those to public access and recreation, traffic, and air quality associated with increased vehicle trips to the airport.

As such, please include analysis of implementation of alternative transit measures, specifically, the recommendations identified in the San Diego International Airport Transit Plan (2016) and San Diego Airport Multimodal Accessibility Plan (2012), and development of direct connections to the airport for pedestrians and bicyclists. In addition, mitigation for traffic impacts should include an analysis of possible funding opportunities to increase alternative transportation to the airport. Funding mechanisms that should be considered include Federal Aviation Administration (FAA) and non-FAA sources, including collaborative funding. Although the airport has previously indicated that the use of airport revenue must be limited to on-airport projects, it is our understanding that the FAA is willing to consider the use of airport revenue for certain off-airport transportation mitigation measures that provide direct access to the airport. Thus, the implementation of alternative transit measures to the airport, including an airport shuttle from the Old Town Transit Center, should be prioritized, analyzed, and implemented as part of the subject project.

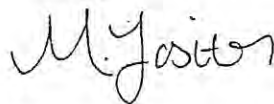
The subject project will require a coastal development permit from the Coastal Commission and will be reviewed for its consistency with the Chapter 3 policies of the

Coastal Act. Specifically, Section 30252 of the Coastal Act provides that the location and amount of new development should maintain and enhance public access to the coast by: facilitating the provision or extension of transit service, providing nonautomobile circulation, providing adequate parking facilities or providing substitute means of serving the development with public transportation, and assuring the potential for public transit for high intensity uses. Section 30253 of the Coastal Act provides that new development shall be consistent with requirements imposed by an air pollution control district or the State Air Resources Board, and shall minimize energy consumption and vehicle miles traveled.

Finally, we would like to remind you that Special Condition No. 4 of the coastal development permit issued for the Terminal 2 parking structure (CDP No. 6-14-1886) requires that future coastal development permit applications for any additional parking at the airport include an up to date traffic analysis, a comprehensive parking management plan, and a detailed parking demand analysis reflecting current conditions. In order to consider the effects of existing and potential future transit opportunities on airport parking demand, Special Condition No. 4 also requires a listing of the efforts made by the airport in collaborating with transit agencies in the planning and construction of a planned Intermodal Transit Center, analysis detailing the effects of public transit on parking demand, and an evaluation of parking demand and traffic impacts with and without a proposed Intermodal Transit Center in order to determine its impact on airport traffic and parking.

Thank you again for the opportunity to review and comment on the proposed Airport Development Plan. We look forward to continuing to work with the San Diego Regional Airport Authority on expanding alternative transit opportunities in collaboration with SANDAG, MTS, City of San Diego, and Caltrans. If you have any questions or require further clarification, please do not hesitate to contact me at the above office.

Sincerely,



Melody Lasiter
Coastal Program Analyst

Cc (copies sent via e-mail):

Karl Schwing (CCC)
Deborah Lee (CCC)
Kanani Brown (CCC)
Chris Schmidt (Caltrans)
Keri Robinson (Caltrans)
Dara Wheeler (Caltrans)
Jacob Armstrong (Caltrans)
Tait Galloway (City of San Diego)

Vickie White (City of San Diego)
Samir Hajjiri (City of San Diego)
Mark Thomsen (MTS)
Gary Gallegos (SANDAG)
Miriam Kirshner (SANDAG)
Colleen Clementson (SANDAG)
Katie Hentrich (SANDAG)



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EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



March 1, 2017

RECEIVED
MAR 06 2017

BY:

Ted Anasis, AICP
Airport Manager—Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138
planning@san.org

**Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report
for the San Diego International Airport—Airport Development Plan
SCH# 2017011053**

Dear Mr. Anasis:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the San Diego International Airport—Airport Development Plan (Proposed Project) Draft Environmental Impact Report (DEIR). The Department has also previously commented on the current Airport Development Plan during the NOP for the San Diego International Master Plan on June 22, 2010.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Proposed Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Proposed Project that the Department, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

Department Role

The Department is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act [CEQA] Guidelines § 15386, subd. (a).) The Department, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly for purposes of CEQA, the Department is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

The Department is also a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) The Department may need to exercise regulatory authority as provided by the Fish and Game Code.

Project Location

The San Diego International Airport (SDIA) is in the northwest portion of the downtown area within the City of San Diego, and is generally bounded by North Harbor Drive and San Diego

Bay to the south, the Navy water channel and Liberty Station to the west, the Marine Corps Recruit Depot to the north, and Pacific Highway and Interstate 5 to the east. SDIA is located within a dense urban area developed with a range of uses, including residential, commercial, industrial, and open space. The Proposed Project is located within the boundaries of the SDIA, primarily located within the southern portion of the airport (south of the runway) and in the northern portion, north of the runway and west of the rental car center.

Project Description/Objective

The objective of the Proposed Project is to provide for the next planning phase of the SDIA in accordance with the updated Airport Development Plan (ADP). Primary project activities include updating the ADP to identify development through 2035 to meet projected airport demands. The San Diego County Regional Airport Authority (Lead Agency) intends for the NOP to include project-level analysis for the development of Phase 1 projects. The remaining future improvements associated with buildout of the ADP, beyond Phase 1, will be analyzed at a program level subject to additional environmental review. The NOP identifies the following projects to be analyzed in the DEIR:

Terminal 1: The Proposed Project would entail the demolition and replacement of the existing Terminal 1 in two sub-phases (Phases 1a and 1b). Development of the new Terminal 1 would consist of approximately 1,500,000 square feet of building area, including approximately 150,000 square feet of administrative offices and approximately 1,350,000 square feet of terminal space, with approximately 30 aircraft gates. The height of the new Terminal 1 could extend up to 150 feet above ground.

It is currently anticipated that the new Terminal 1 building would consist of three to five levels and would include landside components and airside components such as aircraft gates and associated passenger boarding bridges. A new elevated roadway would provide vehicle access for departing passengers to the departures curb and the check-in hall beyond. Direct passenger access would also be provided from a new parking structure located to the south.

Upon completion of Phase 1a, it is proposed that the majority of operations within the existing Terminal 1 would be moved to the new Terminal 1 facilities and the remaining operations would be consolidated within Terminal 2. It is anticipated that Phase 1a of the Terminal 1 improvements would be completed by the end of 2022.

In Phase 1b of the Terminal 1 improvements, the existing Terminal 1 would be demolished and the building constructed in Phase 1a would be extended west, providing an additional 12 gates for a total of 30 gates in Terminal 1. It is anticipated that Phase 1b of the Terminal 1 improvements would be completed by the end of 2027.

Commercial Development Opportunity Areas: The Proposed Project includes a potential commercial development area as a component of the Terminal 1 improvements described above. This opportunity for commercial development could provide amenities that serve travelers including a hotel, conference facilities, expanded restaurant or other visitor-serving concessions designed specifically to serve airport passengers.

Terminal 2 West Extension: In conjunction with the Terminal 1 improvements described above, the Terminal 2 West concourse would be extended westward and northward to add up to eight

new gates at Terminal 2. Construction of the Terminal 2 West Extension would occur either as part of Phase 1a of the Terminal 1 improvements or as part of Phase 1b.

Remain Overnight Parking: In conjunction with Phase 1a of the Terminal 1 improvements, new remain overnight (RON) aircraft parking positions would be provided to the east of the new Terminal. The new RON parking area would not extend into or near areas where California least tern (*Sterna antillarum browni*) are known to occur.

Ground Transportation: Under the Proposed Project, the on-airport roadway would be reconfigured to provide access to the new Terminal 1. The roadway configuration would generally follow a circulation approach similar to that of the existing configuration whereby Terminals 1 and 2 would be served by independent loop roadways, with parking facilities located within each loop.

Central Utility Plant: A new central utility plant, to provide heated and chilled water for building heating and cooling, is proposed to be constructed in the new Terminal 1 area, as shown in Figure 2. The proposed central utility plant would either supplement or replace the existing plant, which would be addressed in the DEIR.

Comments and Recommendations

The Department offers the following comments and recommendations to assist the San Diego County Regional Airport Authority in adequately identifying, avoiding, minimizing, and/or mitigating the Proposed Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

1. The Proposed Project, including any project pursuant to the ADP (e.g., Phase 1 or Phase 2) should thoroughly analyze and avoid any potential impacts to California least tern. The California least tern is a Fully Protected Species pursuant to Fish and Game Code section 3511(b)(6) which prohibits take (Fish and Game Code § 86) or possession of the species at any time (i.e., no take may be authorized by the Department). Airport buildings, infrastructure, and operations have the potential to directly and/or indirectly adversely impact California least tern if not appropriately avoided. The California Least Tern Breeding Survey—2015 Season —Lindbergh Field reported an "...82 percent reduction in nest numbers from 2014 to 2015 thought to be influenced by disturbance from construction activity, predators, and nest predation during the early formative period of colony establishment, as well as by possibly limited prey fish availability..." (CDFW, 2015) For these reasons, every precaution should be implemented to avoid take of California least tern from the Proposed Project or other subsequently approved projects. Given that the Proposed Project would result in an increase in airport traffic (e.g., automobile traffic, public transit, construction activity, and number of flights) the DEIR should provide specific, quantifiable, and enforceable mitigation measures to ensure that California least tern sites are not subject to increased noise, lighting, or vehicular traffic. These mitigation measures should be in addition to current management activities and commensurate with the increased airport use.

2. In addition to construction activities and airport operations, California Least Tern Breeding Survey—2015 Season indicates that ravens, gulls, various raptor species, and ants have all depredated California least terns at SDIA (CDFW, 2016). Anthropogenic activities introduce artificial perches (tall buildings, lamps, and signage), and food sources for predators (e.g., food and water made available to predators through trash and various water uses). Accordingly, the DEIR should include additional management actions coupled with an increase in frequency of current management practices to dissuade opportunistic predation. Passive management actions should decrease predator subsidies through site planning and project design, while active management actions should be increased commensurate with increases in activities associated with the Proposed Project. Among other considerations, the DEIR should: a) increase active management via habitat management efforts (e.g., invasive weed control, and tern fence maintenance); b) decrease predator access to subsidies (e.g., food and water subsidies); c) retrofit existing raptor perches and design new buildings and infrastructure (e.g., Terminal 1, Terminal 2, commercial areas, and associated infrastructure) to preclude raptor perching opportunities; and d) increase the maintenance of California least tern fencing.
3. Our records indicate that a population of Nuttall's acmispon (*Acmispon prostratus*), a California Native Plant list 1B.1 species, may be present within some of the runway ovals that also support California least tern. The DEIR should evaluate the current status of Nuttall's acmispon, and include avoidance and management measures to avoid adverse impacts to the population.

General Comments

4. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR.
 - a) The document should contain a complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
 - b) A range of feasible alternatives should be included to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, particularly Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

5. The document should provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. This should include a complete floral and faunal species compendium of the entire project site, undertaken at the appropriate time of year. The DEIR should include the following information.
 - a) CEQA Guidelines, section 15125(c), specifies that knowledge on the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

- b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <http://www.dfg.ca.gov/habcon/plant/>). The Department recommends that floristic, alliance-based and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008¹). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
- c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
- d) An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

- 6. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.
 - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

¹ Sawyer, J. O., T. Keeler-Wolf and J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society Press, Sacramento.

- b) Discussions regarding indirect project impacts on biological resources Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
- c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
- d) A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

- 7. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
- 8. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
- 9. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
- 10. The Department recommends that measures be taken to avoid project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations. Sections 3503.5 and 3513 of the California Fish and Game Code prohibit take of all raptors and other migratory nongame birds and section 3503 prohibits take of the nests and eggs of all birds. Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1-September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors

working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

11. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
12. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

CONCLUSION

We appreciate the opportunity to comment on the NOP to assist the San Diego County Regional Airport Authority in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to CDFW staff Eric Weiss, Senior Environmental Scientist at (858) 467-4289 or eric.weiss@wildlife.ca.gov.

Sincerely,



Gail K. Sevens
Environmental Program Manager
South Coast Region

ec: State Clearinghouse, Sacramento
David Zoutendyk, U.S. Fish and Wildlife Service, Carlsbad

REFERENCES

California Department of Fish and Wildlife, 2015. California Least Tern Breeding Survey—2014 Season. Nancy Frost, September 11, 2015.

California Department of Fish and Wildlife, 2016. California Least Tern Breeding Survey—2015 Season. Nancy Frost, March 30, 2016.

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

PLANNING DIVISION

4050 TAYLOR STREET, M.S. 240

SAN DIEGO, CA 92110

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San Diego International Airport Development Plan
NOP / SCH#2017011053

Mr. Ted Anasis
San Diego County Regional Airport Authority
PO Box 82776
San Diego, CA 92138

Dear Mr. Anasis:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans would like to submit the following comments for the Notice of Preparation (NOP) for the San Diego International Airport Development Plan (ADP) draft Environmental Impact Report (EIR) located near Interstate 5 (I-5):

Traffic Impact Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures.

- The geographic area examined in the TIS should include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- In order to address potential impacts, this analysis should include the proposed Intermodal Transit Center (ITC) and I-5 direct connector ramps, which are both revenue constrained projects addressed in SANDAG's *San Diego Forward* (2015) for the year 2035. A Project Study Report-Project Development Support (PSR-PDS) for the I-5 direct connector ramps, developed by SANDAG and Caltrans as a result of recent joint planning efforts from previously identified airport ground access needs, is anticipated to be available in late March 2017 and should be used for reference.

- The TIS could also consider analysis of the multimodal travel demand expected from the proposed project.
- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.
- The TIS should include a parking demand analysis that incorporates current conditions and future projects that may impact parking. In addition, an updated parking management plan is necessary to determine site circulation within the proposed project and any associated impacts to State facilities.
- Caltrans recommends coordinating early with relevant agencies, including SANDAG, MTS, NCTD, City of San Diego, and the California Coastal Commission, to determine modeling assumptions used within the TIS.

Multimodal Efforts

Caltrans Deputy Directive 64-Revision 2 (DD-64-R2): Complete Streets – Integrating the Transportation System directs Caltrans to encourage integrated transportation systems that benefit all travelers. Caltrans seeks to also reduce vehicle trips and new vehicle miles traveled associated with development and recommends appropriate measures to avoid, minimize, or mitigate transportation impacts through smart mobility community design and innovative multimodal demand reduction strategies. Therefore, Caltrans recommends implementing the four recommendations identified in San Diego County Regional Airport Authority's (SDCRAA) *San Diego International Airport Transit Plan* (June 2016), since this plan was a collaborative effort between SANDAG, MTS, City of San Diego, California Coastal Commission, and Caltrans. These recommendations include enhancing marketing for existing transit service, marketing the new connection between San Diego International Airport's Rental Car Center and Middletown Trolley Station, coordinating with MTS in expanding and improving transit service to the airport including the creation of a MTS 992 Rapid route, and evaluating the feasibility in adding an airport shuttle from the Old Town Trolley Station. In addition to these transit improvements, Caltrans recommends the following projects be addressed in the EIR.

- Intermodal Transit Center – As described above, the Intermodal Transit Center should be included in the TIS. In addition, any phasing in the ADP should indicate how future airport development will be built around the ITC.
- Bus Service – In addition to the proposed Old Town Trolley Station shuttle and MTS 992 Rapid route, the EIR can include the feasibility of the Airport Express transit service as identified in the *San Diego Airport Multimodal Accessibility Plan* (2012).
- Bicycle Connections – Planned bicycle improvements on Pacific Highway and nearby arterials, identified in the City of San Diego Bicycle Master Plan, should be addressed in the EIR.
- Pedestrian Connections – Direct pedestrian connections between Terminals 1 and 2 and the Harbor Drive path, along with pedestrian connections between the Palm Street Rental Car Center shuttle stop and Middletown Trolley Station, should be addressed in the EIR.

Transportation Demand Management

Recognizing that some of the above projects are long-range improvements, Caltrans can coordinate with SDCRAA in providing additional wayfinding signage between Caltrans Right of Way (R/W) and the airport. In addition, Caltrans supports Transportation Demand Management (TDM) strategies identified in the *San Diego International Airport Transit Plan*.

Goods Movement

Please identify where existing freight cargo facilities will be located in the EIR. If freight operations will change at SDIA, please identify where these operations will move or address how this change will be mitigated.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

- Mitigation measures to State facilities should be included in TIS. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any “fair share” monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.
- It is understood the SDCRAA operates under the funding provisions required by certain Federal Aviation Administration (FAA) grant assurances regarding the use of airport funds outside of the airport boundaries. The FAA has previously indicated that they are willing to consider the use of airport revenue for certain off-airport transportation mitigation measures that provide direct access to the airport. It is imperative that the appropriate mitigation proposals be identified in order to facilitate future discussions with the FAA. In addition, the SDCRAA should identify funding received from non-FAA sources that may be eligible for off-airport mitigation. Mineta Transportation Institute’s “Collaborative Funding to Facilitate Airport Ground Access” (June 2012) may be used as a framework for securing funding, since the paper analyzes seven case studies, including San Francisco International Airport BART extension and Oakland International Airport BART Connector, where collaborative funding was necessary to develop intermodal connections to airports. In addition, the white paper provides recommendations on how to develop regional consensus, facilitate planning, and identify funding strategies for proposed intermodal projects, which may be useful for future collaboration efforts between SDCRAA, SANDAG, Caltrans, City of San Diego, MTS, NCTD, and California Coastal Commission.

Mr. Ted Anasis
February 28, 2017
Page 4

Caltrans recommends coordinating early with relevant agencies, including SANDAG, City of San Diego, MTS, NCTD, and California Coastal Commission, when developing the EIR. We appreciate continued involvement in the ADP process and look forward to continuing cooperation with the SDCRAA in coordinating land use and transportation issues associated with the ADP. If you have any questions, please contact Keri Robinson of the Caltrans Development Review Branch at (619) 688-3193 or by e-mail at keri.robinson@dot.ca.gov.

Sincerely,



DARA WHEELER
Interim Deputy District Director of Planning

c: Katie Hentrich, SANDAG
Miriam Kirshner, SANDAG
Mark Thompson, San Diego Metropolitan Transit Service
Tait Galloway, City of San Diego, Planning Department
Kanani Brown, California Coastal Commission

From: Lesley Nishihira <lnishihi@portofsandiego.org>
Sent: Wednesday, March 01, 2017 12:53 PM
To: Airport Planning
Cc: Jason Giffen; Randa Coniglio
Subject: Port of San Diego's comment letter for the ADP EIR NOP
Attachments: SDRAA ADP EIR NOP Comment Letter_030117.pdf

Attached is a comment letter from the Port of San Diego regarding the Notice of Preparation for a Draft Environmental Impact Report issued by the San Diego Regional Airport Authority for the Airport Development Plan at the San Diego International Airport.

Please let me know if you have any questions.

Thank you,



Lesley M. Nishihira | Principal, Planning & Green Port

PORT OF SAN DIEGO

3165 Pacific Highway • San Diego, CA 92101

O: 619.686.6469 C: 619.961.6322

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San Diego County Regional Airport Authority
Attention: Ted Anasis
San Diego International Airport
3225 North Harbor Drive, 3rd Floor
San Diego, CA 92101

RECEIVED
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BY:

Subject: San Diego Regional Airport Authority's Notice of Preparation for a Draft Environmental Impact Report for the Airport Development Plan proposed for the San Diego International Airport

Dear Mr. Anasis,

Thank you for the opportunity to provide comment and input on the San Diego Regional Airport Authority's (SDRAA) Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the Airport Development Plan (ADP) proposed for San Diego International Airport.

The mission of the San Diego Unified Port District (District) is to protect the Tidelands Trust resources by providing economic vitality and community benefit through a balanced approach to maritime industry, tourism, water and land recreation, environmental stewardship and public safety. The District was created with the San Diego Unified Port District Act (hereafter "Port Act") adopted by the California State Legislature in 1962 and as amended. The Port Act recognizes the Public Trust Doctrine, and states that tidelands and submerged lands are only to be used for statewide purposes. To this end, the District is charged with management of tidelands and diverse waterfront uses along San Diego Bay that promotes commerce, navigation, fisheries, recreation and environmental stewardship on granted lands.

District staff have reviewed the subject NOP and are providing the following comments on the ADP and associated EIR:

1. Transportation System Investments for Airport Employees and Travelers

Traffic congestion has increased substantially for air travelers and employees to and from Lindbergh Field. The congestion reduces the level of service on arterial roads connecting the freeway to the airport and District tidelands. The transportation impact analyses in the EIR should consider potential impacts and identify appropriate mitigation measures, if necessary, to local and regional arterials and roads from implementation of expected passenger growth at the airport.

2. Shared Infrastructure Improvements

The District and the airport share an extensive multi-modal transportation system that accommodates passenger vehicles and trucks, pedestrian and cyclist movements, as well as a public transit system in place. Future improvements to transit service in this corridor, and potentially shuttle services from transit stations to the airport, could help reduce the reliance on passenger cars for workers and relieve parking pressure. The EIR should consider the impact of shared infrastructure improvements that enhance the connection to airport property and optimize existing and future infrastructure connections.

SANDAG's adopted Regional Plan states: "The high-speed trains will arrive at the future Intermodal Transportation Center (ITC) to be located adjacent to the San Diego International Airport." The District supports and encourages the accelerated evaluation of an ITC adjacent to the airport serving air travelers, employees, and visitors to the airport and District tidelands. As part of the cumulative impacts analyses for the EIR, the District encourages the SDRAA to consider the impacts and benefits of the proposed ITC on reducing vehicle miles traveled, level of service, and greenhouse gas emissions.

The EIR should consider evaluating alternative solutions that utilize shared parking sites to accommodate the parking needs of the airport, the District, and the City of San Diego. The EIR should also consider review of parking management strategies as a mechanism to encourage and sustain activity and growth while optimizing airport land uses.

3. Consideration of District Planning Efforts

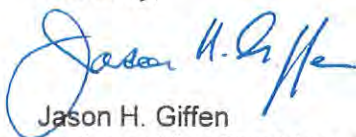
The District is currently involved in a multi-year "Integrated Planning" process leading to an update of its Port Master Plan with its own corresponding environmental compliance document. This process includes updates to land and water use designations and new Baywide and Planning District goals and policies for land and water use, mobility, natural resources, resiliency and safety, coastal access, and economic development. Additionally, the District continues to process additional development plans on tidelands. The EIR will need to consider the cumulative impacts of the District's varied planning efforts.

Through coordination and collaboration, our agencies can ensure our respective baseline and cumulative impact analyses are utilizing the most accurate and up-to-date project information and planned infrastructure improvements on or adjacent to District tidelands. District staff urges SDRAA staff to work closely with the District to gather necessary information for the preparation of the EIR.

SDRAA staff and District staff have a long-standing relationship working together. The District appreciates the opportunity to work cooperatively with the San Diego Regional Airport Authority during this process and looks forward to continued collaboration.

If you have any questions regarding these comments, please contact me at (619) 686-6473 or via email at jgiffen@portofsandiego.org, or Lesley Nishihira at (619) 686-6469 or via email at lnishihira@portofsandiego.org.

Sincerely,



Jason H. Giffen
Assistant Vice President, Planning and Green Port

cc: Randa Coniglio, President/CEO
Lesley Nishihira, Principal, Planning and Green Port

From: Hentrich, Katie <Katie.Hentrich@sandag.org>
Sent: Wednesday, March 01, 2017 3:08 PM
To: Airport Planning
Cc: Clementson, Coleen
Subject: San Diego International Airport Development Plan NOP - SANDAG Comments
Attachments: San Diego International Airport Development Plan NOP - SANDAG Comments.pdf

Dear Mr. Anasis,

Thank you for the opportunity to comment on the San Diego County Regional Airport Authority's San Diego International Airport Development Plan NOP. Please see the attached comment letter from SANDAG. If you have any questions or concerns, please contact myself or Coleen Clementson (coleen.clementson@sandag.org).

Thank you,

Katie Hentrich
Regional Energy/Climate Planner

SANDAG
(619) 595-5609
401 B Street, Suite 800, San Diego, CA 92101



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sandag.org

March 1, 2017

BY:

File Number 3300300

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

Dear Mr. Anasis:

SUBJECT: San Diego International Airport Development Plan Notice of Preparation

Thank you for the opportunity to comment on the San Diego County Regional Airport Authority's (SDCRAA) San Diego International Airport Development Plan Notice of Preparation (NOP). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Plan (Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. The San Diego International Airport plays an important role in our region and SANDAG is committed to working collaboratively to better coordinate future land use and transportation plans for the Airport.

Intermodal Transit Center

Please acknowledge SDCRAA's proposed implementation of the Airport Express transit services as identified in the San Diego Airport Multimodal Accessibility Plan when considering terminal access and circulation. Please also describe planned access to and from the 'Intermodal Transit Center' (rather than 'Intermodal Transportation Center'), the Remote Passenger Processing center, and the terminals.

SANDAG appreciates SDCRAA's acknowledgement of the Intermodal Transit Center within the project's NOP and recognizes that the Intermodal Transit Center is a long-term investment. The effectiveness of the Intermodal Transit Center is dependent on future plans at the San Diego International Airport, and the Environmental Impact Report (EIR) for the Project should include an analysis featuring the Intermodal Transit Center in order to best understand the potential impacts.

SANDAG requests that the following language on page six be edited to read as follows:

"As shown in Figure 2, an area in the north portion is being reserved for a potential future regional intermodal ~~transportation-transit~~ center (ITC) ~~contemplated-planned~~ by the San Diego Association of Governments (SANDAG) for the area directly to the north (between Pacific Highway and Interstate 5)..."

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Transportation and Traffic Analysis

As part of the transportation and traffic analysis in the EIR, please include a discussion on impacts and mitigation measures associated with traffic congestion on nearby and surrounding streets to the Project. Impacts could include:

- Congestion on nearby and surrounding streets, including, but not limited to: Interstate 5 (I-5) connections, Pacific Highway, Hawthorne Street, Grape Street, and Harbor Drive.
- Truck traffic entering and exiting the airport facilities, including local roadways connecting to I-5 for baseline and future-year scenarios.
- Truck traffic to the I-5 freeway facility for baseline and future-year scenarios.

The EIR should identify mitigation measures that the Airport Authority could undertake, including participating in funding for improvements to impacted facilities.

Goods Movement

It is unclear whether a transition for the existing freight forwarding cargo facilities (70,000 square feet) will be relocated within the Project's Development concept. Please provide further clarification.

Transportation Demand Management

When preparing the EIR for the Project, please consider the integration of transportation demand management (TDM) strategies to help reduce vehicle trips and parking demand. SANDAG recognizes SDCRAA's award-winning participation in our iCommute program and appreciates the existing TDM programs and strategies in place at the Airport. Incorporating additional TDM measures can continue to encourage the use of alternative travel modes and assist with mitigating traffic impacts associated with being the busiest single-runway commercial airport in the nation. TDM considerations would expand upon transportation investments identified in the 2016 Airport Transit Plan and include:

- Provision and promotion of shared mobility services (e.g., carshare, on-demand rideshare, and shuttle services) to reduce trips made by private automobiles and improve circulation within and around the airport.
- Where feasible, provision of adequate curb space to facilitate transit and shared mobility services such as rideshare and shuttle. This could include improving and expanding the designated rideshare pick-up areas to reduce congestion and improve safety.
- Provision of safe pedestrian and bicycle facilities with enhanced wayfinding signage that connects to public transit and other transportation services. Pedestrian and bicycle facilities should provide connections to the potential passenger processing facility, SANDAG's future intermodal transit center, and potential commercial development areas.
- Provision of secure and convenient bike parking and amenities such as showers, lockers, and bicycle repair stands for airport employees.
- Promotion of transit pass sales on-site to expand transit ridership and other connecting services within the airport and potential commercial development areas.

- Provision of interactive transportation kiosks that display real-time information about regional transit services, bikeshare, carshare, rideshare, and other transportation options.
- Eliminate subsidized parking for employees and offer an equivalent subsidy to employees that use commute alternatives to driving alone (transit, vanpool, carpool, rideshare, bike, and walk).
- Encourage airport employees to use transportation alternatives to driving alone. Continue partnering with the SANDAG TDM program, iCommute, to promote regional TDM programs and services to airport employees. This includes the SANDAG Vanpool Program, online ridematching services, multimodal trip planning, the Guaranteed Ride Home service, and bike encouragement programs.

More information on TDM and the programs offered can be accessed through www.iCommuteSD.com.

Other Considerations

SANDAG has a number of additional resources that can be used for additional information or clarification on topics discussed in this letter. These can be found on our website at sandag.org/igr:

1. Project Study Report, I-5 Ramps (expected to be available late March).
2. SANDAG Regional Parking Management Toolbox.
3. Riding to 2050, the San Diego Regional Bike Plan.
4. Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports.
5. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region.
6. Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities.

SANDAG encourages SDCRAA to coordinate with the City of San Diego on access to transit within the adjacent community planning area, to coordinate with Caltrans in order to address potential impacts to I-5, and to coordinate with the San Diego Metropolitan Transit System (MTS) on impacts and access to transit. SANDAG staff are also available to meet with SDCRAA, the City of San Diego, Caltrans, and MTS to discuss any comments in this letter in further detail.

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review
c/o SANDAG
401 B Street, Suite 800
San Diego, CA 92101

We appreciate the opportunity to comment on SDCRAA's San Diego International Airport Development Plan NOP. If you have any questions, please contact me at (619) 595-5609 or via email at katie.hentrich@sandag.org.

Sincerely,

A handwritten signature in black ink that reads "Katie Hentrich". The signature is written in a cursive, flowing style.

KATIE HENTRICH
Regional Planner

KHE/asa

cc: Keri Robinson, Chris Schmidt – Caltrans
Mark Thomsen – MTS
Vickie White – City of San Diego
Kanani Brown – California Coastal Commission

RECEIVED
MAR 06 2017

March 1, 2017

BY:

San Diego County Regional Airport Authority
Mr. Ted Anasis
3225 N. Harbor Drive
San Diego, CA 92101

Reference/Subject: **CITY OF SAN DIEGO COMMENTS ON SAN DIEGO INTERNATIONAL AIRPORT-
AIRPORT DEVELOPMENT PLAN Notice of Preparation**

Dear Mr. Anasis:

The City of San Diego (City) appreciates the opportunity to review the Notice of Preparation (NOP) for the San Diego County Regional Airport Authority (SDCRAA) San Diego International Airport Development Plan. The City's Development Services Department, Transportation and Storm Water Department, and Planning Department have provided comments to SDCRAA on the NOP for this project, as further detailed below.

• • •

Planning Department – Vickie White, Senior Planner – VWhite@sandiego.gov, 619- 533-3945

It is understood the SDCRAA operates under the funding provisions required by certain Federal Aviation Administration (FAA) grant assurances regarding the use of airport funds outside of the airport boundaries. The FAA has previously indicated that they are willing to consider the use of airport revenue for certain off-airport transportation mitigation measures that provide direct access to the airport. Mineta Transportation Institute's "Collaborative Funding to Facilitate Airport Ground Access" (June 2012) may be used as a framework for securing funding, since the paper analyzes seven case studies, including San Francisco International Airport BART extension and Oakland International Airport BART Connector, where collaborative funding was necessary to develop intermodal connections to airports. Identifying appropriate offsite mitigation proposals will help to facilitate future discussions with the FAA.

1. The DEIR should include alternatives that provide direct vehicular access connection(s) from the Airport to Interstate-5.
2. The DEIR should address the traffic impacts of the proposed project, including a "plan-to-ground" comparison, comparing existing conditions to projected traffic conditions in the future years 2035 and 2050 with the proposed project.
3. The DEIR should address how vehicle traffic (cars and freight trucks) associated with the proposed project would affect at grade rail crossings and all rail operations in the rail corridor from West Washington Street to Laurel Street for both existing and future 2035 and 2050 vehicle and rail traffic conditions.

4. The DEIR should address City street and roadway improvement measures to avoid, reduce, or mitigate the proposed project traffic impacts based on the future 2035 and 2050 traffic demand that are consistent with all applicable City standards and regulations.
5. The DEIR should address freeway and ramp improvement measures to avoid, reduce, or mitigate the proposed project traffic impacts on India Street, Hawthorn Street, and Grape Street based on the future 2035 and 2050 traffic demand including, but not limited to direct vehicular access connection(s) from Pacific Highway to Interstate 5.
6. The DEIR should address transit improvements to and from the airport (North Harbor Drive terminals and the proposed Intermodal Transit Center) to increase the transit ridership and to reduce the future 2035 and 2050 traffic impacts which could include a direct connection from trolley and rail services to the airport such as a people-mover or guideway system from the future Intermodal Transportation Center the airport terminals.
7. The DEIR should address the provision of bicycle and pedestrian connections from Palm Street, Pacific Highway, and North Harbor Drive, and between terminals.
8. The DEIR should address if any proposed mitigation measure would result in the need for the City to amend the Circulation Element of an affected community plan, public facilities financing plan, or impact fee study, including but not limited to the following communities: Midway - Pacific Highway, Old Town San Diego, Uptown, and Downtown.
9. The DEIR should address transportation demand management strategies, including but not limited to free or reduced cost transit passes for employees of the Airport Authority and airport tenants, to increase transit ridership and to reduce the future 2035 and 2050 traffic impacts.
10. The DEIR should address intelligent transportation system strategies both on and off airport, including but not limited to traffic signal control, traffic monitoring, parking availability, electronic messaging systems during peak airport traffic periods to reduce the future 2035 and 2050 traffic impacts.
11. A transportation impact study should compare the impacts of the Airport Development Plan (ADP) project against existing conditions and future 2035 and 2050 traffic demand in order to establish significance of impacts and identify project mitigation measures.
 - a. The transportation impact study should use the City's roadway classifications.
 - b. The transportation impact study and transportation modeling should analyze future transportation impacts with and without the planned Intermodal Transit Center.
 - c. The transportation impact study should include a parking demand analysis that incorporates current conditions and future projects that may impact parking.
 - d. The transportation impact study should provide appropriate measures to reduce vehicle trips and new vehicle miles traveled.

- e. The transportation impact study should provide appropriate measures to avoid, minimize, or mitigate ADP project impacts expected on and at intersections along Washington Street, Pacific Highway, Kettner Boulevard, Sassafras Street, Laurel Street, Grape Street, Hawthorn Street, India Street, North Harbor Drive, and other locations, which will be impacted by the reassignment of existing traffic and generation of additional traffic due to the project facilities. All intersection level of service analysis should include queuing analysis.
 - f. If any proposed transportation or transit improvements are identified at or connecting to the Old Town Transit Center, the DEIR should include a parking demand analysis for airport-related trips at the Old Town Transit Center and throughout the Old Town community, and provide appropriate measure to avoid, minimize, or mitigate parking impacts at the Old Town State Historic Park/MTS parking lot at Old Town and throughout the Old Town community.
- 12. The DEIR should provide a Transportation Improvements Phasing Plan for the required transportation mitigation measures that are consistent with all applicable City standards and regulations.
 - 13. The DEIR should include an analysis of the project's potential impacts and cumulative impacts on Greenhouse Gases pursuant to the CEQA Guidelines and the City's Significance Thresholds.
 - 14. The DEIR should address airport noise including changes to projected airport noise contours that could affect land use compatibility in adjacent communities.
 - 15. The DEIR should address how the proposed structures would impact view corridors.

Development Services Transportation Development – Kamran Khaligh, Associate Traffic Engineer– KhalighK@sandiego.gov, 619-446-5357

- 1. The Transportation Impact Analysis in the DEIR should follow the guidelines of the *City of San Diego Traffic Impact Study Manual, July 1998*, including various scenarios to be included, for all transportation facilities within the City of San Diego evaluated.
- 2. The Transportation Impact Analysis in the DEIR should apply the *City of San Diego Significance Determination Thresholds, January 2011* for all transportation facilities within the City of San Diego evaluated.
- 3. The interim and ultimate project with all its phases (not only Phase 1) to meet demand through year 2035 and 2050 should be defined in greater detail, and analyzed in the Transportation Impact Analysis in the DEIR to identify any project near-term and horizon year significant impacts.
- 4. The DEIR should include alternatives that avoid or lessen expected transportation/circulation/parking impacts, including at least one alternative that would avoid unmitigated significant impacts to the City of San Diego's transportation facilities.

**Transportation and Storm Water Department; Storm Water Division – Mark Stephens,
Associate Planner – MGStephens@sandiego.gov, 858-541-4361**

1. The Notice of Preparation (NOP) indicates the Draft Environmental Impact Report (EIR) will include analysis of Hydrology/Water Quality and Utilities/Service Systems among topics to be addressed (page 7 of the NOP), although limited information is presented on the scope of this analysis. Please address any increase in impervious surfaces and potential effects on the drainage system and water quality. Please include storm water when considering infrastructure improvements such as roadway modifications, and identify if any of these potential changes introduce additional curbs and gutters, or other facilities to the City Storm Water Division's inventory. Please assure any potential impacts on storm water infrastructure, including capacity, operations and maintenance, are addressed.
2. A drainage study should be prepared to identify hydrologic and/or hydraulic capacity within the Airport's watershed drainage area. The drainage study should be prepared in accordance with the Storm Water Standards and Design Manual from the City. The study shall evaluate changes to surface drainage from impervious surfaces, and implementation of devices to minimize discharges to the existing storm water conveyance system (such as implementation of Low Impact Development designs or Treatment Control Best Management Practices).
3. Existing, new, and/or modified storm water infrastructure shall be installed in accordance with the Storm Water Design manual to minimize deposition of sediment and plugging of the system. Additionally, storm drain outfalls to San Diego Bay (such as those at the Laurel Hawthorn Central Embayment and Naval Boat Channel) may need to be extended to ensure positive flow if system reconfiguration is needed.
4. Demolition and/or relocation of any storm water infrastructure should be proposed and receive the appropriate City approvals prior to the start of work. The Airport Authority shall take necessary environmental precautions to guarantee zero illicit discharges of known or unknown contaminants via the City's existing storm water conveyance systems.
5. Access to enter and/or exit any existing, new, and/or modified storm water infrastructure for future maintenance must be provided so that proper maintenance can be conducted in accordance with the Storm Water Design Manual.
6. The San Diego County Regional Airport Authority (Airport Authority) is listed as a Copermittee under the current regional Municipal Separate Storm Sewer System (MS4) Permit, and as a Responsible Party in the San Diego Bay Watershed Management Area (WMA) Water Quality Improvement Plan (WQIP). The San Diego Bay WQIP identified total and dissolved copper and zinc in wet weather conditions as focused priority stressors that the Airport Authority is responsible for reducing. Please consider how the Airport Authority's focused priority stressors identified in the WQIP will be addressed in design of new facilities proposed and in light of likely increased aircraft and vehicular traffic. The San Diego Bay WQIP may be accessed via the following link:

http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/docs/wqip/san_diego_bay/2016-0315_ACCEPTED_SDBWMA_WQIP.pdf

Planning Department – Rebecca Malone, Senior Planner, rmalone@sanidiego.gov, 619-446-5371

The City of San Diego adopted a Climate Action Plan (CAP) on December 15, 2015, with the goal of creating a cleaner San Diego for future generations. The CAP calls for eliminating half of all greenhouse gas emissions in the City and aims for all electricity used in the City to be from renewable sources by 2035. The City's CAP is intended to help achieve the greenhouse gas reduction targets set forth by the state of California. The City encourages SDCRAA to include a consistency analysis of the Airport Development Plan with the City's CAP.

• • •

Thank you for the opportunity to provide comments on the NOP. Please contact me directly if there are any questions regarding the contents of this letter or if the SDCRRA would like to meet with City staff to discuss our comments. Please feel free to contact Kurtis Steinert, Senior Planner, directly via email at KSteinert@sanidiego.gov or by phone at 619-235-5206.

Sincerely,



Alyssa Muto, Deputy Director
Planning Department

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

From: Theresa Rettinghouse <theresa@lozeaudrury.com>
Sent: Friday, January 27, 2017 1:03 PM
To: Airport Planning
Cc: Richard Drury
Subject: CEQA and Land Use Notice Request for San Diego International Airport Development Plan SCH 2017011053
Attachments: 2017.01.27 CEQA and Land Use Notice Request for San Diego International Airport Dev. Plan-Final.pdf

Good Afternoon Mr.
Anasis,

Attached please find a CEQA and Land Use Notice Request on behalf of Laborers International Union of North America, Local Union 89 and its members living in San Diego County for the San Diego International Airport Development Plan project, aka SCH 2017011053. Please note that a hard copy will follow via U.S. first class mail. If you have any questions, please feel free to contact our office.

Best Regards,

Theresa

RECEIVED
JAN 27 2017

BY:

--

Theresa Rettinghouse
Paralegal
Lozeau | Drury LLP
410 12th Street, Suite 250
Oakland, California 94607
(510) 836-4200
(510) 836-4205 (fax)
Theresa@lozeaudrury.com

This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail Theresa@lozeaudrury.com, and delete the message.

RECEIVED
JAN 27 2017

BY:



T 510.836.4200
F 510.836.4205

410 13th Street, Suite 250
Oakland, Ca 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email and U.S. Mail

January 27, 2017

Ted Anasis, AICP
San Diego County Regional Airport Authority
PO Box 82776
San Diego, CA 92138
planning@san.org

Tony R. Russell, Director, Corporate and Information
Governance/Authority Clerk
San Diego County Regional Airport Authority
PO Box 82776
San Diego, CA 92138

**Re: CEQA and Land Use Notice Request for the San Diego International Airport
Development Plan SCH 2017011053**

Dear Mr. Anasis and Mr. Russell:

I am writing on behalf of the Laborers International Union of North America, Local Union 89 and its members living in San Diego County ("LiUNA"), regarding the San Diego International Airport Development Plan (SCH 2017011053), including all actions related or referring to the replacement of terminal 1, extension of terminal 2 west, and improvements of airport support facilities including roadway modifications and new parking facilities. ("Project").

We hereby request that the San Diego County Regional Airport Authority ("SDCRAA") send by electronic mail or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by SDCRAA and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the SDCRAA, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report ("EIR") is required for a project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
 - Notices of preparation of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21092.

January 27, 2017

CEQA and Land Use Notice Request for the San Diego International Airport Development Plan

Page 2 of 2

- Notices of availability of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that a project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail or U.S. Mail to:

Richard Drury
Theresa Rettinghouse
Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607
510 836-4200
richard@lozeaudrury.com
theresa@lozeaudrury.com

Please call should you have any questions. Thank you for your attention to this matter.

Sincerely,



Theresa Rettinghouse
Paralegal
Lozeau | Drury LLP



San Diego County Archaeological Society, Inc.
Environmental Review Committee

13 February 2017

To: Mr. Ted Anasis
San Diego County Regional Airport Authority
3225 North harbor Drive
San Diego, California 92101

Subject: Notice of Preparation of a Draft Environmental Impact Report
San Diego International Airport, Airport Development Plan

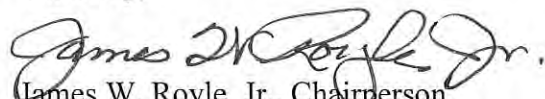
Dear Mr. Anasis:

Thank you for the Notice of Preparation for the subject project, received by this Society last month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,


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

cc: SDCAS President
File

RECEIVED
FEB 15 2017

BY:

From: SOHO-Amie Gmail <ahayes.sohosandiego@gmail.com>
Sent: Thursday, February 23, 2017 11:24 AM
To: Airport Planning
Cc: Bruce Coons
Subject: Airport Development Program, scope of the draft EIR
Attachments: PastedGraphic-1.pdf

Thursday, February 23, 2017

RECEIVED
FEB 23 2017

San Diego County Regional Airport Authority

c/o Ted Anasis

P. O. Box 82776

San Diego, CA 92138-2776

BY:

Re: Airport Development Program, scope of the draft Environmental Impact Report

Mr. Anasis,

Save Our Heritage Organisation (SOHO) understands the San Diego County Regional Airport Authority is receiving comments on the scope of the proposed draft Environmental Impact Report.

As part of this scope, SOHO asserts the cultural resources assessment should include the original United Airlines Hangar, currently known as the ASICS building. This hangar illustrates the Mission Revival style and is potentially the oldest structure of its type that remains within the state of California. Last, any resulting project should be designed to avoid significant impacts to this historic resource.

Thank you for the opportunity to comment and we look forward to reading the cultural resources report,

Bruce Coons

Executive Director

Save Our Heritage Organisation (SOHO)
Saving San Diego's Past for the Future!
www.sohosandiego.org
2476 San Diego Avenue
San Diego, CA 92110
Office: (619) 297-9327

CONFIDENTIALITY NOTICE: *This e-mail message is intended only for the persons or entity to which this is addressed and may contain confidential or privileged material. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender.*

June

1952

1953

1/31/17

3 PM

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

You need to look at impact of this plan on development
of bus/trolley transit, including access, convenience, cost, etc.
Also should consider pedestrian access

Thanks

Name: Paul Herstein

Address: San Diego 92101
(optional)

Phone: () _____
(optional)

E-Mail Address: phersteinp@netscape.net
(optional)

1/31/17

3 pm

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Name: Bob Leifer

Phone: () _____
(optional)

Address: _____
(optional)

E-Mail Address: _____
(optional)

1/31/17

5 PM

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Noise -

Jose
Name: MARLY da ROSA

Phone: (619) 224-2323
(optional)

Address: 787 ARMADA TERRACE
(optional)

E-Mail Address: _____
(optional)

2/1/17

3 pm



***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

BIRD SANITUDY

Name: ROBERT PISKOLE

Address: 
(optional)

Phone: (619) 501-8903
(optional)

E-Mail Address: rjp527@yahoo.com
(optional)

2/1/17

3 pm

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Will there be any changes to the flight plan due to increased volume? I am very concerned about ~~with the TI program~~ the existing and potential increase in noise over Point Loma and would ask that the EIR assess this issue very carefully

Name: Kelly Powell

Address: _____
(optional)

Phone: (858) 449-2048
(optional)

E-Mail Address: _____
(optional)

2/1/17

4pm

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Name: Jim Peugh

Phone: (619) 224-4591
(optional)

Address: 2776 Nipawa St
(optional)

E-Mail Address: peugh@cox.net
(optional) peugh@cox.net

2/1/17

4/2 PM

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

- Noise
- CRAB
- Repair Road & Lights
on DEPARTURES & ARRIVALS

Name: DAVID REA

Address: 2651 FRONT ST
(optional)

Phone: (619) 241 2606
(optional)

E-Mail Address: SAN DIEGO 92103
(optional)

2/1/17

4pm

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

What are the anticipated heights
of the new buildings - especially
the new "expanded" terminal

what areas of noise mitigation do you anticipate
to evaluate w/ the increased capacity

Name:

Jeri Johnson

Address:

(optional)

Phone: ()

(optional)

E-Mail Address:

(optional)

2/1/17

6pm

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

***SD International Airport Development Plan
Proposed Draft EIR – Public Scoping Meeting
Community Feedback***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Name: MARIO INGRASCI Address: _____
(optional)
Phone: (____) _____ E-Mail Address: _____
(optional) (optional)

RECEIVED
FEB 28 2017

February 21, 2017

BY:

Ted Anasis

Manger Airport Planning Department

San Diego International Airport

PO BOX 82776

San Diego, CA 92138

Dear Mr. Anasis,

I am a concerned citizen of La Jolla Shores. What has happened to our community is horrific.

The way you, and the FAA have conducted this Flight Path change is not only dishonest This has created a huge impact on our everyday quality of life. There was no communication on your intentions what so ever. You never tried to alert this community of any changes November 20th is when the nightmare started I just want to tell you to be expecting letters from the EPA, Scripps Oceanography and UCSD. It might surprise you that there are several protected areas stated and documented by the Department of the Fish and Wild Life I found this notice on the internet was performed in La Jolla. . You are going to destroy our sea life through Scripps, UCSD and the wildlife Protection Agency My grandchild well never has the chance to view this magical place. I am wondering why there was no information received from The Airport Planning Department or the FAA. Not to mention La Jolla residents. La Jolla Shores Bird Rock and Pacific Beach. How funny that our Major lives in Point Loma and a Marine Protected Area in which shows the Point Loma Peninsula has been rerouted because of tide pools. That is so dishonest. Point Loma has nothing to offer compared to La Jolla We have one of top Real Estate prices in the United States. Are you willing to pay the full value of my home after Huge commercial aircrafts flying above every 3 Minutes directly over my house? Or maybe you would like to pay the \$18,000 a year in property taxes. Why would you choose to fly over a very influential neighborhood try flying over a dense area like Torrey Pines La Jolla is one of the top 10 vacation destinations in the world I was wondering how it makes sense to conduct envioment impact studies before a route change. Because then it might be too late for you to change the Metroplex line.

These are actual documented Marine protected areas in La Jolla. Please read this and maybe you will get it.

La Jolla Scripps Coastal State Conservation area #South La Jolla Marine Reserve
#la-27149504 ,#la-27149505-south-la-jolla-state-marine-reserve #la-27149506 south-la-jolla-
state-marine-reserve #la-27149507-south-la-jolla-state- marine- conservation-area

Now we will move on to The California Department Fish and Wild life

These are a few that are protected in La Jolla, CA

Brown Pelican =California brown pelican

California Clapper rail

California Least Tern

The light-footed Clapper rail

Pacific right whale

Southern sea otter

You also might read- San Diego-La Jolla Underwater Park Ecological Reserve an
Ocean Wonderland

Scripps Institution of Oceanography Dr. Walter Munk who turns 100 years old and wife
Mary Coakley Monk. Dry Monk Is the original founder of Scripps Oceanography. When
I called them about this situation were both socked I also contacted Isabella Kay UCSD
Research had not heard about the flight path change either these Privately funded
programs would be notified for the potential hazards and impact dealing with aircraft
pollution in our underwater reserve not to mention the protected sea life kelp beds and
mammals I would like a copy of your environmental impact report for La Jolla There will
be letters to follow. Giving a 30-day mandate is BS Someone with your group should
have mentioned this at your last Airport Authority meeting held On January 15th. 2017

Please contact me,


Karen B. Marshall

12 East Roseland Drive

La Jolla CA 92037

Email dmarshall1@san.rr.com

Phone 858-449-3319

RECEIVED
FEB 28 2017

BY:

Verbal Comments received from Ms. Nadia Shimotsu in voice mail on February 28, 2017:

"Hello I am Nadia Shimotsu. I am a concerned resident who received notice about the airport expansion. I read that comments would be accepted until March 1. I live in Point Loma, not directly under the flight path, but I am very concerned that aircraft have been flying over our home over the past four years since we purchased our home. I have observed more flights.... and bigger and noisier airplanes. I am not happy about the airport expansion plans that I read.

Further I am concerned that there are schools under the flight paths including my child's pre-school and other schools. My child has complained about the jet noise.

I am also concerned about the health effects of jet fuel and aircraft emissions. I am concerned that the airport expansion will result in increased emissions that may affect the health of humans under the flight path."

Ms. Nadia Shimotsu
Resident of Point Loma