



San Diego International Airport Master Plan

Summary of Environmental Impact Report (EIR)

May 7, 2008



Overview

- 1. Environmental Review Process**
- 2. Airport Authority Actions**
 - a. Certify Final EIR with errata**
 - b. Adopt Findings of Fact that include:**
 - Statement of Overriding Considerations**
 - Mitigation Monitoring and Reporting Program**



1. Environmental Review Process

Sept 2005 to Feb 2006	Notice of Preparation issued for EIR and four scoping meetings held Sept 19 and 20, 2005
May-Oct 2006	Draft EIR circulated for 5-month agency/public review period Draft EIR available on Authority website and on CD
Jan – Sept 2007	Based upon agency comments received, additional analysis was conducted extending analysis to 2030



1. Environmental Review Process (continued)

October 2007 to February 2008	Draft EIR re-circulated for 4-month period agency/public review period 9 community meetings held from October to January
February 4, 2008	Comment period closes; comment letters included <ul style="list-style-type: none">• 24 federal/state/local agencies• 41 individuals
April 18, 2008	Preparation of responses to comments and Final EIR (posted on website, libraries, and mailed on CD)
May 1, 2008	Certify Final EIR with errata and related CEQA actions



Comments Received

Federal Agencies

- Marine Corps Recruit Depot/Western Recruiting Region



Comments Received

State Agencies

- CA Dept of Toxic Substances Control
- CA Coastal Commission
- CA Department of California Highway Patrol
- CA Department of Transportation, Aeronautics
- CA Department of Transportation, District 11



Comments Received

Regional/Local Agencies

- SANDAG
- Metropolitan Transit System (MTS)
- North County Transit District (NCTD)
- Unified Port of San Diego
- City of San Diego – Councilmember Kevin Faulconer
- City of San Diego – Development Services Department
- City of San Diego – Environmental Services Department
- City of San Diego – Solid Waste Local Enforcement Agency
- City of Coronado



Comments Received

Community Planning Groups and Other Parties/Individuals

- Peninsula Community Planning Board
- Ocean Beach Planning Board
- SANNoise
- Luce, Forward, Hamilton & Scripps (representing Jimsair)
- National Electrical Contractors Association
- 41 individuals/members of public



Comment Topics

- **Project: Alternatives Considered, Growth Inducement, Comparison to Future No Project Conditions**
- **Traffic/Circulation**
- **Noise**
- **Air Quality / Human Health Risk Assessment**
- **Water Quality**
- **Utilities**



EIR Planning Assumptions and Alternatives

Planning Assumptions

- Forecast for passengers/operations through 2030
- FAA approved forecast in 2005

Alternatives Analyzed in EIR

- **West Terminal**
 - with Parking Structure (Preferred Alternative)
 - without Parking Structure
- **East Terminal**
 - with Parking Structure
 - without Parking Structure
- **No Project (as required by CEQA)**



Significant Impacts

Environmental Categories with Significant Impacts

- **Traffic/Circulation**
- **Air Quality**
- **Human Health Risk Assessment**
- **Historic and Cultural Resources (associated with Airport Land Use Plan only)**
- **Biotic Communities/Endangered and Threatened Species (associated with Airport Land Use Plan only)**



Traffic/Circulation Impact and Mitigation

Summary of Significant Impacts to Traffic/Circulation

- **Airport Implementation Plan**
 - 18 Street Segments
 - 4 Intersections

- **Airport Land Use Plan**
 - 25 Street Segments
 - 7 Intersections
 - 11 Freeway Segments



Traffic/Circulation Impact and Mitigation (continued)

Summary of Mitigation/Other Improvements

- **17 Mitigation Measures for Airport Implementation Plan**
- **18 Mitigation Measures for Airport Land Use Plan**

Examples of traffic mitigation measures:

- Restripe turn lane at Hawthorn Street and North Harbor Drive
- Add exclusive turn lane at Grape Street and Kettner Boulevard
- Add travel lane to North Harbor Drive between Rental Car Drive and Laurel Street

After Mitigation Measures: *Less than Significant*



Roadway and Intersection Level of Service 2015 No Project

ROADWAYS AT LOS E OR F

- North Harbor Dr:** Rental Car Rd to Hawthorn St
- Hawthorn St:** North Harbor Dr to Pacific Hwy
Kettner Blvd to I-5
- Grape St:** North Harbor Dr to I-5
- Laurel St:** Pacific Hwy to Kettner Blvd
- Sassafras St:** Pacific Hwy to India St
- Kettner Blvd:** Washington St to Sassafras St
- Washington St:** Kettner Blvd to San Diego Ave
- India St:** Laurel St to Washington St
- Rosecrans St:** Nimitz Blvd to Sports Arena Blvd

INTERSECTIONS AT LOS E OR F
 Washington and Pacific Hwy NB ramps
 Pacific Highway and Laurel St

AIRPORT MASTER PLAN
 SAN DIEGO INTERNATIONAL AIRPORT

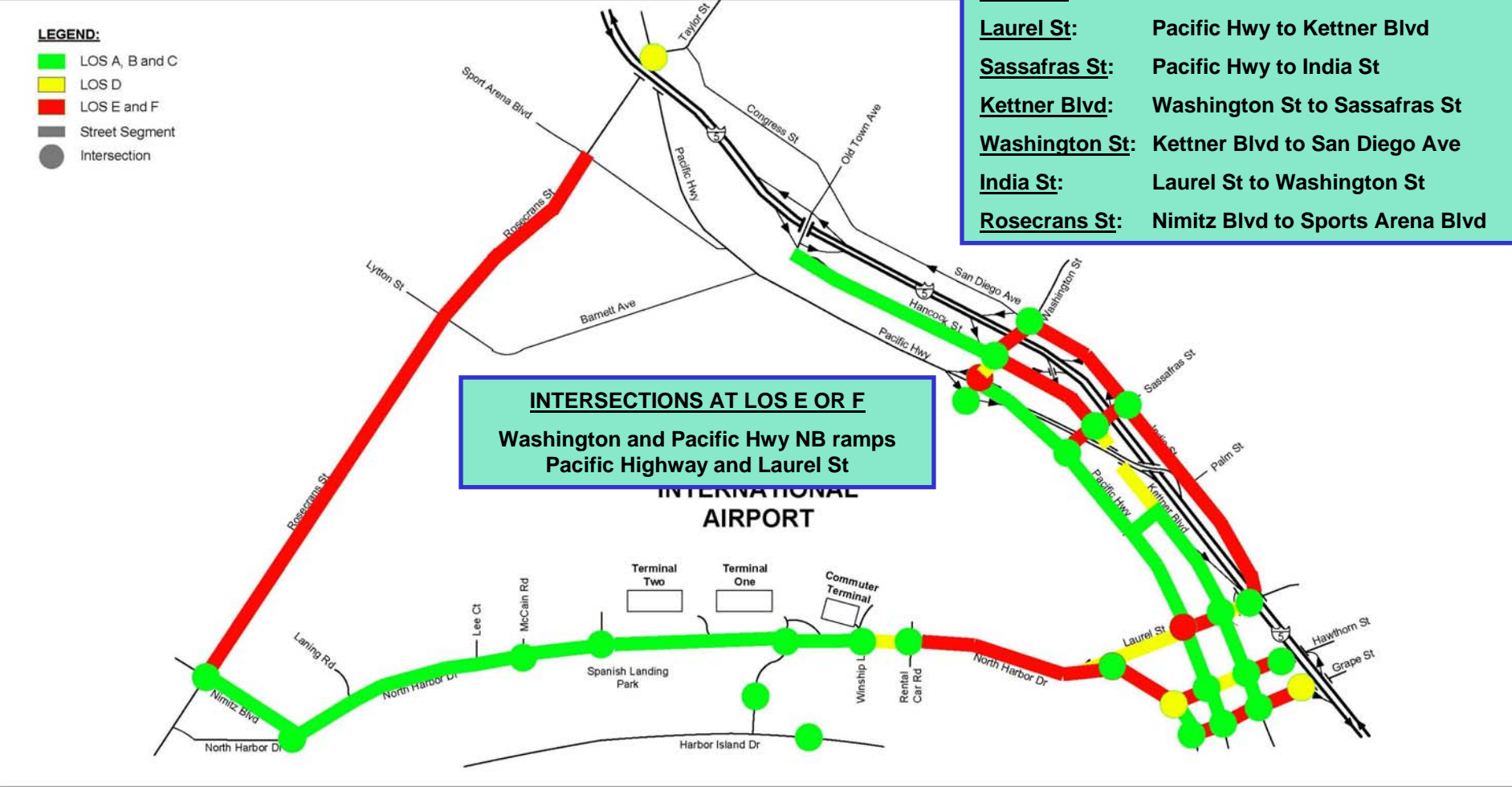


Figure A-1

Street Segment and Intersection Level of Service
2015 No Project



Potential Traffic Impacts 2015 Implementation Plan (with and without Parking Structure)



AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

LEGEND:

- LOS A, B and C
- LOS D
- LOS E and F
- Street Segment
- Intersection

Potential Traffic Impacts

Kettner Blvd: SassafRAS St to Palm St

SassafRAS St: Pacific Hwy to India St



Figure A-2

Street Segment and Intersection Level of Service
2015 Implementation Plan (with and without Parking Structure)





Roadway and Intersection Level of Service with Mitigation

2015 Implementation Plan (with and without Parking Structure)



AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

LEGEND:

- LOS A, B and C
- LOS D
- LOS E and F
- Street Segment
- Intersection

LEGEND:

- Analysis Intersection

Note: I-8 is not shown but was included in the study

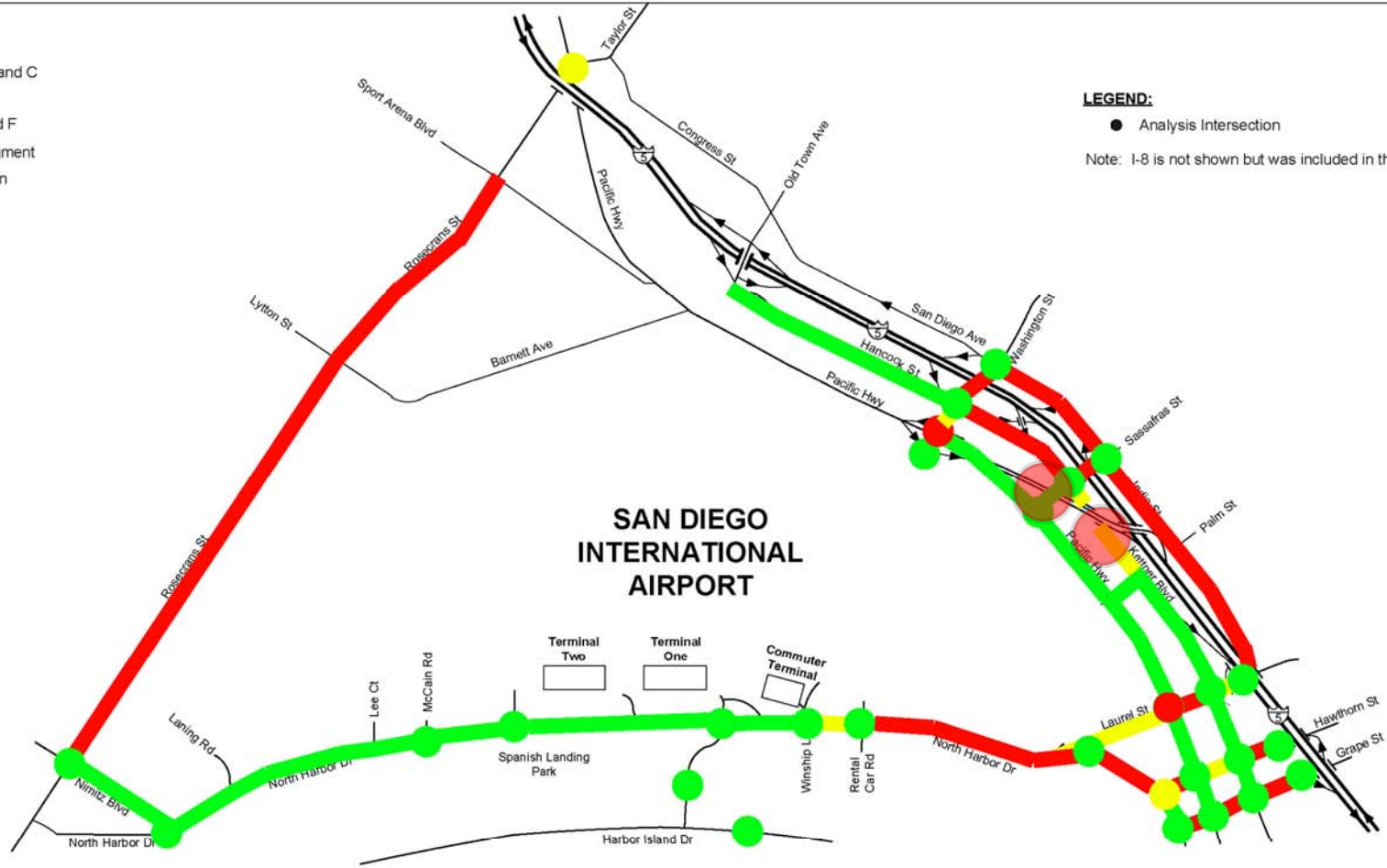


Figure A-3

Street Segment and Intersection Level of Service
2015 Implementation Plan (with and without Parking Structure) with Mitigation



Not to Scale



Traffic Impact Summary

- No potential traffic impacts result **from proposed project** along:
 - North Harbor Drive west of the Terminal 1 access roadway
 - Nimitz Boulevard
 - Rosecrans Street
- All potential traffic impacts are mitigated to a level less than significant



Air Quality Impact and Mitigation

Summary of Significant Impacts to Air Quality

- **NO_x emissions exceed CEQA thresholds in 2030**

Summary of Mitigation/Other Improvements

- **Additional Actions during construction will reduce NO_x emissions impact**

Examples of Additional Actions:

- **Prevent excessive idling of construction equipment**
- **Use electrical drops in place of temporary electrical generators wherever possible**

After Additional Actions: *Remains Significant*



Human Health Risk Impact and Mitigation

Summary of Significant Impacts to Human Health Risk

- NO₂ concentrations “contribute significantly” to projected violations of the 1 hour CAAQS for NO₂ in 2010, 2015, and 2030

Summary of Significant of Mitigation/Other Improvements

- 12 Mitigation Measures

Examples of Mitigation Measures for Human Health Risk:

- Encourage/facilitate use of gate-furnished power and air conditioning
- Encourage/facilitate replacement of diesel-fueled GSE

After Mitigation Measures: *Remains Significant*



Historic Resources Impacts and Mitigation

Summary of Significant Impacts to Historic Resources

- Airport Land Use Plan only
- Potential impact to historic resources on former Teledyne-Ryan complex and ASIG Building (adjacent to Commuter Terminal)

Summary of Mitigation/Other Improvements

- If future development impacts historic resources, then appropriate mitigation measures will be developed and implemented



Biotic Communities Impacts and Mitigation

Summary of Significant Impacts to Biotic Communities

- Potential impact to California least terns with Airport Land Use Plan

Summary of Mitigation/Other Improvements

- 4 Programmatic Mitigation Measures

Examples of Mitigation Measures for Biotic Communities:

- Avoid construction adjacent to ovals during breeding season
- Use lighting directed away from ovals

After Mitigation Measures: ***Less than Significant***



Mitigation Monitoring and Reporting Program

Adopt Mitigation Monitoring and Reporting Program

Tracks compliance with mitigation measures for:

- **Traffic/Circulation**
- **Air Quality**
- **Human Health Risk Assessment**
- **Biotic Communities/Endangered and Threatened Species**



Statement of Overriding Considerations

1) Airport Master Plan Relieves Excessive Congestion and Improves Efficiency at SDIA

- Respond to forecast growth for passenger air service by providing 51 gates and overnight aircraft parking
- Improve airfield safety and efficiency
- Improve levels of passenger service
- Reduce curbside congestion
- Serve demand for terminal area parking

2) Airport Land Use Plan Publicly Identifies Intended Uses of Airport Property



2. Airport Authority Actions

As required by the California Environmental Quality Act, the lead agency shall:

- a. Certify Final EIR with errata**
- b. Adopt Findings of Fact that include:**
 - Statement of Overriding Considerations**
 - Mitigation Monitoring and Reporting Program**



Comments