

Peninsula Community Planning Board
Board Chairman, Chuck Mellor

January 20, 2011

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

Subject: Comments on the Draft Supplemental Environmental Impact Report Airport Master Plan

Dear Mr. Anasis:

The Peninsula Community Planning Board has reviewed the Draft Supplemental Environmental Impact Report for the Airport Master Plan. We have identified the following areas of concern in your analysis, which we would like to see further studied before the adoption of a Final SEIR.

- CEQA requires an EIR to discuss the cumulative effect on the environment of the subject project in conjunction with other closely related past, present and reasonably foreseeable probable future projects. Although still in conceptual form, the Airport Authority has made clear documentation of the potential of the reorganization of the Airport Master Plan to accommodate the concepts addressed in Destination Lindbergh. Although the Introduction to the DEIR discusses Destination Lindbergh, the DEIR fails to complete an alternatives analysis that takes into consideration the concepts within Destination Lindbergh Report¹ by Jacobs Consultancy, specifically Alternative B1 from the Jacobs Report.
- A Supplemental EIR is intended to clarify potential environmental impacts from proposed projects that were not fully considered in the Airport Master Plan EIR, not to allow the Authority to take a piecemealed approach to the CEQA process in order to produce a desired outcome. The widely available information on Destination Lindbergh as well as the probable redevelopment of Terminal 1 should be considered in conjunction with these proposed improvements under consideration. In addition, any offsite processing facilities that could be required in the future to support the cargo operations of the proposed project need to be included in this analysis, as well as environmental impacts from increased cargo flight operations that will likely occur from the availability of proposed cargo processing facilities.
- Finally, the Traffic and Circulation section of the DEIR does not analyze the impact of rental car shuttle vehicles from the terminus of the proposed airport road to the actual terminal entrances. The vehicles will have to use North Harbor Drive between Winship Lane and Airport Terminal Road, and the impacts to these intersections need to be studied in your analysis.

We appreciate the opportunity to comment on the referenced DEIR. Questions regarding this letter and further coordination on these issues should be directed to our Airport Subcommittee Co-Chairs, Robert McCulloch and Suhail Khalil.

Sincerely,

Charles Mellor, PCPB Chair

¹ <http://www.san.org/documents/sdcraa/archives/Destination%20Lindbergh/Executive%20Summary.pdf>