Notice of Preparation and Scoping Comments
R-A1 – Notice of Preparation
Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency: San Diego County Regional Airport Authority

Mailing Address: P.O. BOX 82776

Physical Address: 3225 N. Harbor Drive

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-governmental 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. Describe 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 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 15062(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 curbfronts 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, WestJet. 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
- Agricultural/Farmlands and Forests
- Air Quality
- Biological Resources
- Coastal Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gases/Climate Change
- Hazards and Hazardous Materials
- Human Health Risk
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Resources
- Utilities/Service Systems
- Cumulative Effects

Attachments:

Figure 1: Regional Location Map

Figure 2: ADP Development Concept
Source: Jacobsen Daniels, 2017

Figure 2
ADP Development Concept

San Diego International Airport
Notice of Preparation for an EIR
January 2017
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.
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

- NOP
- Draft EIR
- Final EIR
- Certify EIR

Public and Agency Input

Scoping Meeting: January 2017

Board Hearing: Spring 2018
### Resource Areas To be Analyzed

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<thead>
<tr>
<th>Aesthetics/Visual Effects</th>
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*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

- **Public and Agency Input**
- **Scoping Meeting**: January 2017
- **NOP**
- **Draft EIR**
- **Final EIR**
- **Certify EIR**
- **Board Hearing**: Spring 2018
Resource Areas To be Analyzed

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All topics will be addressed in EIR. Key issues are indicated in **bold** type.
R-A3 – Scoping Meeting Transcripts
PUBLIC SCOPING MEETING
SAN DIEGO, CALIFORNIA
JANUARY 31, 2017

REPORTED BY AMANDA NOEL MARCOS, CSR NO. 13965
MR. ANASIS: Good afternoon. Thank you everyone for taking time out of your schedule to come here and find out about the San Diego International Airport Development Plan or to provide comments in regards to the Environmental Impact Report. So the purpose of a scoping meeting is to provide an opportunity for the public and also agencies to find out about the Airport Development Plan and share comments concerning the scope of environmental effects to be analyzed in the proposed Airport Development Plan Environmental Impact Report. This document is prepared in accordance with the California Environmental Quality Act of which the airport authority serves as a lead agency in accordance with state law. And the law here is also known as the acronym CEQA or the California Environmental Quality Act. A little bit about the proposed project, the Airport Development Plan is the next master planning phase for the San Diego International Airport. The framework to identify improvements that will enable the airport to meet demand for aviation through the planning horizon year of 2035. What I'd like to do is provide an overview of several of the project components, which include a replacement of Terminal 1, an extension of Terminal 2 West and improvements of airport and airline support facilities. I'm going to use this figure to describe these elements and Garret Hollarn is going to provide the locations. So one of the key elements or one of the key components of the Airport Development Plan is to provide a replacement for Terminal 1, which is an aging terminal. It opened originally in 1967. And the new Terminal 1 would replace the existing terminal that is outdated and does not meet the current level of customer service standards or passenger or gate capacity needs. The new Terminal 1 would be approximately 1.5 million square feet of building area and would include jet bridges, hold rooms, security lanes and concessions for traveling passengers. It would also include space for, not only the terminal, but also the administrative offices for the Airport Authority.
And the phasing of the new Terminal 1 would be broken into a construction into two phases, a Phase 1a and 1b. Phase 1a would provide a new terminal of 18 gates in this area between the existing Terminal 1 and the building that we're in today known as the former commuter terminal.Essentially we have to provide -- to continue our operations on a daily basis, we have to provide new gates and construct the new gates before the old gates can be closed and the airlines and essentially all of the passenger processing functions can then move over to this first Phase 1a.

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

Another component which will be analyzed in the Environmental Impact Report is an extension of the Peterson Reporting, Video & Litigation Services

Concourse at Terminal 2 West. This is building upon the newer Green Build which opened in 2013 and could provide up to eight additional gates or jet bridges with additional passenger hold rooms, parking positions for aircraft, as well as concessions for passengers. This element could be implemented as part of or in conjunction with Phase 1a of the terminal or Phase 1b. That's a brief overview of the project components. Mr. Skidmore will now describe the Environmental Review Process.

MR. SKIDMORE: Thank you, Ted. I'll take just a few minutes to describe the Environmental Review Process, especially relative to where we are now in the Environmental Review Process. The first step is to issue a Notice of Preparation, an NOP.

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

MR. SKIDMORE: There we go. The NOP announces to the public and agencies that the Airport Authority will be preparing an Environmental Impact Report. And we're looking for input from agencies and the public, your input, as to what environmental issues or what aspects of environmental issues should be addressed in the EIR.

That feedback helps us, the Airport Authority, really identify the nature and the scope of potential impacts that need to be analyzed in depth within the EIR. The purpose of the EIR is that it's a document that evaluates and provides public disclosure of the potential environmental impacts or environmental consequences of a proposed developmental project. The EIR also provides mitigation measures and alternatives, potentially feasible alternatives that could substantially reduce or avoid significant impacts that would otherwise occur with the proposed project. The EIR is a planning tool to assist decision-makers in understanding and evaluating the potential environmental impacts of a project before they take any action on it.

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

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

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

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

The EIR will address a number of environmental impacts of a project before they take any action on it.


| 1 | topics. Up on the screen there's about 20 different topics. The ones that are shown in bold are those that will be, we anticipate, key issues in the environmental analysis. Agricultural/Farmlands and Forest, those are typically in the checklist, but obviously that's not a key issue for this airport. Mineral resources is another one. But then there is other aspects, air quality, noise, cultural resources, greenhouse gases. Those will receive particular attention in the Environmental Impact Report analysis. |
| 2 | With that, I'll turn it back over to Ted. |
| 3 | MR. ANASIS: Thank you, Tony. So there are numerous ways you can provide your comments in addition to providing verbal comments on the record today. You may certainly mail your comments in. We ask that you, please, postmark your comments by February 28th, so that we may receive them by the deadline on March 1st. You may e-mail your comments to planning@san.org. And there are forms that you should have picked up as you came in or you may pick up as you leave that have all of the e-mail and U.S. mail addresses. |
| 4 | Ms. Jamison: At this point we really want to have kicked off for our Environmental Review Process. There is a Notice of Preparation which describes the elements of the project that I've gone over. You may request a copy here today or you may find one on our website under Airport Projects/Environmental Affairs. And at any time if you have any questions about the project or the Environmental Review Process, you may call the Airport Planning Department, and my name is Ted Anasis and this is my phone number here. |
| 5 | So with that, we're going to begin the scoping comments. I will also relay that we have structured the scoping meetings so that we provide the presentation. And then we will be presenting this same presentation at the top of each hour. So if you have any family members or interested neighbors, we will be also conducting this each hour until 6:00 p.m. today, and we'll stay here until 7:00 p.m. this evening. And then again tomorrow from 3:00 to 7:00 p.m. So if you'd like to communicate that to any other interested parties. And also after the scoping meeting, several of the planners, myself, Angie, Garret will be in the lobby and we can answer more specific questions. We find it's very helpful to look at some of our display boards. That will give an opportunity for you to ask questions specifically about the project there. |
| 6 | Mr. Skidmore: If I could just add one more point, that what we're really looking for is your input as to what environmental issues should be addressed in the EIR. If you have questions about a specific analysis, like, what would be the traffic impacts or what is going to be the air quality impacts, we don't know that quite yet. What we're trying to do is find out what issues that we do need to look at in detail. So we don't mean to be evasive, but if you have specific questions about the impacts of the project, we're not prepared to answer those tonight. We really want to find out what aspects of your question we need to incorporate into the EIR analysis so that we can answer those questions when the draft EIR comes out. |
| 7 | Mr. Anasis: Thank you. |

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| 1 | With that, I'll ask Ms. Jamison to facilitate. |
| 2 | Ms. Jamison: All right. At this time, we're happy to take your speaker slips and take your comments. If you have not filled out a speaker slip and would like to speak, just go ahead and bring it up to me at this time. We do ask that you limit your oral comments to three minutes just in case everyone wants to speak and everyone gets a chance to participate. If your comment or issue has already been addressed, just acknowledge that briefly and you can say, yes, I agree with whoever it was who spoke your comment. If you have additional comments, you can submit those in writing by March 1st at that time. |
| 3 | Bob Leiter: I just have a process question. Is there an opportunity before getting into the comments to ask questions about the presentation that's been made up to this point? |
| 4 | Mr. Anasis: We'll make ourselves available after to answer any questions at the display boards. Ms. Jamison: At this point we really want to know what do you want us to look at in the EIR, what needs to be addressed in the EIR. But then all of the planning staff will be available to answer any questions about the project itself. |

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Peterson Reporting, Video & Litigation Services

Page 10

Peterson Reporting, Video & Litigation Services

Page 11

Peterson Reporting, Video & Litigation Services

Page 12

Peterson Reporting, Video & Litigation Services

Page 13

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SO that would be my comment for now. And I may make
for public then to comment intelligently on the scoping.

It would be really important in making comments and

I would like to point out, as you're well
aware, that the people in Los Angeles are developing a
transit system, specifically the Crenshaw Line, with the
LAX terminals, and that will be financed by the Airport
Authority to a connection with the Crenshaw or perhaps
can help the funding of that terminal.

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

This is Paul Herstein. I'm a resident downtown. As I
noted in my yellow sheet, I think perhaps you have
already thought about this. But I think it's critically
important that you look at access for pedestrians and
particularly for transit bus and trolley transit.

I would like to point out, as you're well
aware, that the people in Los Angeles are developing a
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Good afternoon. Thanks, everyone, for taking your time to attend and find out about this project today.

Mr. Skidmore is going to describe the Environmental Impact Report for the Airport Development Plan. I'm also joined by Hollarn who is a planner in the Airport Planning Department. You may have met Lynda Tamura who is a planner also, and Katie Owston who is with CDM Smith. Ms. Angie Jamison who is the interim planning director here at the San Diego airport, and also by Garret Peterson Reporting, Video & Litigation Services 6 (18 - 21)  

So anyway, I just want to add those as comments for now that I think ought to be addressed. I'd like to see them addressed sooner than later so that we have a good understanding of what the process will be for review and approval of the project.

MR. SKIDMORE: Thank you.

MR. ANASIS: Thank you.

Bob, you pointed out a process question or a point that I think is fair that we share with everyone here. To answer your question, the entire airport is located within the California Coastal Zone, so all of the projects that are conducted here at the airport must be reviewed for consistency with the California Coastal Act. That is done in coordination with the application for Coastal Development Permit which includes approval by the Coastal Commission itself for specific projects here.

BOB LEITER: Okay. Thank you.

MR. ANASIS: Sure.

MS. JAMISON: Unless there are any last comments, we'll be glad to meet you outside and answer any questions you might have.

MR. ANASIS: Thank you, everyone. We'll conclude the scoping meeting now. We'll reconvene at 4:00 p.m. And all of the planners, we will reconvene in the lobby and answer any of your questions. Thank you again for taking your time to attend and find out about this project today.
The purpose of a scoping meeting is an opportunity for the public and resource agencies to attend and comment and provide comments regarding the scope of environmental effects to be analyzed in the proposed Environmental Impact Report for the Airport Development Plan. This is a series of scoping meetings that we're conducting. We're conducting them every hour between 3:00 and 7:00 p.m. today. And then we will be also conducting tomorrow, February 1st. So if you have any neighbors or other interested parties that may be interested, please let them know that this is occurring. So now I'd like to tell you a little bit about the Airport Development Plan which is the next master planning phase for San Diego International Airport. The Airport Development Plan provides a development framework to identify improvements that will enable the airport to meet the aviation demand of the San Diego region through the year 2035. This lists the key components of the projects. I'll describe them in a bit more detail with our figure and with Garrett's assistance. But it includes a replacement of Terminal 1 which is the oldest terminal here at the airport. It was opened in 1967 and has 19 gates today. We are hoping with this proposed development plan to replace that Terminal 1 with a new facility that will provide modern passenger processing facilities. We're also contemplating an alternative that would extend Terminal 2 West and we'll point that out to the west of the airport. And then also providing airport support and airline facilities that includes roadway modifications, parking facilities and utility facilities. So let me describe some of the key elements of the Airport Development Plan, the centerpiece being a replacement of Terminal 1. As mentioned, Terminal 1 was opened in 1967 and has 19 gates utilizing two rotundas. The first phase of the replacement would be Phase 1a which would construct a new terminal with 18 gates. This would include jet bridges, parking positions for aircraft, hold rooms for passengers, new security lanes, as well as concessions for passengers. This will be associated with a new elevated roadway system with departures on the top level, arrivals on the first level. And the circulation system would enter from Harbor Drive utilizing almost this existing alignment that you find today. This new terminal will be constructed between the existing older terminals. As I mentioned, this terminal is needed to replace the existing terminal that is outdated and does not meet current levels of customer service standards or passenger gate capacity needs. This terminal complex would have approximately 1.5 million square feet of building area and would also include new administrative offices for the airport authority. This facility could be between three to five levels and extend up to the airspace limits which is 150 feet in height. And as I mentioned, would be implemented in two phases. The most aggressive schedule would have Phase 1a operational by 2022, and Phase 1b by 2026. Some other of the key support facilities include a second parking facility proposed in front of the terminal, as well as a new central utility plant associated with the terminal to provide all of the utilities. Also, we are identifying a dedicated on airport access roadway, while not a part of the ADP, it would preserve right-of-way if there were a regional transportation solution in the future that would provide access off of the airport. All of our development plans will continue to designate a future intermodal transportation center on the north. This was incorporated to our previous master plan and would -- if that facility is developed by SANDAG which is the regional transportation planning agency, the airport is preserving a path and area for passenger processing facility, as well as a pedestrian bridge that passengers could use to connect and board a bus that would then use the on airport roadway system which began operation a year ago. So those are the key elements of the Airport Development Plan. I'm now going to turn it over to Tony Skidmore to -- I'm sorry. One other thing I forgot to mention is the extension of Terminal 2 West. Let me go back to that figure.

So in our alternatives, we are considering either with Phase 1a or Phase 1b up to an eight-gate extension of Terminal 2 West. This is building upon the Green Build which opened in 2013 and would include additional jet bridges, passenger hold rooms and concourse and concessions for traveling passengers. All right. With that, I'll turn it over to you, Tony.
A brief statement saying we don't have any of those here and, therefore, there's no need for a detailed analysis.

But other issues like air quality, noise, traffic,
cultural resources, how does the project respond in the
California Coastal Act, those will receive kind of the
focus of the analysis. And that will be presented in
the draft EIR for your review and comment.
I'll turn it back to Ted who will describe a
little bit about how you can submit comments on the NOP.
MR. ANASIS: Thank you, Tony.
There are certainly multiple ways that you can submit comments or your concerns. We will accept
comments through March 1st. They can be mailed to our
mailing address. We ask that those be postmarked by
Tuesday, February 28th. Your comments can be e-mailed
to planning@san.org. Ms. Lynda Tamura can provide on
your way out all of the addresses, both e-mail and U.S.
mail address. You're welcome to also hand deliver them
here to the Airport Authority offices or fax them.
Some of the details of the Airport Development
Plan are described in the Notice of Preparation. And
that is available in a hard copy. If you'd like a copy,
see Lynda on your way out. She'll be able to provide
draft or you may go to our website san.org under Airport
Projects and Environmental Affairs.

At any time if you or an organization that
you're representing has questions about the Airport Development Plan or the Environmental Review Process,
please introduce yourself after the scoping meeting and
we'd be happy to present to your organization or answer
your questions.

So with that, we're going to begin the public
scoping comments. We have a court reporter here that
will be recording your comments. And Ms. Jamison will
cover the procedures.
MS. JAMISON: All right. If anyone has a
decision to make, we do ask that you fill out a speaker
slip and keep your comments to three minutes, although
we don't have a lot of people in here. So if you have
something you really want to say, we can accommodate
that. If your comment has or your issue has been
acknowledged already, just acknowledge that or if it's
already been said, acknowledge that and just say, I
agree. If you have any additional comments you would
like to make that you think of after you leave, just put
it in writing and send it to us.
With that, if anyone has a speaker slip, I have
none at this time, but we'd be glad to take your
comments.
MR. ANASIS: And while you may be thinking
Good afternoon. Thank you for coming today.

SAN DIEGO, CALIFORNIA; TUESDAY, JANUARY 31st, 2017

5:00 P.M

MR. ANASIS: Good afternoon. Thank you for coming this evening to the Airport Development Plan Public Scoping Meeting. We appreciate you taking time out of your busy schedules to come learn a little bit about the Airport Development Plan or to share your comments post these scoping meetings via e-mail or U.S. mail. We'll go ahead and conclude the scoping meeting for 4:00. And we'll be happy to answer any questions you may have in the lobby.

Thank you for coming today.

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

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

Thank you for coming today.

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Thank you for coming today.
In total the terminal would provide 1.5 million square feet of building area.

As mentioned, this includes terminal space, as well as administrative offices with a total of 30 aircraft gates. And the primary purpose, again, for this new terminal is to replace the outdated Terminal 1 which does not currently meet levels of customer service standards or the passenger gate capacity needs of the airport in the San Diego region.

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

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

One other item I’ll mention in terms of the roadway and circulation is Terminal 1 would utilize existing access from North Harbor Drive primarily.
or you may mail your comments using U.S. mail or e-mail.

We ask that you return your comments by Wednesday, March 1st. So we would recommend that you postmark those by Tuesday, February 28th, or e-mail us at planning@san.org. We do ask that your e-mails contain less than 2,000 words and not contain any attachments.

If you feel you have to share comments that are in excess of that, we ask that you do mail those in. You may also hand deliver them or fax them.

Some of the key components, which I just described, are included in the Notice of Preparation which is available. You may ask for a copy here tonight or you may access it via our website at san.org under Airport Projects/Environmental Affairs.

If you have additional questions, the planners after the scoping meeting will remain outside and will talk with you or answer your questions at the display boards. Or if you have a particular organization that you represent that you feel would like a presentation on the Airport Development Plan or even if you have follow-up questions about the Environmental Review Process, please feel free to contact me. My name and phone number are listed here. And all of the mailing and e-mail information is also available on a sheet that you can pick up on your way out.

MS. JAMISON: Thanks so much. At this time we require us to record public comments and for us to address each comment in the draft Environmental Impact Report. Therefore, I simply would like to stress the importance to us and to all Point Loma residents and others in areas that are affected of the impact that noise has on people’s daily lives.

Thank you.

MS. JAMISON: Thanks so much.

MR. ANASIS: Thank you very much.

MS. JAMISON: Is there anyone else with a comment?

MARLY DA ROSA: I have a question actually.

MS. JAMISON: Certainly. Thank you.

MARLY DA ROSA: My husband just spoke, but I have a question because when the City had -- was developing, which is further from my house, the new development, which was the Training Center, we went to the City, we went to the meetings and somehow when I read what was reported in the meeting, it didn't seem like it was the same meeting that I went to. So I want to know if they're going to talk with you or if it's just a performance that will be done. If we don't have a question because when the City had -- was developing -- because we have lived in Point Loma for over 30 years. I went to the meetings. And I sat through the meetings. The people from the City was there. The development was there. And somehow they hear completely different than we heard. So when we read what was supposed to be happening in the meeting was different. So I want to know if they're going to listen to us or if it's just a performance that will come, have the people, and then you do whatever you want.

MR. ANASIS: What I can tell you is state law requires us to record public comments and for us to address each comment in the draft Environmental Impact Report.

MARLY DA ROSA: Okay. As my husband said, my main thing with the airport is the noise. We never had problems with the noise and now we have problems with the noise. And that will probably affect the value of our house that we have had for a long time, and I don't think we will be able to sell it. If we have a question because when the City had -- was developing -- because we have lived in Point Loma for over 30 years. I went to the meetings. And I sat through the meetings. The people from the City was there. The development was there. And somehow they hear completely different than we heard. So when we read what was supposed to be happening in the meeting was different. So I want to know if they're going to listen to us or if it's just a performance that will come, have the people, and then you do whatever you want.

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MARLY DA ROSA: Okay. As my husband said, my main thing with the airport is the noise. We never had problems with the noise and now we have problems with the noise. And that will probably affect the value of our house that we have had for a long time, and I don't think we will be able to sell it.
First, the purpose of the scoping meeting is to begin our scoping comments on the Environmental Review Process tonight. And then we will walk through the proposed project components.

MR. ANASIS: Thank you for coming this evening and for taking time out of your schedule to hear about the Airport Development Plan. This is a public scoping meeting for the San Diego International Airport and for taking time out of your schedule to hear about the Airport Development Plan. This is a public scoping meeting for the San Diego International Airport. This will be a short about 10 to 15-minute meeting for the San Diego International Airport.

So I’m going to give an overview of the agenda and for taking time out of your schedule to hear about the Airport Development Plan. This is a public scoping meeting for the San Diego International Airport. This will be a short about 10 to 15-minute meeting for the San Diego International Airport.

My name is Ted Anasis and I'm the manager in the Airport Planning Department. I'm joined here by Tony Skidmore who is our environmental consultant with CDM Smith who is leading the Environmental Impact Report. He's joined by Katie Owston with CDM Smith. And I'm joined by some of my compadres in the planning department, Angie Jamison who is the director of planning, Garret Hollarn who is an airport planner and Brett Caldwell who is also an airport planner.

So I'm going to give an overview of the agenda for tonight. This will be a short about 10 to 15-minute presentation and I'll describe the purpose of the scoping meeting, the proposed project and the Environmental Review Process, which is the State Environmental Review Process tonight. And then we will begin our scoping comments.

First, the purpose of the scoping meeting is to provide an opportunity for the public and agencies to comment concerning the scope of environmental effects to be analyzed in the proposed EIR or Environmental Impact Report for the Airport Development Plan. I'm going to walk through the proposed project components.

MR. ANASIS: Thank you for your comment. All right. Are there any other comments? MR. ANASIS: All right. Well, thank you very much for coming out this evening. As mentioned, we will convene the public hearing at this time and we will be happy to answer any additional questions you may have in the lobby. Thank you very much.

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MR. ANASIS: All right. Well, thank you very much for coming out this evening. As mentioned, we will convene the public hearing at this time and we will be happy to answer any additional questions you may have in the lobby. Thank you very much.
Another alternative that will be evaluated in the Environmental Impact Report is an extension of the Terminal 2 concourse extending to the west and providing up to eight additional gates, jet bridges, hold rooms and concessions for the traveling passengers. This will build upon the Green Build which was constructed and placed into operation in 2013.

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

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

Thank you.

MR. SKIDMORE: Thank you, Ted,

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

The first step in the Environmental Impact Report, EIR process, is to publish a Notice of Preparation, an NOP. And basically that announces to the public and the agencies that the Airport Authority, the lead agency, will be preparing an EIR. And then it asks for comments from agencies and the public as to what environmental issues should be addressed in detail in the EIR.

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

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

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

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Environmental Review Process, we are happy to provide
and answer any questions you may have on the process.
Or if you are representing an organization, we’d be
happy to provide a presentation regarding the Airport
Development Plan.
So you may see myself. My name and phone
number is here. Also all of the contact information and
the mail and e-mail information is available on a piece
of paper which you may have received when you checked in
or when you depart this evening.
So with that, we will transition to the scoping
comment period. And we do have a court reporter here
this evening that is recording the comments. And so we
ask that you would come to the podium and I’ll ask Angie
to facilitate this portion.
MS. JAMISON: Thank you so much. At this time
we would be happy to take any comments you might have.
We do ask that each speaker fill out a speaker slip for
our record and that you limit oral comments to three
minutes. If you have questions about the project, we’d
be glad to take that after the meeting.
And at this time, I have no speaker slips. So
if anyone has them, if you want to turn them in, you’re
welcome to do that at this time.
MR. ANASIS: And certainly, as Angie mentioned,
Peterson Reporting, Video & Litigation Services

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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.
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24  welcome to do that at this time.
25    MR. ANASIS: And certainly, as Angie mentioned,

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

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

Dated: This day of February, 2017,
at San Diego, California.

________________________________
AMANDA NOEL MARCOS                              C.S.R. NO. 13965
also 3:14, 15, 17, 19 4:10, 14, 22
Public Scoping Meeting 1/31/2017

March 10:20
11:4 13:13
28:13 38:2
49:14
MARCOS 1:21
2:4 52:3, 17
MARLY 39:9
40:17, 19 41:5, 21
master 4:25
14:20 15:3, 7
18:21 22:15
25:5 32:15 44:6
mean 12:18
measures 8:8, 24
26:21 36:2
47:12 48:3
meet 5:4, 18
19:22 22:19
24:9 32:18 34:7
44:9 45:1 47:14
MEETING 1:11
2:1 3:21, 25 4:1, 8, 13 8:19 9:13
12:4 14:14
19:25 21:21, 22
22:2 27:6 29:4
30:2, 11 31:6, 25
32:3, 8 36:15, 15
17 38:16 40:24,
25 41:1, 12 43:7,
21, 25 47:25
50:21
meetings 11:21
22:8 30:9 40:23
41:8, 9
members 11:23
mention 25:16
34:23 46:11, 13
mentioned 11:9
14:19 23:13
24:7, 16 30:8
34:3, 12 36:10
39:18 42:6
50:25
met 21:17
methods 49:8
million 5:21
24:11 34:1
46:14
Mineral 10:6
37:10 48:22
minutes 4:7
7:12 13:7 21:20
26:2 29:13 35:8
46:19 50:20
mitigate 18:25
mitigation 8:8,
24 26:20 36:2
47:11 48:3
Mobility 18:12
modern 23:3
modes 18:3
modifications 23:9 32:23
44:18
moment 35:21
37:25 49:11
morning 40:4
move 6:10
mover 16:20
MTS 16:14
multiple 28:11
37:23
< N >
name 3:9 11:17
14:6, 7 17:9
21:8 31:11
38:22 39:11, 14,
21 43:9 50:6
nature 8:2 48:20
necessary 16:15
necessitating 45:11
need 8:3 9:6, 21,
23 12:18, 22
14:4 17:14
18:13 26:12
28:2 35:19
36:13 39:6, 11
needed 24:7
needs 5:19
13:23 24:10
34:8 45:3
neighbors 11:24
22:12
never 41:22
new 5:16, 20
6:1, 3, 8, 8, 18, 18,
19 17:24 18:1
23:2, 16, 18, 20,
24 24:12, 21
32:24 33:8, 15,
16 34:6 40:21
44:16, 18, 19, 25
45:17, 18
newer 7:2
NOEL 1:21 2:4
52:3, 17
noise 10:8 28:3
37:17 39:23
40:1, 4, 11 41:22,
23, 24 49:2
NOR 7:16, 20
9:8 10:13 26:7
27:3, 7 28:9
35:11 46:25
47:23 48:5 49:6
North 2:3 25:5
34:25 35:4
45:10
noted 8:17
Notice 7:15
8:17 11:1 26:6
28:21 35:11, 15
36:11 37:21
38:11 46:24
49:20
noticed 17:12
40:2
number 9:25
11:18 38:23
50:7
numerous 10:15
49:8
< O >
objectives 47:14
obviously 10:5
occur 8:11
26:22
occurring 22:13
offices 5:25
24:13 28:19
32:25 33:17
34:4
Okay 19:19
41:21
old 6:9, 20 24:3
older 23:25
oldest 22:24
once 9:17 15:25
ones 10:2 37:12
opened 5:16 7:2
22:25 23:14
25:21 34:19
operating 15:8
operation 25:12
33:6 44:23 46:8
operational 24:17 33:22
34:14, 14 45:23,
24
operations 6:7
33:23 45:19
opportunity 4:14
12:8 13:16 16:6
22:3 32:8 44:1
48:6
options 14:16
oral 13:7 37:24
50:19
order 15:15
organization 29:1, 5 38:18
50:3
originally 5:16
ought 18:8 19:3
outdated 5:18
24:8 34:6 45:1
outline 44:24
outlined 6:20
outside 44:23
19:22 38:16
overall 27:3
46:13 47:22
overview 3:24
5:6 7:8 8:15
21:19 31:23
43:18
Owston 2:16
21:18 31:20
43:13
< P >
p.m. 2:2 3:2
11:3, 25 12:1, 2
20:1 21:2 22:10
31:2 43:2 51:11
paper 50:9
parking 6:16
7:4 15:11 23:9,
17 24:20 32:24
33:14 44:18
45:16
part 3:21 6:22
7:6 17:2 24:24
27:6
participate 13:9
particular 10:9
17:15, 23 18:8
26:13 35:18
38:18
I, AMANDA NOEL MARCOS, Certified Shorthand Reporter for the State of California, do hereby certify:

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

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

[Signature]

AMANDA NOEL MARCOS
CSR NO. 13965
PUBLIC SCOPING MEETING
SAN DIEGO, CALIFORNIA
FEBRUARY 1, 2017

REPORTED BY AMANDA NOEL MARCOS, CSR NO. 13965

Peterson Reporting, Video & Litigation Services
Who else am I missing?

MR. SKIDMORE: Lynda.

MS. JAMISON: Lynda Tamura out in the lobby.

So big thanks to everyone. My apologies if I miss anyone.

All right. With that, let's go over the purpose of a scoping meeting. So we do have an Airport Development Plan that is proposed. The big part of that is the replacement of Terminal 1. We'll tell you about that project and get your input on things that we need to look at in our EIR process. So we'll talk about the proposed project and talk about the Environmental Review Process and how that will go and what to expect in the future.

All right. The purpose of a scoping meeting is to provide the opportunity for the public and other agencies to provide comment concerning the scope of environmental effects to be analyzed in the proposed Airport Development Plan EIR. So if there is something that we haven't identified to look at that you think we should be looking at, please let us know that. And we'll show you a lot of things that we know we need to look at.

So the proposed project, what is this? So the ADP, Airport Development Plan, is the next phase of master planning for San Diego International Airport. It provides a development framework to identify improvements. It's really our ultimate phase for 2035.

How do we meet our demand for 2035? Now it doesn't mean that we can't meet demand now, but it may not be pretty. We want to make sure that we have enough hold rooms, we have enough terminal, we have enough everything to accommodate in a good way and give good customer service to our passengers who are using the airport.

So project overview. We're going to replace Terminal 1. We're going to extend Terminal 2 West. I'm going to show you all of this, and do improvements of airport and airline support facilities. And those include roadway modifications, parking facilities, a new central utility plant and new administrative offices.

So I'll run you through all of that with Garret's help here.

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

First, this is a 30-gate terminal if you go all...
And the NOP, with the description of the proposed project, will then ask for comments from agencies and the public as to what environmental issues you or they would like to see addressed in detail within the EIR. Basically it helps -- I'll show you in a minute. There's a number of issues that we've already identified, but it helps us better understand what issues in particular are a concern to you and you want addressed in detail in the EIR.

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

In terms of the overall process, this is kind of an overview of what happens. We're in the first stage, as I mentioned, the Notice of Preparation where we're asking for public and agency input. We're having a scoping meeting yesterday and today as another way to facilitate getting input from the public or agencies as they attend this meeting.

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

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

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The new terminal would replace the existing terminal that's outdated and does not meet the needs of the passengers. We are in the first stage of the Environmental Review Process, particularly relative to where we are right now in the process. We are in the first stage of the environmental review and that's to issue a Notice of Preparation. Basically that's the official notice that the Airport Authority, the lead agency, announces to agencies and the public that they are indeed going to prepare an Environmental Impact Report.

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

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

Then I'll have Tony talk about the environmental review process.

MR. SKIDMORE: Thank you, Angie.

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

And the NOP, with the description of the old Terminal 1, then demolish Terminal 1, the old Terminal 1, then continue building Phase 1b. Okay. So it's a little bit of a phasing challenge to get that all in there.

We also have a parking garage associated with that to deal with all the associated passengers that would use that facility. And then let's talk about the extension to T2 West. We call that "The Stinger."

That could be up to eight gates as needed when needed. Am I missing anything there? Okay.

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

Thank you. The new terminal would replace the existing terminal that's outdated and does not meet current level of customer service standards or passenger or gate capacity needs, so that's the reason we need the new Terminal 1.
the project.

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

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

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

MS. JAMISON: There are many ways to get your comment in. You can send us a mail by actual regular postal service to San Diego County Regional Airport Building. Just bring it up to the third floor. Fax it at the fax number shown on your screen or you're welcome to have a comment verbally now. We have a court reporter taking minutes of this meeting and we'd be glad to take your comment at this time.

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

Okay. At this time if anyone has a speaker slip or would like to make a comment, I'd ask you to bring it to Mr. Caldwell. If you wouldn't mind, limit your oral comments to no more than three minutes just in case a lot of people want to participate. We ask that if your comment or issue has already been stated, just acknowledge that. And if you think of additional comments, there is nothing that says that you can't comment now and then also send in writing if you think of something later.

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

spyros PISILOS: Sure. Why don't you come on up?

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

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

ROBERT PISKOLE: Okay.

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

MS. JAMISON: Once again, I'm going to say that airport planning staff would love to meet with you outside and answer any questions. At this time we're taking comments that you'd like us to look at in the official hearing versus those we will be glad to answer outside.

So I just want to kind of explain a little bit more, why can't you answer it now. We could, but we're trying to distinguish those that are a part of the official hearing versus those we will be glad to answer outside.

MR. SKIDMORE: Again, what we're looking for is EIR, if there's a specific area that you think we need to include in our scoping.

MR. SKIDMORE: Does anyone have any comment on scoping for the EIR for the ADP?

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

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

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

So a brief overview of the presentation, which will take about 10 to 15 minutes, we're going to discuss the purpose of the scoping meeting that describes some of the key elements of the proposed project and then go over the Environmental Review Process that will be conducted. And then at the end, we will actually provide an opportunity for you to provide your input as part of the public scoping process.

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

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

So one of the principal components is a new terminal that would replace the existing Terminal 1. Another alternative that will be analyzed in the Environmental Impact Report will be an extension of Terminal 2 West. This is a concourse extension which contemplates building onto the existing Terminal 2, also identified as the Green Build which opened in 2013. This Terminal 2 West extension would provide up to eight additional gates including jet bridges, hold rooms and gate capacity needs. And then the existing Terminal 1 would be demolished from its current location and a 12-gate second phase could be added. So at the end of Terminal 1 -- at the end of both phases, you would have a 30-gate terminal.

In addition to the jet bridges or gates, you would have hold rooms, additional security lanes for passengers to pass through security, as well as additional concession opportunities. At the front of the terminal would be a circulating roadway system with an elevated departure curb and an arrivals curb on the first level. And further and directly in front would be additional parking facilities that would be connected to the roadway system and then provide access via pedestrian bridges into the terminal.

MR. SKIDMORE: Thank you, Ted.

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

The new terminal would have hold rooms, additional security lanes for passengers to pass through security, as well as additional concession opportunities. At the front of the terminal would be a circulating roadway system with an elevated departure curb and an arrivals curb on the first level. And further and directly in front would be additional parking facilities that would be connected to the roadway system and then provide access via pedestrian bridges into the terminal.

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

So these are the primary components. I would like to invite Tony to review the Environmental Review Process.
In terms of the EIR itself, the purpose of the EIR is to evaluate and provide public disclosure of the potential environmental effects of the proposed development project. A key emphasis in the EIR is the identification of significant impacts. And for those significant impacts, the EIR will identify mitigation measures or things that can be done to reduce or avoid those significant impacts. And along the same lines, the EIR will look at alternatives, are there different ways to go about the project to meet the project objectives, but do so in a way that avoids or reduces the significant impacts. Basically the EIR is a planning tool for decision-makers to review and consider prior to taking any action on a development project.

In terms of the overall process and the schedule, like I said, the first step is the Notice of Preparation, which we publish and we’re asking for your input as to the key issues. We’re having this scoping meeting. We had one yesterday and we’re having one today. That information will be used to help develop the draft EIR, so we’re addressing those key issues that have any impact, agricultural/farmlands, mineral resources, cultural including historic resources, aesthetics/visual effects, air quality, coastal resources, cultural including historic resources, greenhouse gases and climate change, human health risk, land use and planning, noise, transportation and traffic, those will be looked at in detail in the EIR to see if there are significant impacts, and if there are, what can be done to reduce or avoid those impacts.

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

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

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

As part of the scoping process, we prepared a Notice of Preparation that describes some of the key elements that will be analyzed in the Environmental Impact Report. Copies are available at the check-in desk as you depart. We also have that Notice of Preparation posted on our website san.org under Airport Projects and Environmental Affairs.

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

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

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

DAVID REA: To make verbal comments?

MS. JAMISON: You may make verbal comments, absolutely. We ask you to please complete a speaker slip to limit your oral comments to three minutes. If your comment has already been stated, please just acknowledge that briefly. And doing a verbal comment does not negate the ability to do a further written...
comment at another time. So you're welcome to do both.

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

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

DAVID REA: Thank you.

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

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

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

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

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

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

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

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

So those are my questions.

MS. JAMISON: Thank you.

I think we may have one more.

MR. SKIDMORE: Okay. Great.

JIM PEUGH: I just had a couple of points. One
is, it seems to me -- and I'm definitely not a lawyer,
but it seems to me that this is growth-inducing, and so
it will increase economic activity in the region, at
least that's what the Chamber of Commerce tells us.
So my hope would be that you would look
carefully at the cumulative impacts and cumulative
environmental impacts that will occur from the economic
benefit. You know, businessmen say this is a great
thing for making their businesses work better. But also
it means there will be more people here and more
activity, you know, more trucks running around. And I
hope that you'll analyze that.

I was talking to Tony before. Obviously there
will be more greenhouse gases from the airport and there
will be more greenhouse gases both from their operations
and from more people coming to the airport to drop people off or to get here. And I wish there would be someone to hold the airline business responsible for the greenhouse gases they put out. So I at least would like for you to explore the possibility if the Airport Authority or the FAA could, you know, offset at least some of that by producing more green industry, both on the airport site and at other locations to offset those impacts.

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

And the other is the bird strikes. I understand that the airports now are moving much more to avian control. And I’m sure that a lot of those are crows and black birds that we don’t particularly need. But also a lot of them will be Least Terns and other birds that are important to the region. So I don’t know -- I have no idea whether this will cause an input in avian control or not, but I hope that the document will evaluate that and then find ways of offsetting those impacts by benefiting habitats elsewhere that will increase the biological bird activity for those areas.

Thank you.

MR. SKIDMORE: Thank you.

MR. ANASIS: Thank you.

MS. JAMISON: Are there any last comments?

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

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San Diego, California; Wednesday, February 1st, 2017

Good afternoon. Thank you for coming to this Public Scoping Meeting for the San Diego International Airport Development Plan.

My name is Ted Anasis. I’m a manager in the Airport Planning Department. I’m joined here at the dais with Tony Skidmore who is an environmental consultant with CDM Smith. And he will be leading our overview of the proposed project. The Airport Development Plan. I’m also joined with some fellow airport planners including Angie Jamison who is director of airport planning, and Garret Hollarn and Brett Caldwell, planners in the planning department. And in the back, we have Katie Owston who is also with CDM Smith and will be assisting the preparation of the EIR.

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

So the purpose of this meeting is an opportunity for the public and agencies to comment on the scope of environmental effects to be analyzed in the proposed Environmental Impact Report. Moving onto the proposed project, the Airport Development Plan is the next master planning phase for San Diego International Airport. It provides a framework to identify the improvements that will enable the airport to meet the aviation demand of the region through the planning horizon year of 2035. Some of the primary project components that I’ll be covering in more detail include replacement of Terminal 1. That involves a demolition of the existing Terminal 1 and replacement with a new facility. We’re also looking at an alternative which is an extension of Terminal 2 West and improvements to airport and airline support facilities including roadway modifications, new parking facilities, a new central utility plant and new administrative offices.

Let me describe a little bit in detail, and Garret Hollarn is going to help map out or point to those key features. So as I mentioned, Terminal 1 located here is a terminal with 19 gates that began service in 1967. This terminal is outdated and does not meet current levels of customer service or passenger gate capacity needs for the long-term. So the first
In terms of the EIR itself, the purpose of it is to evaluate and publicly disclose the potential environmental effects of a proposed project. That focuses on the potential for significant environmental effects. And for those significant effects, the EIR will take mitigation measures or things that can be done to reduce of avoid those significant impacts. Also, the EIR will evaluate alternatives, are there other ways to accomplish the project objectives that avoid or substantially reduce those significant impacts. Basically the EIR is a planning tool to assist decision-makers in evaluating the environmental impacts of a project before taking any action on it.

In terms of the overall environmental review schedule and process, we're in the first step, the Notice of Preparation. In conjunction with that, we're having the scoping meeting. We had one yesterday. We're having one today. And between the written comments and any comments provided today, that will go into the EIR to help define what issues are addressed in detail. The draft EIR will then be published and available for public and agency review and comment. From that the agency will prepare written responses to all the comments on the draft EIR. And collectively, the draft EIR, the comments and responses to comments constitute the final EIR that will go to the Board for their consideration before taking any action. We anticipate that to occur sometime in spring of 2018. Again, it depends on a lot of things, on the draft EIR and the comments.

The resource areas or environmental issues to be addressed in the EIR, the slide shows 20 different topics. We've highlighted in bold those topics that we anticipate will be key issues to address in the EIR. There are some issues, agricultural/farmlands, mineral resources, things like that we don't anticipate based on the setting of the project and the nature of the project to require much environmental analysis. But the other issues, aesthetics/visual effects, air quality, coastal resources, cultural and historic resources, greenhouse gases, human health risks, land use and planning, noise, transportation and traffic, those will have particular attention in the detail analysis in the EIR.

With that, I'll turn it back over to Ted. He'll describe some of the different ways you can submit comments on the NOP. So there are numerous methods to submit...
So it is not -- it is considered part of our construction of a pedestrian bridge. And then all of that station is built and we would participates with the intermodal transportation center. We'll always be maintaining authority provide the service to the airway. So we want to maintain that in the future.

Thank you.

MS. JAMISON: All right. Thank you.

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

Thank you.

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

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

John Baez: If I just have a question about the Airport Development Plan or have an organization that you represent or you think would be interested in hearing more about the Airport Development Plan or the EIR, please contact me and I will be happy to schedule a presentation.

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

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

Thank you very much for coming this evening. I appreciate it.

So thank you very much for coming this evening. I appreciate it.

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

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

Thank you very much for coming this evening. I appreciate it.

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

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

Thank you very much for coming this evening. I appreciate it.

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

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

Thank you very much for coming this evening. I appreciate it.
Some of the primary project components, which we'll describe in more detail, include replacement of the existing Terminal 1 with a new terminal facility, an alternative that contemplates an extension of Terminal 2. West concourse, improvements of the airport and airline support facilities which include roadway modifications, a new parking facility, a new central utility plant and new administrative offices for the Airport Authority.

Now Garret is going to assist me in identifying some of the key locations on this map. One of the key elements of the Airport Development Plan is a replacement for existing Terminal 1. Terminal 1 is outlined here in red and is a 19-gate terminal that was placed in operation in 1967. The proposed project phase 1 includes a new terminal area which would provide 18 gates replacing the 19 gates at Terminal 1. This terminal would include, not only jet bridges, but also hold rooms for passengers. It would include new security lanes and concession space for traveling passengers. The terminal would also include a curb front and an elevated roadway system following a similar alignment to the roadway circulation system in front of Terminal 1 with access from North Harbor Drive, and would also include a parking facility directly in front of the terminal.

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

Now one other alternative that is being considered is an extension of Terminal 2 with up to eight additional gates on a concourse which would provide additional jet bridges, hold rooms and concessions for traveling passengers. This would be building upon the existing Terminal 2 which was put into operation in 2013. So one other key component to the Terminal 1 replacement, let me just jump back to that, is that it would have up to 1.5 million square feet of space. It would also incorporate the administrative offices for the Airport Authority and could be constructed up to 150 feet in height, which would be the limits of the airspace, and have three to five levels. So those are the key components. I'm now going to turn it over to Tony who will describe the Environmental Review Process.

MR. SKIDMORE: Thank you, Ted. The first step in the Environmental Impact Report, EIR process, is the publication of a Notice of Preparation. The Notice of Preparation, the NOP, describes the basic elements of the project and then asks for comments or input from agencies and the public as to what environmental issues should be addressed in detail in the EIR. Basically the NOP helps us shape the analysis in the EIR to focus on the issues that are most concern to the public agencies and the public.

In terms of the EIR itself, the EIR is a document that evaluates and provides public disclosure of the environmental impacts of our project. It focuses primarily on the potential for significant impacts to the environment in which case the EIR will identify mitigation measures to reduce or avoid those impacts. It also looks at alternatives, are there other ways to accomplish the project objectives that avoid or reduce those significant impacts. The EIR is a planning tool to assist decision-makers in evaluating the environmental impacts of a proposed project before they take any action on that project.

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

That input, those written comments, the Airport Authority will respond to all those comments in writing. So the combination of the draft EIR, the comments on the draft EIR and the response to the comments constitute the final EIR that the Board will consider before taking any action on the project. We anticipate that last step...
In terms of the environmental resources or issues to be addressed in the EIR, the slide there shows 20 different topics. We've highlighted in bold those that we anticipate to be key issues to be evaluated in detail in the EIR. There is some topics that will be discussed, but based on the location of the project and the nature of the project won't require much analysis.

Agricultural/farmlands, mineral, not much of an issue there.

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

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

MR. ANASIS: Great. Thank you.

So in addition to providing verbal comments tonight as part of the record -- we actually have a court reporter here that will transcribe any comments that are provided this evening. But you may also mail in your comments. We ask that you mail them so that we deliver or faxed. As you exit, we have a form that be e-mailed to planning@san.org or they can be hand delivered or faxed. As you exit, we have a form that can be e-mailed to planning@san.org or they can be hand delivered or faxed. As you exit, we have a form that can be e-mailed to planning@san.org or they can be hand delivered or faxed.

A Notice of Preparation is available. We have a hard copy tonight and it describes the key components of the Airport Development Plan. But it is also posted on our website at san.org under Airport Projects/Environmental Affairs. And if you have any questions in regards to the Airport Development Plan after the scoping meeting, our planners will convene in the lobby next to some of the display boards. And we would be happy to answer any questions you may have after you provide your comments to us on the record.

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

So with that, I'm going to turn it over to Angie Jamison who will facilitate the public scoping.
This stuff that says here for SANDAG, is that going to be part of this or is that another item that's not part of this EIR itself that's on Pacific Highway?

Is that part of this?

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

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

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

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

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

MARIO INGRASCI: Right there. Very good.

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

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

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

MR. ANASIS: Thank you.

MS. JAMISON: Thank you.

Are there any other comments at this time?

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

(Whereupon, the proceedings were concluded at 6:16 p.m.)

* * *

C E R T I F I C A T E

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

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

Dated: This day of February, 2017, at San Diego, California.

________________________________
AMANDA NOEL MARCOS
C.S.R. NO. 13965
Public Scoping Meeting 2/1/2017
Public Scoping Meeting 2/1/2017

Thank 3:4 6:22
7:15 13:18, 21
14:4 17:17
22:10, 12, 13
24:12, 14 25:6, 7
27:7, 8, 9, 11, 15
28:4 31:17
33:24 36:7, 8, 15
37:5 40:14
42:20 47:15, 16, 17, 22, 25
thanks 4:4
ting 25:19
46:15 47:3
things 4:10, 22
13:13 18:11
25:1 32:6 33:5, 12
third 25:19
thoughts 9:15, 16
45:9
toys 34:4
three 25:14
term 3:9
Terminal 4:9
5:7, 11, 11, 19, 20,
23, 25 6:2, 7, 8,
9, 22, 23 7:1, 3,
4, 9, 10 12:9, 18
15:16, 17, 25, 25
16, 1, 2, 4, 7, 8, 9,
13, 15, 17, 22
17, 2, 5, 6, 8, 11
23, 3, 11, 17 24:3
29, 12, 13, 15, 21,
22, 30, 1, 2, 3,
4, 5, 11, 14, 16,
18, 20, 22, 23
31:5, 7, 9, 11
38, 13, 13, 14, 22,
22, 23, 25 39:1, 2,
5, 8, 10, 11, 12, 13,
15, 20, 23 40:2, 4
44:20 46:13
terminus 35:15
15:16, 11, 14, 16,
18, 20, 22, 23
31:5, 7, 9, 11
38, 13, 13, 14, 22,
22, 23, 25 39:1, 2,
5, 8, 10, 11, 12, 13,
15, 20, 23 40:2, 4
44:20 46:13
terns 26:25
TERRI 24:17, 17

< T >
TI 6:4, 5, 5 35:7
T2 6:15

take 7:16 9:25
11:3, 14 12:10, 12
14 21:17
22:11 28:22
32:6 37:17
32:10, 16 44:1
taken 8:12 49:9
talk 4:11, 12
6:14 7:13 10:6
28:20
talked 23:16
talking 25:23
Tamura 2:15
4:3 37:14
team 3:25
technical 3:9
Ted 2:11 3:6, 7
14:11 17:17
20:1 28:7 31:17
33:21 35:3 37:7
40:14 42:17
tell 4:9 17:24
20:2
tells 25:14
term 3:9

< U >
ultimate 5:3
unavoidably 3:7
understand 5:22
8:6, 21 9:17, 18
26:22 45:13
understanding 9:22
use 6:14 10:13
19:22 33:18
42:14 45:2
46:11
Usually 9:11
utilities 31:5
utility 5:15 6:18
15:20 17:12

< V >
verbal 20:6
21:19, 20, 24
37:22 42:21
verbally 11:12
versus 13:9

< W >
wait 24:10
waiting 22:2
23:24 44:23
walk 23:6
want 5:6 7:16
8:7 11:3, 24
13:11, 14 24:2
36:5, 10 37:4
45:9 46:18
watch 23:21

< V >

< U >

< W >

< T >

< U >

< V >
| ways 8:16, 18 | yeah 35:9 |
| 10:23 18:14 | year 15:12 29:9 |
| 20:4 27:4 32:9 | 35:24 38:10 |
| 33:22 41:5 | 39:17 |
| 42:18 | years 44:19 |
| website 21:1 | yesterday 9:4 |
| 34:14 43:11 | 18:23 32:17 |
| Wednesday 2:2 | 3:1 14:1 28:1 |
| 34:7 37:1 43:1 | 18:23 32:17 |
| week 23:3 | 23:5 22 |
| welcome 11:4, 9, 11 | 22:1, 11 |
| 17:12 20:17 | 31:5 43:6 |
| we're 3:11 5:10, 11, 20 | 9:1, 3, 3 |
| 12:10, 11, 24 | 13:3, 7, 7, 12 |
| 14:18, 21 18:1, 21, 22, 23, 25 | 22:2, 25, 25 |
| 29:13 30:4, 19 | 32:15, 16, 18 |
| 36:11, 14 41:12, 13 | 23:7 |
| West 5:11 6:15 | wish 26:2 |
| 7:9, 10, 10 15:17 | wonder 22:20 |
| 17:5, 8 22:23 | 23:7 |
| 29:15 31:6, 9 | wondering 12:17 |
| 38:15 39:20 | wooded 24:18 |
| we've 8:5 10:4, 10 | 19:12, 18 |
| 23:10 33:9 42:4 | 23:10 33:9 42:4 |
| widening 23:7 | written 9:16, 20, 23 |
| wish 26:2 | 19:5 21:25 |
| wonder 22:20 | 24 41:20 |
| 23:7 | written 9:16, 20, 23 |
| wondering 12:17 | 19:5 21:25 |
| wooded 24:18 | 24 41:20 |
| words 11:6 | wrong 44:25 |
I, AMANDA NOEL MARCOS, Certified Shorthand Reporter for the State of California, do hereby certify:

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

IN WITNESS WHEREOF, I have subscribed my name this ___ day of February, 20__, at San Diego, California.

[Signature]

AMANDA NOEL MARCOS
CSR NO. 13965
R-A4 – Comments on the Notice of Preparation
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<tr>
<td>Transportation Team Supervisor</td>
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<td>Environmental Review Section</td>
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<tr>
<td>(415) 947-4161 - phone</td>
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<td><a href="mailto:dunning.connell@epa.gov">dunning.connell@epa.gov</a></td>
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<td>U.S. Fish &amp; Wildlife Service</td>
<td>03/30/17</td>
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<td>Carlsbad, CA 92008</td>
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<td>Mr. David Zoutendyk</td>
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<tr>
<td>Ms. Karen A. Goebel</td>
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<tr>
<td>Ms. Sandy Vissman</td>
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<td>(760) 431-9440, x274</td>
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<tr>
<td>Sacramento, CA 95812-3044</td>
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<td>Scott Morgan</td>
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<tr>
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<tr>
<td>(916) 445-0613 - phone</td>
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<td>(916) 323-3018 - fax</td>
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<td>Native American Heritage Commission</td>
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<tr>
<td>1550 Harbor Blvd., Suite 100</td>
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<tr>
<td>West Sacramento, CA 95691</td>
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<tr>
<td>Gayle Totton, M.A., PhD.</td>
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<tr>
<td>Associate Governmental Program Analyst</td>
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<td>(916) 373-5471 - fax</td>
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<td><a href="mailto:gayle.totton@nahc.ca.gov">gayle.totton@nahc.ca.gov</a></td>
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<td>Department of Toxic Substances Control</td>
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<td>5796 Corporate Avenue</td>
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<td>Brownfields and Environmental Restoration Program - Cypress</td>
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<tr>
<td>(714) 484-5476 - phone</td>
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<tr>
<td><a href="mailto:Johnson.Abraham@dtsc.ca.gov">Johnson.Abraham@dtsc.ca.gov</a></td>
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<td>California Coastal Commission 7575 Metropolitan Drive, Suite 103 San Diego, CA 92108-4402</td>
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<tr>
<td>Melody Lasiter Coastal Program Analyst (619) 767-2370 - phone <a href="mailto:Melody.Lasiter@coastal.ca.gov">Melody.Lasiter@coastal.ca.gov</a></td>
<td>03/01/17</td>
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<td>Department of Fish and Wildlife South Coast Region 3883 Ruffin Road San Diego, CA 92123</td>
<td>03/01/17</td>
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<tr>
<td>Gail K. Sevrens Environmental Program Manager South Coast Region</td>
<td>03/01/17</td>
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<td>Eric Weiss Senior Environmental Scientist (858) 467-4289 - phone <a href="mailto:eric.weiss@wildlife.ca.gov">eric.weiss@wildlife.ca.gov</a></td>
<td>02/28/17</td>
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<td>Department of Transportation District 11 Planning Division 4050 Taylor Street, M.S. 240 San Diego, CA 92110</td>
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<td>Dara Wheeler Interim Deputy District Director of Planning</td>
<td>03/01/17</td>
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<tr>
<td>Keri Robinson Caltrans Development Review Branch (619) 688-3193 - phone <a href="mailto:keri.robinson@dot.ca.gov">keri.robinson@dot.ca.gov</a></td>
<td>03/01/17</td>
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<tr>
<td>Unified Port of San Diego 3165 Pacific Highway San Diego, CA 92101 P.O. Box 12048 San Diego, CA 92112-0488</td>
<td>03/01/17</td>
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<tr>
<td>Jason H. Giffen Assistant Vice President, Planning and Green Port (619) 686-6473 - phone <a href="mailto:jgiffen@portofsandiego.org">jgiffen@portofsandiego.org</a></td>
<td>03/01/17</td>
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<tr>
<td>Lesley Nishihira Principal, Planning and Green Port (619) 686-6469 <a href="mailto:lnishihira@portofsandiego.org">lnishihira@portofsandiego.org</a></td>
<td>03/01/17</td>
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<tr>
<td>SANDAG 401 &quot;B&quot; Street, Suite 800 San Diego, CA 92101-4231</td>
<td>03/01/17</td>
<td>03/01/17</td>
<td>E-Mail</td>
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<tr>
<td>Katie Hentrich Regional Energy/Climate Planner (619) 595-5609 - phone <a href="mailto:katie.hentrich@sandag.org">katie.hentrich@sandag.org</a></td>
<td>03/01/17</td>
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<tr>
<td>Coleen Clementson <a href="mailto:coleen.clementson@sandag.org">coleen.clementson@sandag.org</a></td>
<td>03/01/17</td>
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NOTICE OF PREPARATION FOR A DRAFT EIR
(AIRPORT DEVELOPMENT PLAN)
COMMENTS RECEIVED

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<td>Alyssa Muto</td>
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<tr>
<td>Senior Planner</td>
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<tr>
<td>Environment and Policy Analysis</td>
<td>(619) 235-5206 - phone</td>
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<td><a href="mailto:KSteinert@sandiego.gov">KSteinert@sandiego.gov</a></td>
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<td>Vickie White</td>
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<td><a href="mailto:VWhite@sandiego.gov">VWhite@sandiego.gov</a></td>
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<tr>
<td>Kamran Khaligh</td>
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<tr>
<td>Associate Traffic Engineer</td>
<td>Planning Services Transportation Department</td>
<td>(619) 446-5357 - phone</td>
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<td><a href="mailto:KhalighK@sandiego.gov">KhalighK@sandiego.gov</a></td>
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<td>Mark Stephens</td>
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<td>Transportation and Storm Water Department</td>
<td>Storm Water Division</td>
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<td><a href="mailto:MGStephens@sandiego.gov">MGStephens@sandiego.gov</a></td>
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<td>Oakland, CA 94607</td>
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<tr>
<td>Richard Drury</td>
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<tr>
<td>Theresa Rettinghouse</td>
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<tr>
<td>(510) 836-4200 - phone</td>
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<td><a href="mailto:theresa@lozeaudrury.com">theresa@lozeaudrury.com</a></td>
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<td>San Diego County Archaeological Society, Inc.</td>
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<td>San Diego, CA 92138-1106</td>
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<tr>
<td>James W. Royle, Jr.</td>
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<tr>
<td>Chairperson</td>
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<td>Environmental Review Committee</td>
<td>(858) 538-0935 - phone</td>
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<td>San Diego, CA 92110</td>
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<tr>
<td>Bruce Coons</td>
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<tr>
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<tr>
<td>(619) 297-9327 - phone</td>
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<td>Bob Leiter</td>
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<td>NOP Public Scoping Mtg</td>
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<td>Jose &amp; Marly da Rosa</td>
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<td>Karen B. Marshall</td>
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<td>12 East Roseland Drive</td>
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<tr>
<td><a href="mailto:dmarshall1@san.rr.com">dmarshall1@san.rr.com</a></td>
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<td>Nadia Shimotsu</td>
<td>02/28/17</td>
<td>02/28/17</td>
<td>Phone</td>
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<tr>
<td>Resident of Point Loma</td>
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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

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
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 SDCRAA 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 SDCRAA 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

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

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,

[Signature]

for Karen A. Goebel
Assistant Field Supervisor

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


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

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov
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.
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

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
City: San Diego, CA
County: San Diego County
Zip: 92138-2776

Project Location: County: San Diego County
City/Nearest Community: City of San Diego
Cross Streets: San Diego International Airport - North Harbor Drive
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
Airports: San Diego Intl Airport
Railways: Various
Schools: Various

Document Type:

- CEQA: ☑ NOP
- Early Cons
- Neg Dec
- Mit Neg Dec
- Draft EIR
- Supplement/Subsequent EIR
- NEPA:
- NOI
- Other: Draft EIS
- FONSI
- Joint Document
- Final Document
- Other:

Local Action Type:

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

Development Type:

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

Project Issues Discussed in Document:

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

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010
January 26, 2016

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/cecqa/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 (f) 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 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_CaEPAPDF.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 contact 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
February 14, 2017

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

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,

[Signature]

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

cc: See next page.
Mr. Ted Anasis
February 14, 2017
Page 3

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

   Mr. Guenther W. Moskat, Chief (via e-mail)
   Planning and Environmental Analysis Section
   CEQA Tracking Center
   Department of Toxic Substances Control
   Guenther.Moskat@dtsc.ca.gov

   Mr. Dave Kereazis (via e-mail)
   Office of Planning & Environmental Analysis
   Department of Toxic Substances Control
   Dave.Kereazis@dtsc.ca.gov

   Mr. Shahir Haddad, Chief (via e-mail)
   Schools Evaluation and Brownfields Cleanup
   Brownfields and Environmental Restoration Program - Cypress
   Shahir.Haddad@dtsc.ca.gov

   CEQA# 2017011053
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) Vickie White (City of San Diego)
Deborah Lee (CCC) Samir Hajjiri (City of San Diego)
Kanani Brown (CCC) Mark Thomsen (MTS)
Chris Schmidt (Caltrans) Gary Gallegos (SANDAG)
Keri Robinson (Caltrans) Miriam Kirshner (SANDAG)
Dara Wheeler (Caltrans) Colleen Clementson (SANDAG)
Jacob Armstrong (Caltrans) Katie Hentrich (SANDAG)
Tait Galloway (City of San Diego)
March 1, 2017

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. 2008). 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.

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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. Sevrens
Environmental Program Manager
South Coast Region

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

REFERENCES


February 28, 2017

11-SD-5
PM 17.53
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.

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"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
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.

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability*
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.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
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,

[Signature]

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 <lnishiii@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

Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.
This email is public information and may be viewed by third parties upon request.
March 1, 2017

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

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 Nishihiara at (619) 686-6469 or via email at lnishihi@portofsandiego.org.

Sincerely,

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

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

Facebook | Twitter | YouTube
March 1, 2017

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)...."
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,

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
March 1, 2017

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.
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.

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.
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:

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@sandiego.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
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

--
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.
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

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

[Stamp: RECEIVED FEB 15 2017]

BY: .........................
Thursday, February 23, 2017

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

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
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.
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
Phone: (___) ____________ (optional)
E-Mail Address: pherstein@netscape.net (optional)
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

Address: ________________________________________________________________
(optional)

Phone: (____) __________________________
(optional)

E-Mail Address: _________________________________________________________
(optional)
If you wish to speak or ask a question, please complete this form with your specific topic or question:

Noise

Name: Marly da Rosa  
Address: 787 Armada Terrace

Phone: (619) 274-2323  
E-Mail Address: ____________________________

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 SANDBY

Name: ROBERT PISKULCE
Phone: (49) 501-8903

Address: 

E-Mail Address: bjp527@yahoocom

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

Name: Kelly Powell
Phone: (858) 449-2048
Address: 
E-Mail Address: 

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 Pugh
Phone: (619) 224-1581
Address: 2776 Nipome St.
E-Mail Address: plugh@cox.net
(optional)
(optional)
**SPEAKER/QUESTION CARD**

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

- Noise
- Runways
- Retail, food & shops
- Air traffic departures & arrivals

Name: DAVID REESE

Address: 2651 FRONT ST

Phone: (819) 241-2606

E-Mail Address: SAN DIEGO 92103

(optional)
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 or noise mitigation do you anticipate to evaluate with increased capacity?

Name: Jerri Johnson  
Address: ____________________________ (optional)
Phone: (___) ________________ (optional)
E-Mail Address: ______________________ (optional)

2/1/17 4 pm
SPEAKER/QUESTION CARD

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

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Name: **MARIO ING-RASCI**

Address: ____________________________________________________________________________
(optional)

Phone: (___) __________________________
(optional)

E-Mail Address: ______________________________________________________________________
(optional)
February 21, 2017

Ted Anasis
Manager 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 Wildlife. 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 will never have 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 enviroment 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.
Now we will move on to The California Department Fish and Wildlife

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

Brown Pelican = California brown pelican
California Clapper rail
California Least Term
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
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