



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
9

Meeting Date: **SEPTEMBER 1, 2011**

Subject:

Certify Final Supplemental Environmental Impact Report and Adopt Findings of Fact for the San Diego International Airport Master Plan Northside Improvements

Recommendation:

Adopt Resolution No. 2011-0114, certifying the Final Supplemental Environmental Impact Report and adopting Findings of Fact prepared in accordance with the California Environmental Quality Act (CEQA) for the San Diego International Airport Master Plan Northside Improvements.

Background/Justification:

Purpose of Environmental Review

The San Diego County Regional Airport Authority (Airport Authority) is the lead agency and the Board of the Airport Authority (Board) is the decision-making body with authority to consider and certify a Supplemental Environmental Impact Report (SEIR) for the projects proposed on the northside of San Diego International Airport, collectively described as the Northside Improvements.

History of the San Diego International Airport Master Plan and Related Environmental Review

In May 2008, the Airport Authority adopted the San Diego International Airport Master Plan (AMP) and certified the related Final Environmental Impact Report (EIR). The AMP included two components:

- (1) an Airport Land Use Plan that provides PROGRAM-level planning guidance and is specifically a figure that depicts the properties and boundaries under the planning jurisdiction of the Airport Authority and designates the land uses on the Airport; and
- (2) an Airport Implementation Plan with PROJECT-level approvals for those elements that are to be designed and constructed through 2013 and operate through 2015 and beyond. The Green Build is the primary project in the Airport Implementation Plan.

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The Airport Land Use Plan is meant to ensure that Airport facilities are planned with thought and foresight to serve the greatest number of Airport users. With limited physical space available for Airport purposes, the Airport Land Use Plan guides and groups similar Airport uses to ensure compatible, shared, and orderly development of Airport facilities. The Airport Land Use Plan may be modified or amended in the future to respond to changes in the demand for Airport facilities as identified in future passenger, operations, and cargo forecasts.

Since 2008, additional planning and coordination with Airport tenants and stakeholders has occurred regarding airport use areas identified in the Airport Land Use Plan. Using the adopted Airport Land Use Plan as a planning guide, the Airport Authority now proposes amendments to the Airport Implementation Plan, collectively described as the "Northside Improvements." The Northside Improvements are the PROJECT-level elements that are to be designed and constructed through 2015 and operated beyond 2015.

In compliance with state environmental regulations, a programmatic EIR was certified for the adopted AMP in 2008. The programmatic EIR analyzed future airport uses on the northside at a PROGRAM-level. Now, the proposed Northside Improvements represent the discretionary actions that constitute the Proposed Project for review under CEQA at a PROJECT-level. The airport uses in the Northside Improvements were previously contemplated and addressed in the AMP EIR; however certain aspects of those uses, such as the size of a consolidated rental car facility, the alignment of the roadways, the configuration of the air cargo facility, and various other design and implementation details have since been refined. The Airport Authority prepared an SEIR to satisfy the CEQA requirements by fully disclosing any material changes in impacts that may occur as a result of the Proposed Project in light of new information regarding the proposed Northside Improvements that were not known at the time the AMP EIR was prepared and approved.

Description of the Northside Improvements (Proposed Project)

The Proposed Project is to amend the adopted Airport Land Use Plan and Airport Implementation Plan to include the following Northside Improvements:

- Consolidated Rental Car (CONRAC) facility and reconfiguration of adjacent parking facility
- Air cargo warehouse facilities and associated improvements
- Northside roadway system and a terminal link roadway along the eastern perimeter of the Airport connecting the proposed northside facilities to the southside of the Airport
- On-site utilities improvements to serve the proposed development

It is important to note that general aviation facilities were included in the adopted AMP and were analyzed at a PROJECT-level in the AMP EIR. Proposed general aviation facilities are included in the Northside Improvements area to ensure that comprehensive planning, operations, and access are integrated.

The purpose of the Proposed Project is to meet the objectives of the AMP, specifically three objectives for near-term development improvements at the Airport as follows:

1. The Northside Improvements are intended and designed to improve the cargo processing capabilities of the Airport, consolidate dispersed rental car facilities into a single location alongside improved public parking facilities, and provide access between the northern and southern portions of the Airport via a secure, on-airport terminal link roadway. Together, these improvements would serve to improve levels of service and airport safety and security, and enhance Airport access, especially in terms of achieving a better north-south balance of airport-generated vehicle trips.
2. The proposed Northside Improvements are complementary to the existing uses and setting of the northern portion of the Airport, which currently include open apron areas for air cargo operations, a public surface parking lot, and large open areas used for vehicle and other storage. The proposed air cargo facilities, CONRAC, reconfigured/improved public parking facility and roadway improvements, including the terminal link roadway, would substantially improve the operations and efficiency of those uses, and would occur within an area surrounded by compatible airport, industrial, and military uses.
3. The proposed Northside Improvements are intended to support future public transit by developing the land use and transportation infrastructure on the Airport that would better link the northern and southern portions of the Airport in a location near a regional Intermodal Transportation Center proposed by the San Diego Association of Governments (SANDAG).

Supplemental Environmental Impact Report – Public and Agency Review

As required by CEQA, a notice of preparation (NOP) was prepared and circulated for the Draft SEIR. The NOP indicated that the Project had potential environmental effects to Aesthetics and would be addressed in a Supplemental EIR. The NOP is included in Appendix A, Part I of the SEIR. The NOP, dated May 20, 2010, was distributed to potential responsible and trustee agencies and other potentially interested parties beginning on May 20, 2010. The NOP was posted on the Airport Authority's website on May 20, 2010, and a notice of availability was published in two local newspapers of general circulation – the San Diego Union Tribune and the San Diego Daily Transcript – on May 20, 2010.

The review period for the NOP ended on June 28, 2010. During this public review period, comments and input were solicited from state and local government agencies that would affect or be affected by the Project, as well as private organizations and individuals that may have an interest in the Project. In addition, a public scoping meeting was held at the Airport Authority's offices at 3225 North Harbor Drive, San Diego on June 8, 2010.

Written comments received during the public review period for the NOP are contained in Appendix A, Part II of the SEIR. Written comments were received from eight agencies and organizations. The Airport Authority considered the information in the NOP, along with the responses to the NOP and public comments at the scoping meetings, in preparing the Draft SEIR.

On November 1, 2010, the Airport Authority issued a Draft SEIR for public review for a period of 82 days ending on January 21, 2011. The Draft SEIR was posted on the Airport Authority's website on November 1, 2010, and made available on a CD. The Draft SEIR Notice of Availability (NOA) was posted onsite by the Airport Authority Clerk, filed with the San Diego County Clerk, and published in the San Diego Daily Transcript (November 1, 2010) and San Diego Union Tribune (November 1, 2010). This legal notice announced the release of the Draft SEIR, described the Project, identified where it was available for review, and stated the period for submittal of comments on the contents of the Draft SEIR. The Airport Authority distributed the Draft SEIR to approximately 40 parties, including the State Clearinghouse, responsible agencies, trustee agencies, affected public agencies, nearby property owners and residents, and other interested public groups. The Airport Authority also distributed approximately 170 copies of the NOA to potentially interested parties. As part of the above-noted Draft SEIR distribution, the Draft SEIR was provided to four public libraries to be made available for review by members of the public (City of San Diego Central Library, Mission Hills Branch Library, Ocean Beach Branch Library, and Point Loma Hervey Branch Library). The Airport Authority received 12 written comment letters in response to the Draft SEIR from:

1. U.S. Department of Homeland Security – United States Coast Guard
2. State of California – Public Utilities Commission
3. State of California – Governor's Office of Planning and Research
4. State of California – Department of Transportation
5. SANDAG
6. City of San Diego – Public Utilities Department – Engineering and Program Management Division
7. City of San Diego – Public Utilities Department - Water and Sewer Development Section
8. City of San Diego – Development Services
9. San Diego Unified Port District
10. San Diego County Archaeological Society
11. Solar Turbines Incorporated
12. Peninsula Community Planning Board

The written comment letters are included in Chapter 1 – Executive Summary of the Final SEIR.

Final SEIR Includes Responses to Comments Received

In August 2011, the Airport Authority prepared a Final SEIR that includes comments received on the Draft SEIR and a response to each comment (included in Chapter 1 of the Final SEIR). The Final SEIR also includes the entire text of the SEIR with changes to the text of the Draft SEIR in strikeout/underline format to show deleted and new text. A Notice of Availability and an electronic copy of the Final SEIR on CD was sent to all commenters that provided a mailing address or were notified by e-mail reply. The Final SEIR was posted on the Airport Authority website at the Environmental Review/CEQA webpage on August 22, 2011.

Certification of Final SEIR and Adoption of Findings of Fact

Pursuant to CEQA, prior to consideration and approval of the projects included in the Northside Improvements, the Board, as the lead agency, must certify that:

- the Final Supplemental Environmental Impact Report (SEIR) has been completed in compliance with the California Environmental Quality Act (CEQA);
- the Final SEIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final SEIR prior to approving the project; and
- the Final SEIR reflects the lead agency's independent judgment and analysis.

Actions Requested

Prior to consideration and approval of the Northside Improvements, the Board is requested to:

- 1) Consider and certify the Final SEIR; and
- 2) Re-adopt the CEQA Findings of Fact prepared for the San Diego International Airport Master Plan Final Environmental Impact Report on May 1, 2008 with no revisions (Resolution No. 2008-0048) that include a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

Fiscal Impact:

The SEIR was prepared with costs included in the Airport Authority operating budget. As specific projects identified in the Northside Improvements are approved by the Airport Authority Board, the costs associated with the implementation of each specific project will be presented for approval.

Environmental Review:

- A. CEQA Review: This Board action is for a Proposed Project subject to CEQA and the Final SEIR has been prepared in accordance with CEQA.

- B. California Coastal Act Review: This Board action is for a Proposed Project that is a development under the Coastal Act. As each specific project in the Northside Improvements is approved by the Airport Authority Board, an application for a coastal development permit will be submitted to the California Coastal Commission.

Equal Opportunity Program:

Not applicable.

Prepared by:

ANGELA SHAFER-PAYNE
VICE PRESIDENT, PLANNING AND OPERATIONS

RESOLUTION NO. 2011-0114

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY CERTIFYING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) AND ADOPTING FINDINGS OF FACT PREPARED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN NORTHSIDE IMPROVEMENTS

WHEREAS, the San Diego County Regional Airport Authority Act created the San Diego County Regional Airport Authority (Authority) and gives the Authority control over the San Diego International Airport (SDIA), and exclusive jurisdiction to study, plan and implement any improvements, expansion or enhancements at any airports within its control; and

WHEREAS, the Authority prepared and adopted the San Diego International Airport Master Plan on May 1, 2008 to address the regional demand for air service including passenger service, air cargo and general aviation;

WHEREAS, the adopted Airport Master Plan consists of two components: (1) an Airport Land Use Plan and (2) an Airport Implementation Plan; and

WHEREAS, the Airport Land Use Plan is a conceptual planning document that indicates generally the locations of existing and possible future land uses on SDIA, and provides overall guidance for the orderly development of SDIA, but does not commit the Authority to the construction or development, nor authorize the construction or development, of any specific structure or facility; and

WHEREAS, the Airport Implementation Plan identifies specific structures and facilities that the Authority staff have recommended be constructed and developed to address the levels of service for air passenger, air cargo and general aviation, but does not authorize any construction, nor commit the Authority to the construction or development, nor authorize the construction or development, of any specific structure or facility; and

WHEREAS, the Authority prepared and certified a programmatic Final Environmental Impact Report for the Airport Master Plan and adopted Findings of Fact, a Statement of Overriding Consideration and a Mitigation Monitoring and Reporting Program in accordance with the California Environmental Quality Act on May 1, 2008 (Resolution No. 2008-0048); and

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WHEREAS, since 2008, the Authority conducted additional planning and coordination with Airport tenants and stakeholders regarding airport use areas on the northside of San Diego International Airport and developed specific projects described as the Northside Improvements to be included in an amended Airport Land Use Plan and Airport Implementation Plan;

WHEREAS, to meet the objectives of the San Diego International Airport Master Plan, a project is proposed to amend the adopted Airport Land Use Plan and Airport Implementation Plan to include the Northside Improvements of a consolidated rental car facility and reconfiguration of adjacent parking facility; air cargo warehouse facilities and associated improvements, northside roadway system and terminal link roadway, and utilities improvements to serve the proposed development; and

WHEREAS, the Authority commenced the preparation of a Supplemental Environmental Impact Report (SEIR) in accordance with the CEQA based upon the programmatic Airport Master Plan Final Environmental Impact Report (May 2008), which examined environmental issues related to the Proposed Master Plan to the year 2030; and

WHEREAS, the Authority circulated a Draft SEIR for the Northside Improvements on November 1, 2010 for a review period of 82 days concluding on January 21, 2011 for the public and governmental agencies to review and comment on the Draft SEIR; and

WHEREAS, the Authority thereafter reviewed and responded to all public and agency comments on the Draft SEIR and published a Final SEIR in August 2011; and

WHEREAS, the Authority reviewed, commented on, and approved all documents and materials prepared by and relied upon by its consultants in preparing the Final SEIR; and

WHEREAS, the Final SEIR (August 2011) relies upon the certified Final EIR (May 2008) in accordance with CEQA; and

WHEREAS, where applicable, mitigation measures were identified in the Final EIR (May 2008) to reduce the potentially significant impacts of the specific structures and facilities listed in the Airport Implementation Plan to a less-than-significant level or to avoid those impacts, where feasible; and

WHEREAS, some potentially significant impacts may remain after implementation of the adopted Airport Land Use Plan because either mitigation is infeasible, or the responsibility and jurisdiction over the only feasible mitigation measures lies with another agency and as a result the Authority cannot ensure the implementation of such mitigation measures, and the Authority will re-adopt the Statement of Overriding Considerations previously adopted on May 1, 2008 with no revisions (Authority Resolution No. 2008-0048); and

WHEREAS, some potentially significant impacts may remain after implementation of the Airport Implementation Plan because either mitigation is infeasible, or the responsibility and jurisdiction over the only feasible mitigation measures lies with another agency and as a result the Authority cannot ensure the implementation of such mitigation measures, and the Authority will re-adopt the Statement of Overriding Considerations adopted on May 1, 2008 with no revisions (Authority Resolution No. 2008-0048); and

WHEREAS, the Authority certifies that the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP), adopted on May 1, 2008 (Authority Resolution No. 2008-0048) are specific and are incorporated into the amended Airport Land Use Plan and Airport Implementation Plan, as applicable; and

WHEREAS, the Authority certifies that the MMRP adopted on May 1, 2008 with no revisions (Authority Resolution No. 2008-0048) satisfies the requirements of CEQA; and

WHEREAS, the SEIR consists of the 2010 Draft SEIR as revised by the 2011 Final SEIR, Responses to Comments on the Draft EIR, all appendices, and any documents or materials incorporated in the EIR by reference; and

WHEREAS, the Final SEIR was prepared, published, circulated, reviewed, and completed in accordance with the requirements of CEQA and the CEQA Guidelines and constitutes an adequate, accurate, objective, and complete Final EIR in accordance with the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, the Final SEIR reflects the independent judgment and analysis of the Authority; and

WHEREAS, the Final SEIR reflects the best efforts of the Authority to undertake all reasonably feasible and prudent actions to discover, analyze, disclose, and mitigate all potentially significant environmental impacts of the Airport Land Use Plan and the specific structures and facilities identified in the Airport Implementation Plan; and

WHEREAS, the Final SEIR has been presented to the Board, and the Board has reviewed and considered the information contained therein and in the record supporting the Final SEIR prior to making these findings or taking action on the amended Airport Land Use Plan and the specific structures and facilities identified in the amended Airport Implementation Plan, and conducted a duly noticed public hearing on the Final SEIR.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby CERTIFIES the Final Supplemental Environmental Impact Report (SEIR), and adopts Findings of Fact prepared in accordance with the California Environmental Quality Act (CEQA) for the San Diego International Airport Master Plan Northside Improvements; and

BE IT FURTHER RESOLVED that the Board has considered staff recommendations and all of the aforesaid materials and all of the evidence in the record of the proceedings and based on that evidence hereby ADOPTS this Resolution certifying the Final SEIR as being complete and prepared in compliance with the provisions of CEQA; and

BE IT FURTHER RESOLVED that the Board hereby RE-ADOPTS the California Environmental Quality Act (CEQA) Findings of Fact, Statement of Overriding Considerations, and a Mitigation Monitoring Program adopted May 1, 2008 with no revisions (Authority Resolution No. 2008-0048).

PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 1st day of September, 2011 by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON LOBNER
GENERAL COUNSEL

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Northside Improvements
Certify Final SEIR and Adopt
Findings of Fact

September 1, 2011





Overview

- 1. Northside Improvements**
- 2. Environmental Review Process**
- 3. Requested Board Actions**
 - a. Certify Final SEIR**
 - b. Re-Adopt Findings of Fact**
- 4. Next Steps**





1. Northside Improvements

San Diego International Airport Master Plan

- Adopted May 1, 2008
- Programmatic Final Environmental Impact Report

Airport Land Use Plan – Program-Level

- Depicts Airport planning jurisdiction, properties and boundaries
- Designates the land uses on the Airport: Airfield, Terminal, Ground Transportation, and Airport Support





1. Northside Improvements

Proposed Airport Land Use Plan





1. Northside Improvements

Proposed Airport Implementation Plan – Project-Level Specific projects to be designed and constructed:

- Consolidated rental car facility (CONRAC)
- Reconfigured parking facilities
- Terminal link roadway
- Air cargo warehouse facilities
- Utility improvements
- General aviation facilities (analyzed in previous EIR)





1. Northside Improvements

Proposed Airport Implementation Plan





1. Northside Improvements

Terminal Link Roadway Alignment On Airport Avoids Solar Turbines





2. Environmental Review Process

May 2008	San Diego International Airport Master Plan Adopted and Final Program EIR Certified
May –June 2010	Notice of Preparation issued for Northside Improvements Draft Supplemental EIR; scoping meeting held June 8, 2010
Nov 1, 2010 – Jan 21, 2011	Draft SEIR circulated for 82 day agency/public review period (state law requires minimum 45 days) Draft SEIR available on Authority website and CD





2. Environmental Review Process

Jan 21, 2011	Comment period closes; 12 comment letters received including federal/state/local agencies
Feb – Aug 2011	Reviewed comments and considered alternatives to address comments and potential impacts Discussed comments with agencies/parties
August 22, 2011	Preparation of responses to comments and Final SEIR (posted on website, libraries, and mailed on CD). Available at www.san.org ; Environmental Review/CEQA webpage
Sept 1, 2011	Certify Final SEIR and related CEQA actions





Comments Received

Federal Agencies

- U.S. Department of Homeland Security – U.S. Coast Guard

State Agencies

- CA Public Utilities Commission
- CA Governor's Office of Planning and Research
- CA Department of Transportation, District 11





Comments Received

Regional/Local Agencies

- **SANDAG**
- **City of San Diego – Development Services Department; Environmental Services Department; Transportation Development Section; Long Range Planning Division; Engineering and Capital Projects Department**
- **City of San Diego – Public Utilities Department, Engineering and Program Management Division**
- **City of San Diego – Public Utilities Department, Water and Sewer Development Section**
- **Unified Port of San Diego**





Comments Received

Community Planning Groups and Other Parties/Individuals

- Solar Turbines
- Peninsula Community Planning Board
- San Diego County Archaeological Society





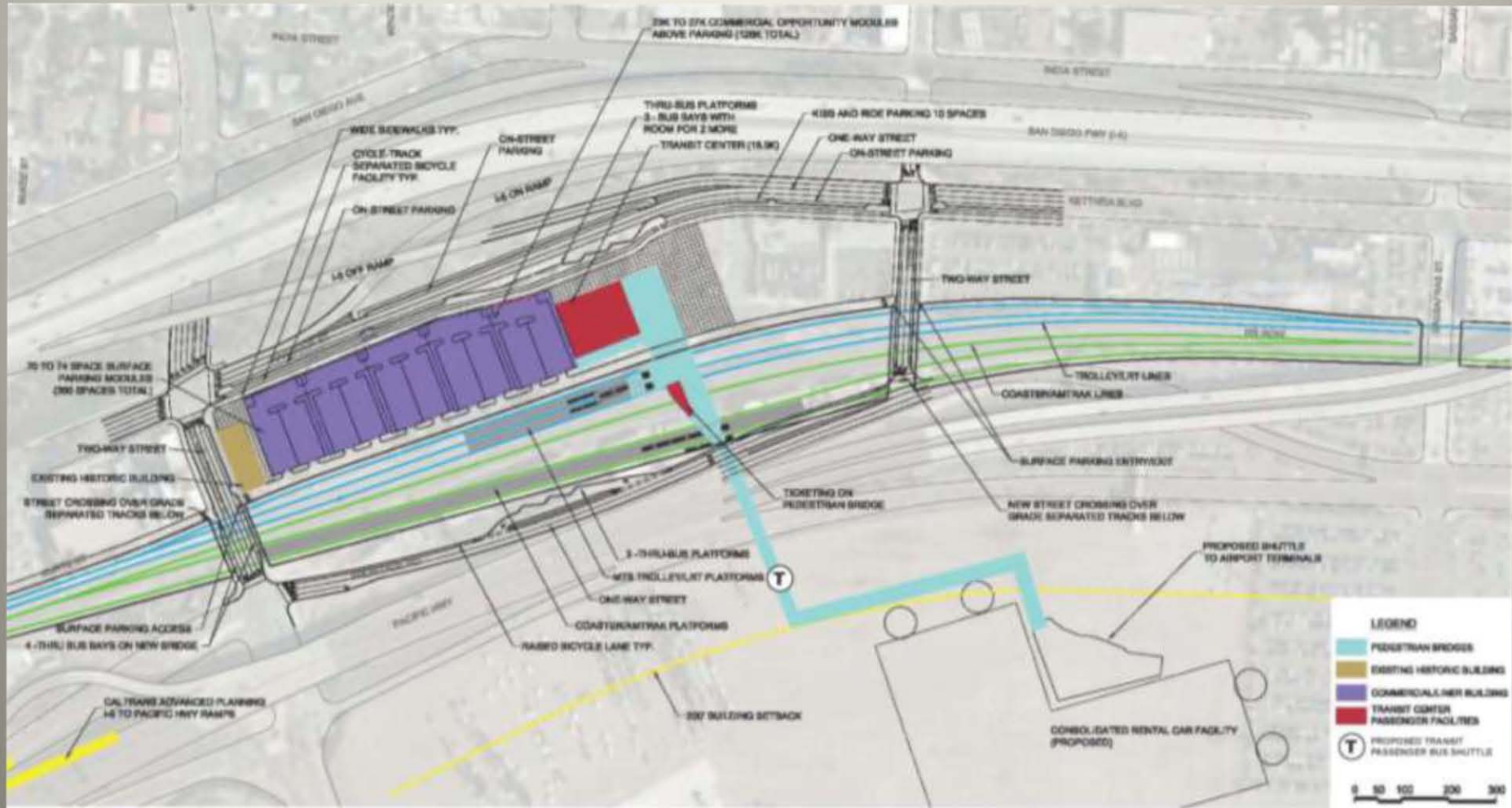
Comment Topics

- **Terminal Link Roadway:** Consider alternatives that avoid effects on Solar Turbines parking (Port, Solar Turbines, SANDAG)
- **Traffic/Circulation (City of San Diego, Port)**
 - Assertion that the previous AMP FEIR traffic analysis understated traffic volumes
 - Intersections of Sassafras/Pacific Highway and Washington/Pacific Highway
- **Utilities – Water and Stormwater (City of San Diego)**
 - Conversion of water mains from City-owned and maintained to private





Intermodal Transit Center



Source: SANDAG, 2010



Comment Topics

SDIA Annual Passengers - Actual and Forecast

Year	Actual	Forecast ¹
2005	17,372,521	
2006	17,481,942	
2007	18,326,761	
2008	18,125,633	
2009	16,974,172	
2010	16,889,622	19,500,000
2015		22,800,000
2020		25,100,000
2025		26,600,000
2030		28,200,000

¹Forecast Source: Constrained High Scenario Forecast approved by FAA, 2005



Comment Topics

Northside Improvements - Vehicle Trip Generation

	2015		
	AMP FEIR (2008)	Northside Improvements SEIR	Difference
CONRAC			
Number of Spaces	9,000	6,500	(2,500)
Average Daily Trips (ADT)	9,104	6,575	(2,529)
Surface Public Parking			
Number of Spaces	2,170	3,770	1,600
ADT	178	309	131
General Aviation			
ADT	100	100	-
Air Cargo			
ADT	2,044	2,044	-
Total Northside			
ADT	11,426	9,028	(2,398)





3. Requested Board Actions

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

- a. **Certify Final SEIR**
- b. **Re-Adopt 2008 Findings of Fact that include:**
 - **Statement of Overriding Considerations**
 - **Mitigation Monitoring and Reporting Program**



4. Next Steps

Next Steps include:

- **Federal environmental review**
- **Specific Northside projects for Board approval**
 - **General aviation**
 - **Consolidated rental car facility**
 - **Roadway system**
- **CA Coastal Act review**





Comments

