SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Addendum to Environmental Impact Report

Addendum Date:	January 16, 2015
Case No.:	**86.638E**
Project Title:	SFO Administration Facilities
Zoning/Plan Area:	San Francisco International Airport Master Plan
Block/Lot:	San Francisco International Airport Master Plan "Plot 11"
Lot Size:	7.3 acres (portion of "Plot 11")
Project Sponsor:	San Francisco International Airport
Contact:	Audrey Park – (650) 821-7844 Audrey.Park@flysfo.com
Staff Contact:	Steven H. Smith – (415) 558-6373 Steve.Smith@sfgov.org

REMARKS

The project sponsor, San Francisco International Airport (SFO or the Airport), has submitted to the San Francisco Planning Department Environmental Planning Division (SFEP), an updated project description and related materials for the proposed administration facilities. Development of administration facilities was approved by the San Francisco Airport Commission (Airport Commission) as part of the San Francisco International Airport Master Plan (Master Plan) and assessed in the Master Plan Final Environmental Impact Report (FEIR). The Master Plan encompasses landside modifications and Airport expansion projects. Since adoption of the Master Plan, the administration facilities development as envisioned in the Master Plan has been modified, as described in greater detail below. SFEP has reviewed the currently proposed administration facilities development—which would include demolition of 62,500 square feet of existing office buildings, construction of 258,700 square feet of office buildings, 210,400 square feet of structured parking, and a 10,000-square-foot pedestrian connector to an existing AirTrain Station—to determine whether additional environmental documentation must be prepared. For purposes of this Addendum, the Master Plan, with revisions addressed in prior addenda to the Master Plan FEIR plus the currently proposed administration facilities project, is hereafter referred to as the "modified project." The revisions to the administration facilities portion of the Master Plan are referred to as the "modified administration facilities project." As demonstrated in this Addendum, SFEP has determined that the modified administration facilities project is within the scope of the FEIR prepared for the Master Plan and certified by the San Francisco Planning Commission, and no additional environmental review is required.

Background

A FEIR was prepared for the San Francisco International Airport Master Plan and was certified by the San Francisco Planning Commission (Planning Commission) on May 28, 1992. The Airport Commission approved the Master Plan and accompanying Final Mitigation Monitoring and Reporting Program (MMRP) and conditions of approval on November 3, 1992.

The Master Plan focused on the accommodation of passenger and cargo growth at the Airport through the development of improved facilities and circulation patterns for all Airport-owned lands (excluding the undeveloped area west of U.S. Highway 101 (U.S. 101), which is referred to as the West of Bayshore Airport Commission Lands).[1] The major Master Plan improvements included in the FEIR analyses were:

1. The new International Terminal Building and associated Boarding Areas A and G, completed in 2000;
2. Consolidation of cargo facilities in the North and West Field areas, which is ongoing. (Construction of one cargo building in the West Field area was completed in March 2014. The remaining buildings in the West Field area are on hold. In the North Field area, one cargo building was constructed in 2000; the cargo maintenance and aircraft parking facility are on hold; no design has been completed for the proposed cargo maintenance area);
3. An Automated People Mover System ("AirTrain"), the first phase of which was completed in 2003;
4. Roadway and vehicle circulation improvements to the International Terminal Building, completed in 2000;
5. On-Airport hotel development, proposed for construction beginning in 2015;
6. Renovation of the former International Terminal (Terminal 2) for domestic operations, completed in 2011;
7. Replacement of the South Terminal (Terminal 1), Boarding Area B, planned for construction beginning in 2016 and renovation of Boarding Area C, planned for construction in 2018; and
8. New administration/office facilities, which is the project under review, currently proposed for construction beginning in mid-2015.

Since certification of the FEIR, revisions to certain individual Master Plan projects have been addressed through addenda. SFEP determined that these individual projects were within the envelope of the Master Plan FEIR, no new significant impacts would result from their construction and operation, and no new mitigation measures were required beyond those adopted as part of the MMRP for the Master Plan FEIR. **Attachment A** provides descriptions of past Master Plan FEIR addenda adopted by SFEP.

As described in the Master Plan FEIR (pp. 54 to 55) and summarized in **Table 1** below, the Airport Commission previously proposed development of the administration facilities in two phases:

[1] The "West of Bayshore" property is a 180-acre site owned by the Airport. Development of the West of Bayshore property was excluded from the Master Plan and subsequent analysis in the FEIR to maintain the site as a major utility right of way for Pacific Gas & Electric (PG&E), Bay Area Rapid Transit (BART), SFO, and the San Francisco Public Utilities Commission (SFPUC). (Master Plan FEIR, Volume III, Initial Study).

- Phase I near-term build out (1996) included construction of a new four-level administration area totaling 160,000 square feet (in conjunction with an on-airport hotel) within the International Terminal Building, and demolition of the then-existing 33,900-square foot Pan Am Administration building, for a Phase I total of 126,100 square feet of new administration space; and

- Phase II long-term build out (2006) included construction of a new 100,000-square foot stand-alone office building with an ancillary five-level employee parking garage (1,200 parking stalls) to be located west of the terminal complex below the elevated AirTrain and Bay Area Rapid Transit (BART) tracks near the intersection of North McDonnell Road and North Link Road (on "Plot C").

As discussed in the Master Plan FEIR, the Airport envisioned the development of administration facilities at two locations – one as four levels within the International Terminal Building (ITB) (160,000 square feet of office space) and the other as a stand-alone administration facility (100,000 square feet) as long-term build out on Plot C, which is currently used as a surface parking lot for United Airlines pilots. Since adoption of the Master Plan FEIR, the Airport Commission implemented portions of the administration facilities, including construction of a one-level administration facility (40,000 square feet) within the ITB, demolition of the Pan Am Administration building (as planned and analyzed in the FEIR), and construction of a small administration facility for cargo tenants (55,540 square feet). As detailed below in **Table 1**, about 130,560 square feet of the planned 226,000 square feet of administration facilities under the Master Plan has not yet been built. **Figure 1** shows the locations of the modified office project site and the administration office project sites, as analyzed in the Master Plan FEIR, relative to the Airport setting.

TABLE 1
MASTER PLAN FEIR – ADMINISTRATION FACILITIES

Master Plan Build Out Timeline	MP FEIR	Built/Allocated as of 2014	Unbuilt/Remaining under MP FEIR
Phase I: Near-Term Build Out (1996)			
Building (square feet) within ITB	126,100*(a)*	95,540*(b)*	30,560
Parking (number of stalls)	0	0	0
Phase II: Long-Term Build Out (2006)			
Building (square feet)	100,000	0	100,000
Parking (number of stalls)	1,200	1,718*(c)*	0
Master Plan FEIR Total			
Building (square feet)	226,100	95,540	130,560
Parking (number of stalls)	1,200	1,200	0

NOTES:

MP = Master Plan; FEIR = Final Environmental Impact Report; ITB = International Terminal Building

(a) Construction of administration facilities on four levels at ITB (160,000 square feet) minus demolition of Pan Am Administration Building (33,900 square feet) equal 126,100 square feet.

(b) Construction of administration facilities for tenants (55,540 square feet) plus construction of one level of administration facility within the ITB (40,000 square feet) equals 95,540 square feet of built administration facilities.

(c) Construction of five-level parking garage (1,718 parking stalls) at West Field Cargo area for Airport tenants and federal employees. West Field Cargo Development, Master Plan FEIR Addendum, San Francisco Planning Department Case No. 86.638E. August 22, 2003, as amended April 8, 2005.

SOURCES: SFO Master Plan, November 1989; SFO Master Plan Final Environmental Impact Report, Certified May 1992; and SFO Design & Construction Division, July 2014.

PROPOSED REVISIONS TO THE PROJECT

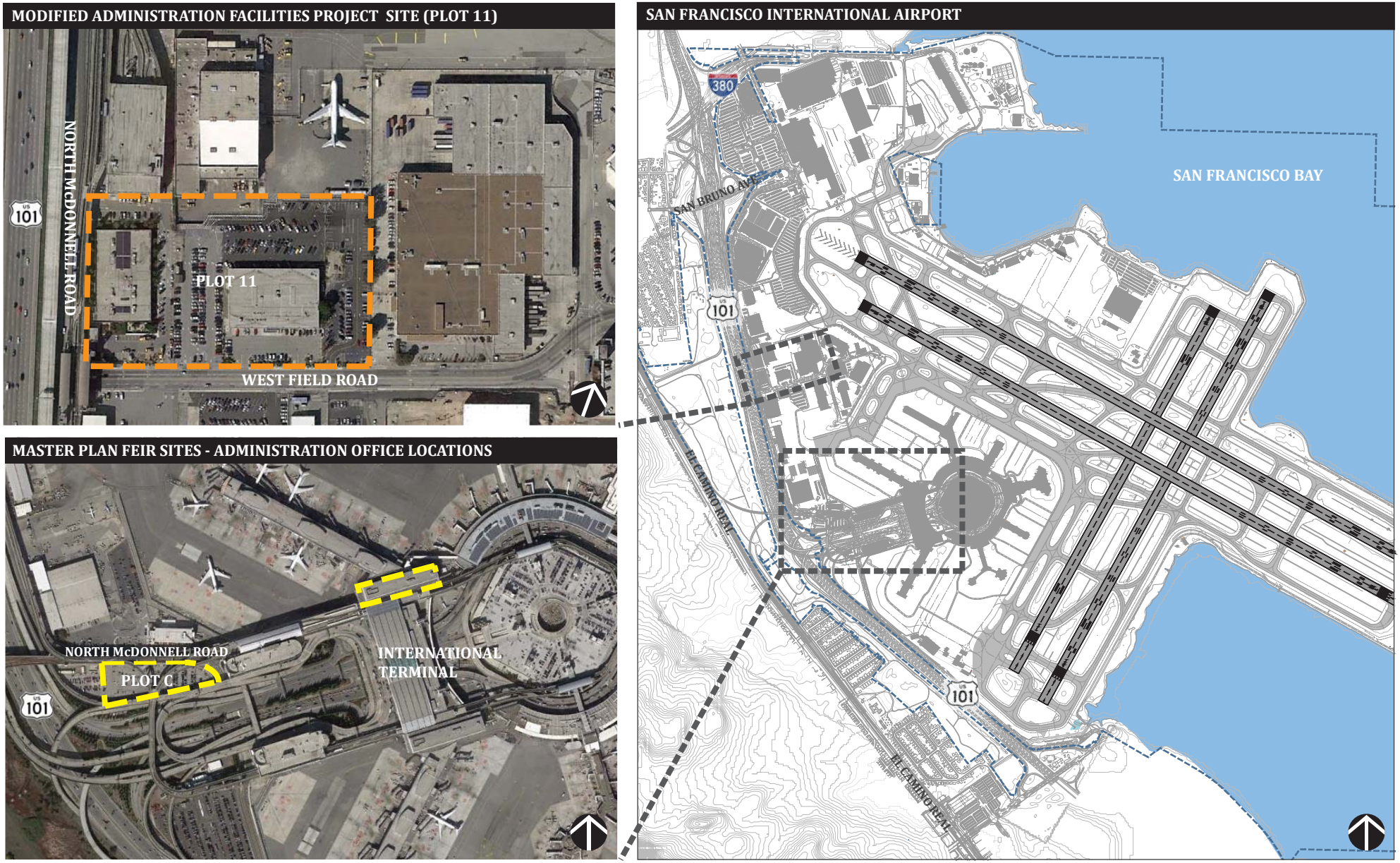
Since the adoption and certification of the Master Plan FEIR, the plans for the administration facilities have been modified. Instead of separate administration facilities at the ITB and on Plot C as proposed and analyzed in the Master Plan FEIR, a 7.3-acre portion of Plot 11 would be developed with three office buildings (including support facilities), two parking garages, and a new pedestrian connector to an existing AirTrain station (herein referred to as the "modified administration facilities project"). The modified administration facilities project would be designed and constructed by the Airport to Leadership in Energy & Environmental Design (LEED®) Gold standards, consistent with the City's Green Building Code.[2]

The modified administration facilities project site (also known as Plot 11) is located at the intersection of North McDonnell Road and West Field Road, about 0.5 mile north of the administration facilities proposed in the Master Plan. The modified administration facilities project site is bounded by SFO Maintenance buildings and cargo facilities to the north, U.S. Postal Service (USPS) and other air cargo facilities to the east, cargo administration buildings and processing centers to the south, and North McDonnell Road and U.S. 101 to the west. **Figure 2** depicts the modified administration facilities project site and surrounding land uses.

The existing SFO Design & Construction (D&C) and SFO Museum facilities located on the modified administration facilities project site are undersized and beyond their serviceable life. The Airport Commission proposes to demolish these two administration facilities, rebuild and expand the facilities to relocate other Airport divisions at the modified administration facilities project site. Consolidation of administration facilities would enhance operational efficiency (e.g., communications, and minimize travel time and number of vehicle trips during business hours) and would be consistent with the Master Plan vision to consolidate such functions (p. 54 of the Master Plan FEIR). There are no planned uses at this time for the facilities that other Airport divisions currently occupy; however, it is anticipated the administration facilities, once vacated by Airport employees, would be made available for lease to Airport tenants.

The two existing buildings and associated surface parking lots on the modified administration facilities project site are designated for use by SFO D&C staff, SFO Museum staff, SFO Maintenance staff vehicles, and City and County of San Francisco (CCSF) departmental vehicles. **Figure 3** provides photographs of the existing facilities and surface parking lots on the modified administration facilities project site. The existing D&C building is a one-story tall building with about 30,800 square feet of administration space that was originally constructed in 1966 for Airport engineering and construction management staff. The building has been renovated over the decades to accommodate changing staff needs and building codes. The existing Museum building, which is currently used for administration functions as well as staging and storage of art exhibits, was built in 1978 as a cargo facility and provides about 31,700 square feet of administration and storage space.

[2] 2013 San Francisco Building Code, effective January 1, 2014. (Ordinance Number 259-13; adopted November 5, 2013). Available online: *http://www.amlegal.com/nxt/gateway.dll/California/sfbuilding/greenbuildingcode2013edition?f=templates$fn=default.htm$3.0* This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.



SOURCES: Google Earth Images, 2014; SFO Master Plan Final Environmental Impact Report, 1992; and SFO Existing Airport Layout Plan, 2014.

Figure 1
Master Plan FEIR and Modified Administration Facilities Project
San Francisco International Airport
January 2015

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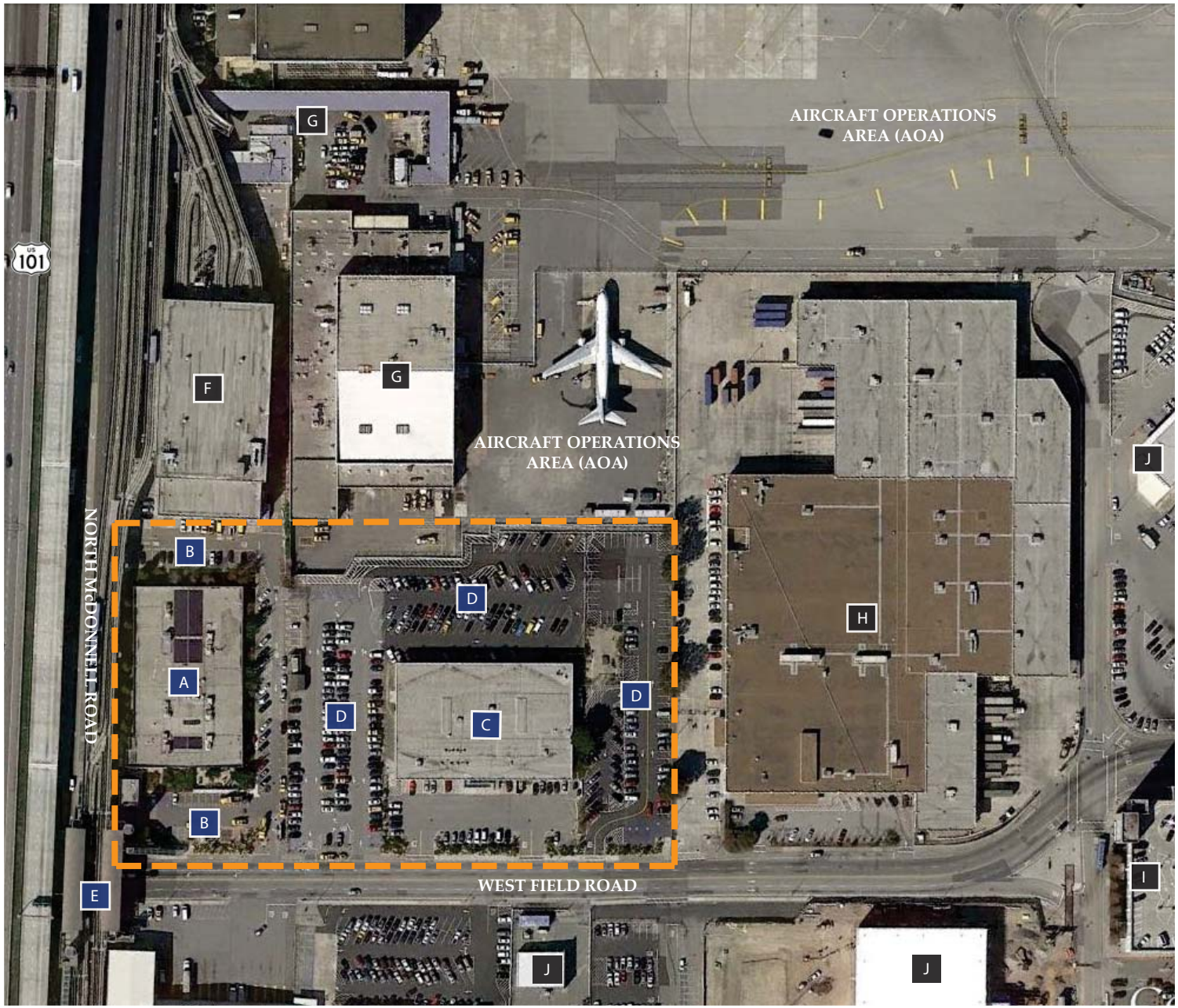


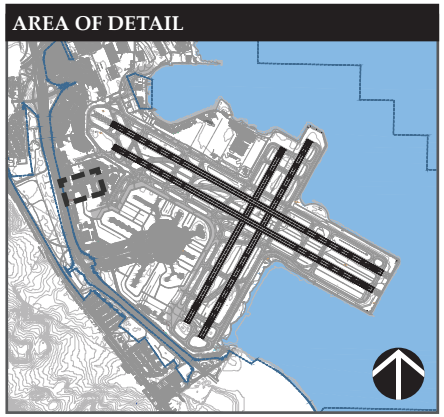
LEGEND

Modified Administration Facilities Project Components:

- A — SFO Design & Construction - Engineering
- B — Surface Parking Lot for SFO Design & Construction - Engineering Staff
- C — SFO Museum
- D — Surface Parking Lot for SFO Museum and SFO Maintenance Staff
- E — AirTrain West Field Station
- Modified Administration Facilities Project Site Boundary

Surrounding Land Uses:

- F — SFO AirTrain Maintenance and CCSF Vehicle Parking
- G — SFO Maintenance and Associated Offices
- H — U.S. Postal Service
- I — West Field Road Tenant Employee Garage
- J — West Field Cargo Facilities



SOURCES: Google Earth Images, 2014; SFO Bureau of Planning and Environmental Affairs, 2014.

Figure 2
Existing Modified Administration Facilities Project Site and Surrounding Land Uses
San Francisco International Airport
January 2015

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PHOTO 1: AIRTRAIN STATION (WEST FIELD ROAD STOP)

PHOTO 2: EXISTING SFO D&C ENGINEERING BUILDING

PHOTO 3: SFO MUSEUM AND SURFACE PARKING LOTS

MODIFIED PROJECT SITE PHOTO LOCATIONS

PHOTO 4: N. McDONNELL & W. FIELD RD INTERSECTION

PHOTO 5: EXISTING SFO D&C ENGINEERING BUILDING

SOURCES: Google Earth Images, 2014; site photographs: SFO Bureau of Planning and Environmental Affairs, May 2013.

Figure 3
Modified Administration Facilities
Project Site Photographs
San Francisco International Airport
January 2015

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Prior lessees of the warehouse include aviation support service tenants, such as air cargo service providers and airline catering service companies. Due to the downturn in air cargo activity over the past 10 years at the Airport, Museum storage was relocated from an off-Airport facility to an unleased cargo building, where it is currently located. There are about 80 surface parking stalls designated for use by D&C staff and CCSF vehicles. The SFO Museum surface parking lot provides for about 335 stalls and is shared with SFO Maintenance staff and DHL, which as of January 2014, no longer operates at SFO. Regardless, the adjacent cargo facility and aircraft ramp (former DHL leasehold) would remain in use/leased in the future to another cargo operator, and the demand for on-site cargo operator employee parking would remain. This parking would be provided at the modified administration facilities project site.

As detailed in **Table 2** and described in subsequent paragraphs, the modified administration facilities project would be constructed in two phases. In summary, implementation of the two phases would include consolidation of the D&C division to one building, relocation of various Airport divisions to the modified administration facilities project site, demolition and expansion of the SFO Museum warehouse and office facilities occupied by the D&C division, replacement of surface parking with two garages, and construction of on-site amenities for CCSF/Airport employees, such as a café and fitness center. **Figure 4** shows the modified administration facilities project layout and identifies the project components by project construction phase. **Figure 5** provides a massing of the modified administration facilities project with the pedestrian connector to the existing AirTrain West Field station.

Under Phase 1 of the modified administration facilities project, three stand-alone office buildings would be constructed for the D&C, Museum, and ITT divisions on the modified administration facilities project site. The three-story replacement D&C building would be located along the southern side of the modified administration facilities project site. The 154 staff in the D&C division would be provided with a total of about 59,700 square feet of work space. The Museum division would occupy a one-story building, located at the northeastern corner of the site, to facilitate access to delivery trucks for shipment of art installations to and from the terminal complex. The 26 Museum staff would be provided with a total of about 58,500 square feet of work and storage space. The ITT division would also be located in a one-story building, located in the north-central portion of the site, with about 19,900 square feet of office space and common use computer training rooms for about 70 Airport employees. In total, about 250 employees would be located at the modified administration facilities project site upon construction of Phase 1. Once employees from the three divisions are moved into the replacement/new facilities, the existing Museum and D&C administration buildings would be demolished. The existing parking lot surface (about 5.1 acres of the modified administration facilities project site) would be landscaped and repaved/restriped for use as an employee surface parking lot and a service road until construction of Phase 2.

Under Phase 2 of the modified administration facilities project, two parking garage structures, one new administration building with support facilities (i.e., common use conference rooms), and a pedestrian connector to the existing AirTrain West Field Station would be constructed.

TABLE 2
MODIFIED ADMINISTRATION FACILITIES PROJECT –
LIST OF FACILITIES, AMENITIES, AND DIMENSIONS

	Existing Facilities to be Demolished				Modified Administration Facilities Project to be Constructed			
Modified Administration Facilities Project	**Area (sq. ft.)**	**Floors (count)**	**Height (feet)**		**Area (sq. ft.)**	**Floors (count)**	**Height (feet)**	
PHASE 1								
D&C Division	30,800	1	18.2		59,700	3	33	
Museum	31,700	1	21.6		58,500	1	20	
ITT	NA	NA	NA		19,900	1	11	
Phase 1 Administration Facilities Total	62,500				138,100			
PHASE 2								
Administration and Support Facilities(*a*)	NA	NA	NA		120,600 *(a)*	6	75	
Phase 2 Administration Facilities Total					**120,600**			
AirTrain Pedestrian Connector and Platform	NA	NA	NA		10,000	1	40	
Driveways and landscaping	NA	NA	NA		152,575	NA	NA	
Phase 2 Total					283,175			
PHASE 2 PARKING GARAGES	**Area (sq. ft.)**	**Floors (count)**	**Height (feet)**	**No. of Stalls**	**Area (sq. ft.)**	**Floors (count)**	**Height (feet)**	**No. of Stalls**
North Garage	49,800	Surface	NA	80	102,500	5	55	420
South Garage	176,600	Surface	NA	335	107,900	4	44	440
Phase 2 Garage Total	226,400			415	210,400			860

NOTES:

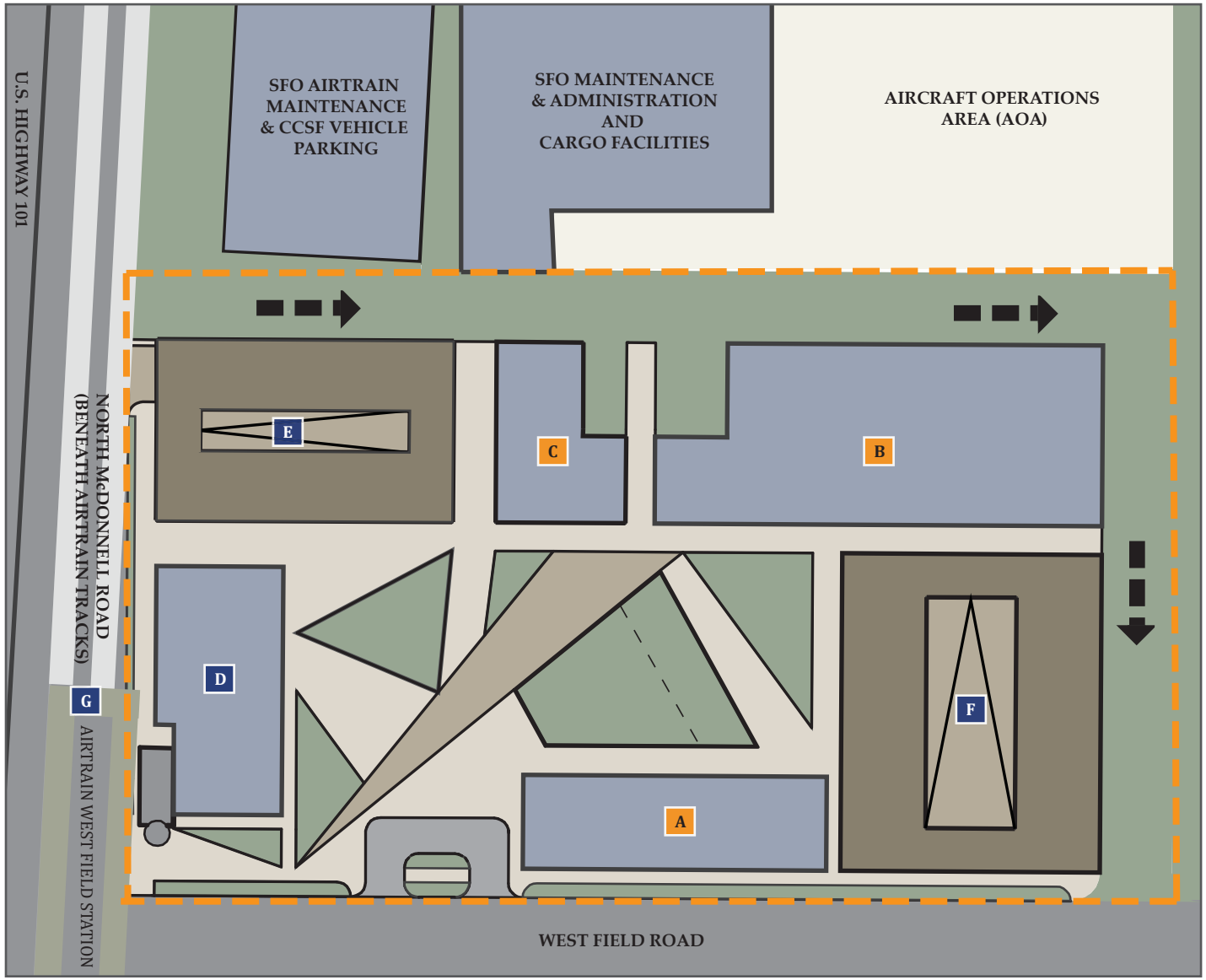
NA = Not applicable; D&C = Design & Construction Division; ITT = Information, Technology, and Telecommunications Division

(a) Includes multiple Airport divisions, to be determined. However, essential passenger and emergency service departments and executive staff would remain at their existing locations within the terminal complex. Support facilities would include about 20,100 square feet of common use conference rooms, fitness center, and a café on the ground level/floor 1.

SOURCES: SFO Master Plan, November 1989; SFO Master Plan Final EIR, Certified May 1992; and SFO Design & Construction, July 2014.

The new administration building would be constructed on the western edge of the modified administration facilities project site on North McDonnell Road at West Field Road and would include one level dedicated to common use conference rooms, a café, and a fitness center for Airport employees; the upper levels of the building (levels 2 through 6) would provide office space for various Airport divisions, for a total building area of 120,600 square feet. The building would include a new Tier 4-compliant diesel back-up generator.

For analysis of the modified administration facilities project, it was assumed that most of the Airport divisions (totaling 200 employees) would be relocated to the administration building under Phase 2, with the exception of essential emergency service departments and executive staff currently located at the terminal complex. Upon completion of Phases 1 and 2, a total of about 450 employees would be located at the modified administration facilities project site.



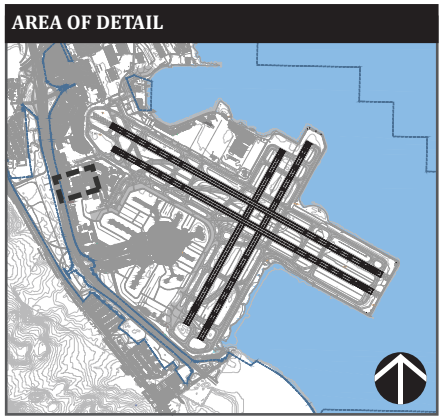
LEGEND

Phase 1 of the Modified Administration Facilities Project:

- **A** SFO Design & Construction (59,700 sq.ft.; 3 floors)
- **B** SFO Museums (58,500 sq.ft.; 1 floor)
- **C** SFO Information Technology & Telecommunications (ITT) (19,900 sq.ft.; 1 floor)

Phase 2 of the Modified Administration Facilities Project:

- **D** SFO Administration and Support Facilities (120,600 sq.ft.; 6 floors)
- **E** North Garage (102,500 sq.ft.; 5 levels; 420 stalls) (SFO Employee and CCSF Vehicle Parking)
- **F** South Garage (107,900 sq.ft.; 4 levels; 440 stalls) (SFO Employee and CCSF Vehicle Parking)
- **G** AirTrain Station Pedestrian Connector (10,000 sq.ft.)
- Direction of Vehicle Ingress / Egress



SOURCE: SFO Design & Construction

Figure 4
Modified Administration Facilities Project Site Layout
San Francisco International Airport
January 2015

Case No. 86.638E

LEGEND

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- A SFO Design & Construction (59,700 sq.ft.; 3 floors)
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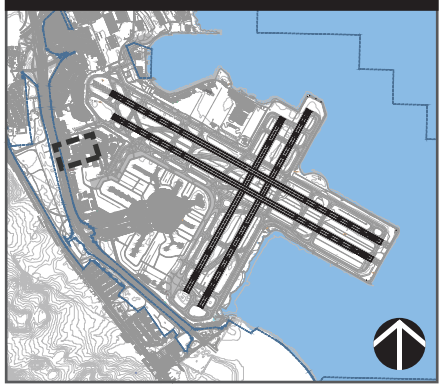
- Direction of Vehicle Ingress / Egress

AREA OF DETAIL



SOURCE: SFO Design & Construction

Figure 5
Modified Administration Facilities Project
Massing with AirTrain Connector
San Francisco International Airport
January 2015

Case No. 86.638E

The North Garage would be located on the northwestern edge of the modified administration facilities project site along North McDonnell Road. The garage would be a five-story structure with 420 parking stalls for visitors, CCSF vehicles, and SFO employee vehicles. The South Garage, located on the southeastern edge of the site along West Field Road, would be a four-story structure with about 440 parking stalls for visitors, CCSF vehicles, and SFO employee vehicles. Bicycle parking facilities for FlyCycle (SFO's bicycle share program) and personal bicycles would be located on the surface parking lots under Phase 1 of the modified administration facilities project, and then relocated to the two employee garages under Phase 2. By the end of Phase 2 of the modified administration facilities project, about 3.5 acres would be repaved and/or restriped as driveways, open/green space, and pedestrian walkways.

As shown on **Figure 5**, vehicle ingress to the two garages would be from a new one-way driveway from North McDonnell Road; and vehicle egress would be routed to merge onto West Field Road. There would be no changes made to the surface streets or intersections.

A new pedestrian platform (about 10,000 square feet) would connect the Administration building to the existing AirTrain station under Phase 2 of the modified administration facilities project. The pedestrian platform would minimize the number of pedestrian crossings at the North McDonnell Road/West Field Road intersection while encouraging staff use of public transit by providing convenient and direct links to a broader range of public transit options (e.g., BART) available at the terminal complex. SamTrans would continue to service the existing intersection of North McDonnell Road and West Field Road. There would be no change to the existing SamTrans north and southbound bus routes or bus stops on North McDonnell Road as a result of the modified administration facilities project.

Outdoor design would incorporate "white noise," or natural noise mitigation features, to reduce noise from the adjacent U.S. 101, such as tilted landforms and green walls with dense vegetation. Landscaping would be limited to non-seeding vegetation to discourage wildlife/birds from foraging at the modified administration facilities project site.

Construction

Construction of the modified administration facilities project would be completed in two phases. Construction of Phase 1 would be completed over 41 months (from mid-2015 through the end of 2018) to minimize disruption to ongoing Airport administration operations at the modified administration facilities project site. Phase 1 would include the following construction activities: (1) Construction of the D&C, Museum, and ITT buildings; (2) Relocation of D&C, ITT, and Museum staff to the replacement/new buildings; (3) Demolition of existing Museum and D&C facilities; and (4) Resurfacing and restriping for surface parking for employees, as well as SFO Maintenance and cargo tenants.

Construction of Phase 2 of the modified administration facilities project would be completed over 29 months (from early 2019 through mid-2021) and would include the following construction activities: (1) Construction of the new North and South garages; (2) Construction of the new Administration Building; (3) Construction of AirTrain pedestrian platform; and (4) Landscaping.

Parking garages would require reinforced concrete piles that would be predrilled, cast-in-place, and then capped. The foundations would be spread footing on top of the piles, which would require maximum excavation of four feet at each footing. Poured-in-place construction would be used, followed by building construction using fabricated steel, curtain wall cladding, or concrete panels. After each existing building is demolished, two feet of fill will be spread over the location to protect against sea level rise.

Green Building Features

The 2013 San Francisco Green Building Code consists of the 2013 California Green Building Standards Code and San Francisco amendments. The Code is applicable to new residential and commercial buildings, as well as renovations to existing buildings. Compliance with the Green Building Code is met via submittal for certification under the LEED® standards or GreenPoint Rated Standards, including documentation showing that a proposed project will meet the appropriate standards.

The Airport Commission would design and construct the modified administration facilities project to achieve the LEED® Gold standard and would incorporate sustainable design components, such as localized stormwater collection to water the landscaping. The Green Building Code specifically requires that new projects achieving LEED® Gold compliance requirements must demonstrate that they exceed the California Building Energy Efficiency Standards by at least 15 percent, as well as either generate on-site renewable energy or achieve an additional 10 percent exceedance of California Building Energy Efficiency Standards. Regarding water use reduction, projects must show how they reduce potable water use by 30 percent overall, and quantify ("submeter") water use in spaces anticipated to generate demand of more than 1,000 gallons per day. The modified administration facilities project would be designed to meet these requirements and the Airport Commission would provide supporting documentation in accordance with the Green Building Code.

Under the Green Building Code's provisions for transportation, project sponsors must provide bike parking meeting requirements of Planning Code Section 155. While this Planning Code Section is not applicable to the Airport, the SFO FlyCycle program would continue to operate at the modified administration facilities project site. Private/Employee bicycle parking would continue to be accommodated at the SFO FlyCycle pods onsite under both phases of the modified administration facilities project. In addition, the Airport would designate 8 percent of the surface parking stalls under Phase 1, and the parking garage stalls under Phase 2, for low-emitting vehicles, according to LEED® Gold requirements.

The modified administration facilities project would also be consistent with interior environmental quality requirements of the Green Building Code and LEED® Gold standards. For example, the modified administration facilities project would comply with the City's Environment Code regarding enhanced refrigerant management. Further, per CalGreen, the modified administration facilities project would avoid CFCs in the HVAC and refrigerating equipment. An indoor air quality management plan would be prepared, incorporating the use of MERV-8 air filters. In addition, pursuant to LEED® IA 3.1 requirements, the modified administration facilities project would be consistent with Chapter 7 of the SF Environment Code by achieving LEED® credits EQ 4.1, 4.2, 4.3, and 4.4 for design and construction of new buildings, including submittal of documentation for verification of compliance. Finally, the modified administration facilities project would

provide acoustical controls with sound class transmission ratings consistent with those stipulated by the San Francisco Green Building Code.

COMPARISON OF THE MODIFIED ADMINISTRATION FACILITIES PROJECT WITH THE PROJECT ANALYZED IN THE MASTER PLAN FEIR

Table 3 provides a summary of the modified administration facilities project components compared to the administration facilities analyzed in the Master Plan FEIR. Under the modified administration facilities project, the existing D&C and Museum buildings would be demolished (total of 62,500 square feet of building space), and then reconstructed and expanded on-site. Upon completion of both phases of the modified administration facilities project, two parking garages and four administration buildings with support amenities would be constructed, totaling about 258,700 square feet of office and support space, for a modified administration facilities project net total of 196,200 square feet and about 445 parking stalls (860 new garage stalls minus 415 existing surface stalls). As detailed in **Table 1** above, about 130,560 square feet of office space analyzed in the Master Plan FEIR remains unbuilt. When compared to the Master Plan FEIR total, the modified administration facilities project would result in an increase of about 65,640 square feet (196,200 square feet net building area minus 130,560 square feet unbuilt Master Plan facilities) and an increase of 900 parking stalls compared to the Master Plan FEIR totals.

As described in California Environmental Quality Act (CEQA) Guidelines §15168, a Program EIR evaluates a group or series of activities that can be characterized as one large project and that, in the case of the Master Plan, are related both geographically and as logical parts in a chain of actions to expand, improve and reorganize landside functions and facilities at SFO. Among other things, a Program EIR permits the Lead Agency to efficiently consider both individual and overall cumulative effects of a large group of contemplated activities and to avoid duplication and repetition in subsequent environmental review of individual projects included in the overall program.

CEQA requires that individual projects previously evaluated as part of a program EIR be reviewed in light of the information in the program EIR to ensure that the individual project was analyzed in that EIR and no new environmental analysis is required. Section 15164 of the CEQA Guidelines calls for preparation of an addendum to an EIR where changes or additions are necessary but when none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred. An addendum must be considered by the Airport Commission, or other decision-making body, prior to acting on the proposed projects.

Approvals and Permits

Discussed below are the permits or approvals that would be required from federal, state, and local agencies to implement the modified administration facilities project as described in this Addendum, but may be subject to minor modifications with the final design. Under the doctrine of intergovernmental immunity in California when the CCSF through its Airport Commission proposes construction on its property located

outside of San Francisco and within another jurisdiction, the Airport Commission is not subject to that jurisdiction's building or zoning laws and ordinances.[3]

TABLE 3
SUMMARY OF THE MODIFIED ADMINISTRATION FACILITIES PROJECT COMPARED TO THE MASTER PLAN FEIR

Facilities and Parking	Modified Administration Facilities Project	Unbuilt MP FEIR Administration Facilities	Difference (Modified Administration Facilities Project – MP FEIR)
Phase 1 Administration Facilities	75,600*(a)*	30,560	45,040
Phase 2 Administration Facilities	120,600	100,000	20,600
Total	**196,200**	**130,560**	**65,640**
Building Heights (ft.)	See Table 2	NA*(c)* 64*(d)*	
No. of floors (count)	Phase 1: D&C = 3; Museum = 1; and ITT = 1 Phase 2: Administration = 6	Phase I = 4 Phase II = 5*(d)*	
Parking spaces (count)	Phase 1: 0; Phase 2: 445*(e)*	Phase I: NA*(f)* Phase II: 0	Phase 1: 0; Phase 2: 445
AirTrain pedestrian connector (sq.ft.)	10,000	NA	10,000

NOTES:

ITB = International Terminal Building; NA = not applicable; ITT = Information, Technology, and Telecommunications; sq.ft. = square feet; ft. = feet; MP FEIR = Master Plan Final Environmental Impact Report

(a) Construction of Modified Administration Facilities Phase 1 includes three administration facilities 138,100 square feet) minus demolition of existing two administration facilities (62,500 square feet) located on site, which nets a total of 75,600 square feet.
(b) Construction of Master Plan Phase I administration facilities included four levels at International Terminal (160,000 square feet) and demolition of Pan Am Administration Building (33,900 square feet), which totals 126,100 square feet. (See Table 1 of this Addendum also.)
(c) Not applicable because the administration facilities project would have occurred within the existing envelope of the new International Terminal under the Master Plan FEIR.
(d) The Master Plan FEIR did not specify the planned number of floors for the Phase II administration building. For purposes of this analysis, assumed there would be the same number of building floors as the adjoining parking garage (p. 55, FEIR); and a building height of 64 feet (lobby height of 20 feet and 11 feet for each of the levels 2 through 5).
(e) The modified administration facilities project would net a total of 445 stalls (860 new garage stalls minus 425 existing surface stalls).
(f) The Master Plan FEIR does not specify the number of parking stalls allocated for Airport staff under Phase I. Therefore, assumed employees would park in the International Terminal garages with the public.

SOURCES: San Francisco International Airport Master Plan, November 1989; San Francisco International Airport Master Plan Final Environmental Impact Report, Certified May 1992, SFO Bureau of Planning and Environmental Affairs, July 2014.

Federal Approval and Permit

- **Federal Aviation Administration (FAA), Environmental processing under the National Environmental Policy Act (NEPA).** As a federally obligated public use airport, SFO adheres to environmental reviews under NEPA per FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures.*[4]

[3] California Government Code Sections 53090-53091.
[4] Federal Aviation Administration, Order 1050.1E, *Environmental Impacts: Policies and Procedures*, March 2006. Available online: *http://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf*. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

State Approval and Permit

- **San Francisco Bay Regional Water Quality Control Board (RWRCB), Clean Water Act Section 402 Permit.** The Mel Leong Treatment Plant (MLTP) operates under a National Pollutant Discharge Elimination System (NPDES) Permit Number CA0038318, Regional Water Quality Control Board (RWQCB) Number R2-2013-0011. In compliance with the Clean Water Act, the RWQCB may require a Rainfall Erosivity Waiver or a Section 402 permit since construction of the modified administration facilities project would disturb more than one acre. This would require filing the Permit Registration Documents that include a Notice of Intent, and preparing a storm water pollution prevention plan (SWPPP) as part of a Construction General Permit.

Local Approvals and Permits

- **San Francisco Airport Commission, Adoption of CEQA Findings.** Adoption of CEQA findings.
- **San Francisco Board of Supervisors.** Approval for Management/Construction Management and Design contracts may be required if the contract amount exceeds $10 million dollars.
- **San Francisco Arts Commission, Civic Design Review Committee.** Approval of exterior design of structures on City property.
- **SFO Building Inspection and Code Enforcement (BICE), Building Permit.** Issuance of permit. All plans, specifications, calculations, and methods of construction shall meet the code requirements found in the California Uniform Building Code and SFO standards in accordance with the Tenant Improvement Guide (TIG).[5] The TIG stipulates all proposed design be reviewed by SFO's Design Review Committee, Design and Construction division, and BICE division.
- **San Francisco Bay Area Air Quality Management District (BAAQMD) Authority to Construct and/or Permit to Operate an Emergency Standby Generator – Diesel Engine.** Issuance of permit for stationary sources of air emissions, specifically emergency standby generators.

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The Master Plan FEIR evaluated the Master Plan which includes a number of near-term and long-term projects. CEQA Guidelines Section 15168 requires that activities covered in a program EIR be examined in light of the program EIR to determine whether additional environmental documentation must be prepared. CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present. This Addendum documents the assessment and determination that the modified administration facilities project is within the scope of the FEIR and no additional environmental review is required.

The Master Plan FEIR was certified by the Planning Commission on May 29, 1992. The Airport Commission approved the Master Plan and accompanying MMRP and conditions of approval on November 3, 1992. The FEIR analyzed impacts of the Master Plan in the areas of Land Use and Plans, Transportation, Noise, Air Quality, Energy, Cultural Resources, Geology and Seismicity, Hazardous Materials, Employment and

[5] The Tenant Improvement Guide (TIG) is applicable to all tenants and Airport facilities. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

Housing, Utilities, Public Services, Aviation Safety, and Growth Inducement. In addition, the Master Plan Initial Study (FEIR Volume III, Appendix A) previously analyzed impacts in the areas of Visual Quality, Population, Climate, Biology, Water, and Energy/Resources.

Since certification of the Master Plan FEIR, no changes have occurred in the circumstances under which the original plan alternatives or the plan as currently proposed that would change the severity of the plan's physical impacts, and no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. While the current context of cumulative developments has changed from that analyzed in the FEIR, this revised cumulative context would not result in a change in the conclusions set forth in the FEIR regarding the potential for cumulative effects.

Table 4 presents an updated list of past projects that have been constructed, projects currently under construction, and reasonably foreseeable future projects that have been approved but not yet constructed.

Each of these projects is at or in the vicinity of SFO and could combine with the modified administration facilities project activities to result in cumulative environmental effects. The modified administration facilities project could have the potential to result in a cumulatively considerable contribution to a significant cumulative impact if it would create new significant impacts or result in a substantial increase in the significance of a previously identified significant impact. However, the proposed revisions associated with the administration facilities project at Plot 11 would not result in any new or substantially more severe significant impacts beyond those identified in the FEIR, and no new mitigation measures be required. The following discussion and analysis provides the basis for this conclusion.

Topics Dismissed from Further Analysis in Master Plan FEIR Initial Study

The Master Plan FEIR did not analyze impacts to aesthetics, biological resources, or wind and shadow; instead these topics were addressed in the FEIR Initial Study (FEIR Volume III, Appendix A). Aesthetics and biological resource impacts were determined to be less than significant in the FEIR Initial Study. Wind and shadow impacts, which were categorized as "Air Quality/Climate" impacts at the time, were also determined to be less than significant in the FEIR Initial Study. Given the urbanized and built-out nature of the Airport, there are no agricultural or forest resources present, and this topic, which was not addressed in the FEIR, is not applicable to the modified administration facilities project.

The FEIR Initial Study (FEIR Volume III, p. A.6) determined the Master Plan would not generate aesthetic or visual impacts because the Airport is separated from nearby residential uses by U.S. 101, the West of Bayshore Airport Commission Lands, and the Caltrans right-of-way. The modified administration facilities project would be developed on a portion of Plot 11, in the location of existing buildings and a surface parking lot. The site is adjacent to cargo and administration buildings, as well as the West Field Road AirTrain Station, within the existing Airport, which does not contain natural features that contribute to a scenic public setting. Scenic views and vistas would not be obscured, and the manmade visual character of the Airport would not be substantially degraded as a result of the modified administration facilities project. New lighting would not be excessive in the context of the existing night lighting generated by existing terminal buildings, runways, airplanes, and

TABLE 4
PAST, PRESENT, AND REASONABLY FORSEEABLE FUTURE ACTIONS

Count	Location	Project Name and Description	Anticipated Construction
1	101 Oyster Point Blvd, approximately 2.5 miles north of SFO property	**Britannia Cove at Oyster Point, South San Francisco –** A seven-building development totaling 1,030,344 sq. ft. of building space. Project includes 884,500 sq. ft. of office and research/development space, a 126,000 sq. ft. 200 room hotel including restaurant, 20,000 sq. ft. of retail, and an 8-story parking structure. Other on and off-site improvements are proposed.	2013-2019
2	1.5 miles north of SFO property	**Genentech Master Plan, South San Francisco –** Changes to Genentech's original master plan (2007) include adding more parcels to the Genentech Zoning District and minor changes of use. There are no plans for new facilities at the moment, but the acquisition of additional parcels into the plan suggests something may be in the works.	CEQA docs do not say; assume worst case – 2015-2016
3	1000 Gateway Blvd, approximately 2.25 miles north of SFO property	**Gateway Business Park Master Plan Modification, South San Francisco –** Modification to an existing phasing plan for a 451,485 square foot development at Gateway Business Park (Oyster Point Blvd and Gateway Blvd). Project would include 5-6 new buildings and 2-4 parking structures, including the demolition of existing buildings, on 22 acres to be completed between 2013 and 2025. South San Francisco published an EIR in 2010 for the project.	2013 – 2025
4	2.5 miles southeast of SFO property	**300 Airport Boulevard, Burlingame –** The project would include four office buildings and an amenities center building with a total of 767,000 sq. ft. of floor area on an 18.13 acre site located at 300 Airport Boulevard (also known as 350 Beach Road). Two 5-story buildings, one 7-story building, and one 8-story building are proposed. The 2-story amenities center building would include a child care facility, an exercise facility and a café/break room. Parking would be provided in a 5.5-level parking structure, in a podium level parking area below the four office buildings, and in smaller parking lots scattered throughout the site.	Permits issued June 2012; assume construction in 2014-2016
5	On SFO Property	**SFO Hotel Project –** Construct an on-Airport hotel consisting of 403 rooms and 250,000 total square feet, and an AirTrain Station within Plot 2	2015 – 2017
6	On SFO Property	**Storm Drain Improvements –** Update and retrofit existing drainage pump stations to allow for integration into the Airport's automated water treatment system.	2013
7	On SFO Property	**Wastewater System Improvements –** Update existing industrial and sewage systems at the Airport's Mel Leong Treatment Plant.	2016
8	On SFO Property	**Long-Term Garage Development –** Construct an additional parking garage at the Airport's Long-Term Parking Lot and complete extension of AirTrain tracks from Rental Car Center to Long Term parking garages as part of the Master Plan.	2016-2018
9	On SFO Property	**Terminal 1 Redevelopment –** Demolish and reconstruct a new Boarding Area B at Terminal 1 to accommodate modern aircraft and security standards.	2016-2018

TABLE 4 (Continued)
PAST, PRESENT, AND REASONABLY FORSEEABLE FUTURE ACTIONS

Count	Location	Project Name and Description	Anticipated Construction
10	On SFO Property	**Terminal 3 Boarding Area E Project –** Update the existing Boarding Area E at Terminal 3 with modern systems, structures, and amenities with secure connector to Terminal 2.	Ongoing; open frontal gates in 2015
11	On SFO Property	**Terminal 3 Boarding Area F Project –** Increase terminal lobby depth (Boarding Areas E and F) at Terminal 3 to accommodate modern passenger screening processes and equipment, and to provide sufficient lobby queuing space for the passenger screening area.	2016-2019
12	On SFO Property	**Shoreline Protection Enhancements –** Identify and address shoreline enhancement opportunities in accordance with Federal Emergency Management Agency (FEMA) floodplain findings and climate action plans (i.e., sea wall construction, shoreline management, etc.).	Planning in progress; 2018-2021
13	On SFO Property	**Seaplane Harbor Dredging –** Dredging of ingress/egress channels at Seaplane Harbor for emergency response vehicle.	2017-2019
14	On SFO Property	**Plot 700 Project –** Consolidation/relocation of airport ground transportation support facilities located at mid and southern portions of the Airport to the northern edge of the property.	2015-2016
15	On SFO Property	**Plot 2 Aircraft Remote Overnight Parking –** Realign South McDonnell Road and construct remote overnight aircraft parking adjacent to International Terminal Boarding Area A.	2015-2017
16	On SFO Property	**South Field Demolition Project –**Demolish former TWA Cargo and former TWA Commissary buildings, and relocate security checkpoint/airfield gate and the Emergency Response and Fire Station #3 westward on the same site and repave to maximize airfield space.	2015-2018
17	On SFO Property	**Runway Safety Area (RSA) Project –** Adhere to the requirements of Public Law (P.L.) 109 115, which requires enhancement of runway safety areas by airports that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, to meet Federal Aviation Administration (FAA) design standards by December 31, 2015. The project includes runway threshold relocations, installation of a crushable engineered-concrete bed, and fill of jurisdictional waters of the United States.	2012-2015
18	On SFO Property	**Airport Traffic Control Tower (ATCT)** – Construct new ATCT, passenger connector and office space over Courtyard 2 between Terminals 1 and 2. Demolish existing ATCT located at Terminal 2 upon certification of replacement ATCT.	Ongoing; substantial completion in 2015. Demolish in 2017

SOURCES: SFO Bureau of Planning and Environmental Affairs based on Office of Planning and Research CEQAnet, July 2013; and SFO Five and Ten Year Capital Plan, July 2014.

approach roads, as well as U.S. 101 and other uses in the urbanized area surrounding the Airport. The distance between the modified administration facilities project site and the closest residential areas (approximately 1,500 feet to the northwest and across U.S. 101) combined with the intervening highway would act to dissipate obtrusive light or glare. Therefore, the modified administration facilities project would not result in any new or substantially greater visual, light and glare, or aesthetic effects beyond those identified in the FEIR Initial Study.

The FEIR Initial Study (FEIR Volume III, pp. A.9-A.10) determined the Master Plan would not significantly impact biological resources in the nearby West of Bayshore Airport Commission Lands because this area was excluded from development of Master Plan projects (Master Plan FEIR, Volume III, p. A.9). There are no occurrences of special status species at the modified administration facilities project site.[6,7] San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia)* habitat is identified in the West of Bayshore Airport Commission Lands, about 400 feet west of the modified administration facilities project site; however, the modified administration facilities project would have no impact on this area due to the distance and the intervening U.S. 101 structure. SFO's runway and Bay shoreline areas support annual grasslands between runways, taxiways, and aircraft aprons areas where grasses, bird species, and rodent populations are present; infield areas support species similar to those found in annual grasslands; and tidal mudflats support benthic invertebrates and provide foraging habitat for shorebird species.[8] Open water adjacent to the Airport provides shallow bay habitats for marine fish, shark and ray species, waterbirds, ducks, and gulls. Construction and operation of the modified administration facilities project would not interfere with these vegetative cover and habitat areas or affect resident or migratory species or rare, threatened, or endangered species because the site is already paved or developed with Airport-related uses. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to biological resources beyond those identified in the FEIR Initial Study.

Wind and shadow impacts were not analyzed in the FEIR because it was determined that the Master Plan would not have any potential for significant wind or shadow impacts on public areas (FEIR Volume III, pp. A.8 and A.9). Regarding wind, the Airport lies near sea level, which allows the surrounding marine air from the San Francisco Bay to flow across the modified administration facilities project site and vicinity. Buildings less than 80 feet in height, such as the buildings proposed in the modified administration facilities project, generally do not redirect substantial wind to ground level. In addition, wind speeds at outdoor areas and sidewalks surrounding the modified administration facilities project site are already generally reduced by the existing Airport buildings, as well as by elevated Airport structures for automobiles and the AirTrain. Redirected winds would not affect an existing park or other public recreational area due to the distance between the modified administration facilities project site and nearby recreational areas and intervening infrastructure and topography. The landscaped open space in the middle of the campus, to be constructed under Phase 2 of the modified administration facilities project, would be partially protected from prevailing

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[6] California Natural Diversity Database Quick Viewer. Available online at: *http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp* accessed September 13, 2014. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[7] US Fish and Wildlife Service. Critical Habitat Portal. Available online at: *http://criticalhabitat.fws.gov/crithab/* accessed September 13, 2014. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[8] San Francisco Planning Department, *San Francisco International Airport Runway Safety Area Program Mitigated Negative Declaration, Case No. 2010.0755E*, July 20, 2011. Available online at: *http://sfmea.sfplanning.org/2010.0755E_FMND.pdf* This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

west and northwest winds by the proposed Administration building and North Garage on the campus's western edge.

The modified administration facilities project would generate new shadows westward in the early morning hours, year-round, across U.S. 101 and into the West of Bayshore Airport Commission Lands. Shadows would shorten and shift northward as the day progresses. In the afternoon and evening, shadows would lengthen and extend eastward toward the existing USPS and other cargo facilities. Some of the new shadow generated would be encompassed within the existing shadows cast by the existing AirTrain and U.S. 101 structures, as well as within shadow currently cast by the to-be-demolished buildings on the modified administration facilities project site. Shadow would be cast on the landscaped open space in the middle of the site, as well as on roadways and sidewalks in the modified administration facilities project site vicinity, but this additional shadow would not affect the use or function of these areas. Shadow from the modified administration facilities project would not reach recreational facilities located in the City of San Bruno, the nearest of which is Lions Park, approximately 1,200 feet northwest of the modified administration facilities project site and west of U.S. 101. Therefore, the modified administration facilities project would not result in any new or substantially greater wind and shadow impacts beyond those identified in the FEIR Initial Study.

Cultural Resources

Cultural resources are analyzed on pp. 183 to 191 and pp. 371 to 373 of the Master Plan FEIR. The FEIR evaluated the effects of the Master Plan on cultural resources, including archaeological, historic, and paleontological resources.

The FEIR determined that the Master Plan projects would be constructed on former Bay land that was drained and filled with artificial fill to create a broad flat area. While prehistoric cultural activity could have occurred, such areas have been altered by the prior land reclamation and intense airport development. Further, a cultural resources report[9] found that while there are four prehistoric archaeological sites located in the vicinity of the Airport, none were on Airport property. The Airport property boundary has not changed since adoption of the FEIR. Therefore, the modified project would not result in any new or substantially greater prehistoric archaeological impacts beyond those identified in the FEIR.

The FEIR determined that there are no on-Airport historic properties that are on or eligible for the National Register of Historic Places that will be affected by the Master Plan program.[10] The existing museum storage building was constructed in 1978, and the existing D&C building was constructed in 1966. They do not meet the 50-year age threshold for consideration for the California Register of Historic Places, and there is nothing to indicate they would qualify for listing under National Register criterion G for buildings less than 50 years old. A historic resources inventory of all facilities at SFO completed by ESA in 2000 found that neither the existing Museum Building (then called Building 52 [Host International]), or the D&C building (then called Building 49 [Engineering Building]), were considered eligible for listing in the National Register of Historic

[9] David Chavez Associates, *Cultural Resources Evaluation for the San Francisco International Airport Master Plan EIR*, San Mateo County, California, August 1990, revised February 1991. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[10] Ibid.

Places or the California Register of Historic Resources[11] due to their relatively recent dates of construction, and were considered minor support buildings.[12] The D&C building, in particular has been renovated over the decades to accommodate changing staff needs and building codes, and the museum storage building was converted from air cargo uses to the staging and storage of art exhibits around 2001 when the SFO Aviation Museum and Library opened in the new ITB. The modified administration facilities project would have less than significant impacts on historical architectural resources as defined in CEQA Section 15064.5 because there are no such resources within the modified administration facilities project site or immediately adjacent. Therefore, the modified project would not result in any new or substantially greater impacts to historic properties beyond those identified in the FEIR.

The FEIR determined that while there are no known on-airport archeological resources, the possibility of an inadvertent discovery of buried archeological resources—including those that contain human remains—cannot be completely eliminated. While there would be no additional impact with construction of the modified administration facilities project, implementation of **Mitigation Measure M-CP-1, Accidental Discovery Measures**, would reduce impacts to historical archeological resources, as defined in Section 15064.5, consistent with the conclusion of the FEIR. In addition, implementation of **Mitigation Measure M-CP-2, Inadvertent Discovery of Human Remains and Associated or Unassociated Funerary Objects**, would ensure that impacts to human remains associated with the modified administration facilities project would be less than significant, consistent with the finding in the FEIR. No new mitigation measures would be required. However, Mitigation Measures M-CP-1 and M-CP-2 reflect updates and substitute Master Plan FEIR Mitigation Measures I.D.1.a through I.D.1.d (Review by Project Archeologist, Procedure for Reporting Significant Artifacts, Inspection and Retrieval of Significant Artifacts, and Archeologist Report).[13] The updated mitigation measures incorporate the requirements of FEIR Measures 1.D.1.a through 1.D.1.d, and are considered more efficacious than these previous measures. Implementation of the updated mitigation measures would not alter the impact conclusions reached in the FEIR.

> **Mitigation Measure M-CP-1 – Accidental Discovery Measures** (updates FEIR Mitigation Measures 1.D.1.a through 1.D.1.d). The following mitigation measure shall be required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, or pile driving firms); or to any utilities firm involved in ground-disturbing activities within the project site. Prior to any ground-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The SFO Bureau of Planning and Environmental Affairs (BPEA) shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties

[11] ESA, *Final Historical Resources Report: Information Regarding the Eligibility of Properties at San Francisco International Airport for Inclusion on the National Register of Historic Places or the California Register of Historic Resources*, December 8, 2000. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[12] According to the 2000 inventory, buildings that were less than 35 years old at the time of the survey (built post-1965), or were less than 50,000 square feet in size (i.e., 'minor buildings') were not considered eligible for the NRHP or CRHR.

[13] The full text of the Master Plan FEIR mitigation measures are available in the Final Mitigation Monitoring and Reporting Program (MMRP), as adopted by the Airport Commission on November 1992. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

(prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any ground-disturbing activity of the project, the project Head Foreman and/or SFO BPEA shall immediately notify the ERO and shall immediately suspend any ground-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, SFO BPEA shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the San Francisco Planning Department, Environmental Planning Division guidelines for such programs. The ERO may also require that the Airport immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO, evaluating the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey NWIC shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The San Francisco Planning Department, Environmental Planning Division shall receive three copies of the FARR, along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the NRHP/CRHR. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure M-CP-2 – Inadvertent Discovery of Human Remains and Associated or Unassociated Funerary Objects including those Interred Outside of Formal Cemeteries (updates FEIR Mitigation Measure 1.D.1.b)**.** The treatment of human remains and of associated or unassociated funerary objects discovered during any ground-disturbing activity shall comply with applicable state laws. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

1) The Airport Commission will ensure that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

   a) The San Mateo County Coroner must be contacted to determine that no investigation of the cause of death is required, and

   b) If the San Mateo County Coroner determines the remains to be Native American:

      i) The County Coroner shall contact the Native American Heritage Commission within 24 hours;

      ii) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;

      iii) The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or

2) Where the following conditions occur, the Airport Commission or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:

   a) The Native American Heritage Commission is unable to identify a most likely descendent, or the most likely descendent failed to make a recommendation within 24 hours after being notified by the Commission;

   b) The identified descendant fails to make a recommendation; or

   c) The Airport Commission or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

This shall include immediate notification of the San Mateo County Coroner, and in the event of the San Mateo County Coroner's determination that the human remains are Native American, notification of the California State Native American Heritage Commission, who shall appoint a Most Likely Descendant (MLD) (PRC Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California PRC allows 24 hours to reach agreement on these matters. If the MLD and the other parties do not agree on the reburial method, the project shall follow Section 5097.98(b) of the California PRC, which states, "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

As stated above, the modified administration facilities project would not result in any new or substantially greater impacts to cultural resources as analyzed under the FEIR. Therefore, the contribution of the modified project to cumulative impacts on cultural resource would not be cumulatively considerable. Inadvertent discovery of historic or other archeological resources, described above, or human remains, cannot be

conclusively ruled out, and these potential impacts could result in a cumulatively considerable contribution to cumulatively significant impacts. Implementation of **Mitigation Measure M-CP-1** and **Mitigation Measure M-CP-2** would address this unlikely eventuality. They would limit the modified project's contribution to any cumulative impacts related to archeological resources and human remains to a level that is less than cumulatively considerable.

Transportation and Circulation

Transportation and circulation impacts of Master Plan projects are analyzed on pp. 125 to 152 and pp. 265 to 330 of the FEIR. The FEIR determined that several impacts related to transportation and circulation were potentially significant, but would be reduced to a less-than-significant level with implementation of the mitigation measures specified in the MMRP for the FEIR. To the extent that transportation measures specified in the MMRP might not avoid or substantially lessen the impacts of Master Plan projects, the Airport Commission made the finding that the environmental, economic, and social benefits of the Master Plan would override the remaining impacts related to traffic, as stated fully in the Airport Commission's adoption of the Statement of Overriding Considerations.[14]

The modified administration facilities project would not affect the level of air traffic, introduce unsafe design features or incompatible uses, or restrict emergency vehicles from accessing the site or nearby areas. Moreover, given its location, within Airport property, with direct access to an AirTrain station and SamTrans 292 and 397 bus routes, the modified administration facilities project would not conflict with adopted policies, plans or programs regarding alternative transportation facilities and services. In fact, construction of the AirTrain station connection would enhance the Transportation System Management Program set forth in Mitigation Measure I.A.1.a of the FEIR. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to transportation and circulation beyond those identified in the FEIR and no new mitigation measures would be required.

Travel demand for the modified administration facilities project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition,[15] using the "General Office Building" land use category (Code 710). Due to the location and design of the modified administration facilities project site (i.e., its proximity to the AirTrain West Field Station and SamTrans Routes 292 and 397, and accessibility to the entire Bay Area Rapid Transit [BART] system) it was assumed that approximately 15 percent of the ITE-calculated vehicular trips would not occur.[16]

Table 5 shows the trip generation analysis for the modified administration facilities project, reflecting the net gain of 196,200 square feet of floor area at the modified administrative facilities project site compared to current conditions, and compared to the trips estimated in the Master Plan EIR. For an entire weekday, the modified administration facilities project is estimated to result in a net increase of about 1,840 vehicle trips on

[14] Airport Commission, SFO Master Plan, *Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, pp. 58 to 62. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[15] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9th Edition, 2012.

[16] Lund, Holly, et. al., *Travel Characteristics of Transit-Oriented Development in California, Final Report*, January 2004. Available online at: *http://www.bart.gov/docs/planning/travel_of_tod.pdf*. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

local area roads above existing conditions, with about 260 new a.m. peak-hour trips and 248 new p.m. peak-hour trips. The modified administration facilities project would generate about 606 more vehicle trips on local area roads, with about 87 more a.m. peak-hour trips and 83 more p.m. peak-hour trips, than the administration facilities project analyzed in the Master Plan FEIR. The affected local roads are entirely within the Airport property boundary. Moreover, while the trip generation analysis in Table 5 is conservatively based on proposed square footage (in accordance with the ITE *Trip Generation Manual*), the modified administrative facilities project would not increase employment beyond that analyzed in the FEIR. Thus, the actual trip generation levels resulting from modified administrative facilities project would likely be lower than those shown in Table 5.

Existing volumes at the intersections of North McDonnell Road / West Field Road and North McDonnell Road / Project Site Access Driveway (which serve as access for the Plot 11 site, and would accommodate vehicles exiting and entering the modified administration facilities project site, respectively) are moderate, and the traffic levels of service (LOS) are good to very good (LOS C or better) during both the a.m. and p.m. peak hours (see **Table 6**). The above-described peak hourly vehicle trip generation for the modified administration facilities project would not adversely affect the intersection LOS, as it would remain LOS C or

TABLE 5
MODIFIED ADMINISTRATION FACILITIES PROJECT TRIP GENERATION

Project Land Use	ITE Code	Units *(a)*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Modified Administration Facilities Project compared to Existing Conditions												
Office Building	710	196.2	11.03	2,164	1.56	269	37	306	1.49	50	242	292
Vehicle Trip Reduction (AirTrain, SamTrans and BART service)				*-324*		*-40*	*-6*	*-46*		*-8*	*-36*	*-44*
New Vehicle Trips				**1,840**		**229**	**31**	**260**		**42**	**206**	**248**
Modified Administration Facilities Project compared to Master Plan FEIR												
Office Building	710	65.64	11.03	714	1.56	90	12	102	1.49	17	81	98
Vehicle Trip Reduction (AirTrain, SamTrans and BART service)				*-108*		*-13*	*-2*	*-15*		*-3*	*-12*	*-15*
New Vehicle Trips				**606**		**77**	**10**	**87**		**14**	**69**	**83**

NOTE:

(a) Units represent net change in floor area (in 1,000 square feet) of the proposed office space (new space minus demolished existing space; and proposed modified administration facilities project space minus unbuilt space assumed in the Master Plan FEIR).

SOURCE: Institute of Transportation Engineers, 2012

TABLE 6
MODIFIED ADMINISTRATION FACILITIES PROJECT
PEAK-HOUR INTERSECTION LEVELS OF SERVICE (LOS)

	Existing				Existing Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Study Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
North McDonnell Road at West Field Road	19.7	B	21.1	C	20.2	C	21.2	C
North McDonnell Road at Project Site Access Driveway (a)	10.4	B	11.4	B	9.3	A	9.5	A

NOTE:

(a) The LOS would be better under project conditions than under existing conditions because the current movement with the highest delay (exiting onto North McDonnell Road) would be eliminated as part of the modified administration facilities project.

SOURCE: ESA, 2014

better, as shown in Table 6. Of note, the project's proposed modification to the Project Site Access Driveway (from two-way [entry and exit] to one-way [entry only]) would improve the service levels at the North McDonnell Road / Access Driveway intersection because the current movement with the highest delay (exiting onto North McDonnell Road) would be eliminated. The modified administration facilities project's impact would be less than significant.

As shown in **Table 7**, traffic volumes on U.S. 101 in the vicinity of SFO in 2006 and 2013 published by Caltrans indicate that the forecasted 2006 traffic volume on p. 310 of the FEIR was overestimated, and as such, the level of congestion (impact on level of service) reported in the FEIR under 2006 conditions was similarly overstated. The actual lower 2006 traffic volume and the continuing lower-than-forecast traffic volume in 2013 indicates that the level of congestion reported on p. 310 of the FEIR under 2006 with project conditions also was overstated. As such, the impacts of the modified project on U.S. 101 would be less than those reported on pp. 310 to 313 of the FEIR.

TABLE 7
PEAK-HOUR TRAFFIC VOLUMES ON U.S. 101
IN AREA OF SAN FRANCISCO INTERNATIONAL AIRPORT

	Peak Hour Traffic Volumes (U.S. 101)
SFO FEIR 2006 Forecast	19,814 Vehicles
Caltrans Actual 2006	16,400 Vehicles
Caltrans Actual 2013	15,700 Vehicles

SOURCES: Caltrans, Traffic Volumes on California State Highways, 2007 and 2014.

No added mitigation measures would be required. However, the Airport Commission would be required to implement the following FEIR mitigation measures to minimize impacts associated with the modified administration facilities project. These mitigation measures have been implemented and would continue to be

applied to the modified project: **FEIR Mitigation Measure I.A.1.a, Transportation System Management Program**; **FEIR Mitigation Measure I.A.1.b, Transit Information Program; FEIR Mitigation Measure I.A.d.iii, Parking Capacity Management.** These mitigation measures require the Airport Commission to fund, coordinate, and implement a program to reduce single occupancy vehicle trip rates for passengers and employees, and fund and implement a program that disseminates transit information to airlines and travel agencies to encourage public transit to the Airport.

While the modified administration facilities project would result in a localized traffic increase on North McDonnell Road and West Field Road, vehicle traffic volumes and patterns outside of the Airport are not anticipated to change. Currently, there are three freeway/highway ramps that provide access to SFO facilities. Relocation of the ITT and the Project Management sections to the modified administration facilities project site would not change the entry/exit ramps currently used by these staff due to the proximity of the modified administration facilities project site to the currently-used office buildings. Therefore, vehicle traffic volumes and patterns outside of the Airport would not change with the modified administration facilities project. Localized traffic is anticipated to increase at the intersection of North McDonnell Road and West Field Road, but as described above, the localized impacts would be less than significant.

Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to transportation and circulation beyond those identified in the FEIR, and no new mitigation measures are required. Regarding cumulative impacts, as noted above, the modified administration facilities project (and its associated vehicle trip generation) represents an increase compared to both existing condition and the project analyzed in the Master Plan FEIR. However, actual traffic volumes in 2006 were much lower than that estimated in the FEIR for 2006 conditions (and much lower still under existing 2013/2014 conditions), and the level of service on Airport roadways and nearby roadways is better than what was projected in the FEIR (i.e., less congestion). Therefore, the contribution of the modified administration facilities project to cumulative impacts on transportation would not be cumulatively considerable.

Noise

Noise impacts of the Master Plan projects were analyzed on pp. 153 to 170 and pp. 331 to 352 of the FEIR. Aircraft noise metrics are described on pp. 153 to 154 in Volume I and Appendix C, *Noise*, in Volume III of the FEIR.

Construction Noise and Vibration

The FEIR determined that pile driving, if needed during construction activities, would affect nearby residential areas located west of the Airport. The FEIR concluded (p. 435) that construction pile-driving noise, while temporary, would be significant and would exceed the State Department of Health Services' Recommended Land Use Compatibility Guidelines for Community Noise.[17] However, temporary construction noise impacts associated with implementation of the Master Plan have been avoided or substantially lessened, to the maximum extent possible, through implementation of mitigation measures adopted by the Airport Commission and specified in the MMRP for the FEIR. To the extent that construction

[17] State of California Governor's Office of Planning and Research, *General Plan Guidelines*, Appendix C: Noise Element Guidelines.

noise mitigation measures specified in the MMRP might not avoid or substantially lessen the impacts of Master Plan projects, the Airport Commission made the finding that the environmental, economic, and social benefits of the Master Plan would override the remaining impacts related to construction noise, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations.[18]

There would be no pile driving activities for the modified administration facilities project because the reinforced concrete piles would be predrilled, cast in place, and then capped. Construction activities associated with the modified administration facilities project that would have the potential to result in changes to the existing noise environment include construction traffic, building demolition, grading, excavating, compacting soil, and other activities associated with construction of this type. Heavy construction equipment including excavators, construction cranes, and dump trucks may cause temporary increases in vibration levels near the modified administration facilities project site. Due to the types of land use in the area immediately surrounding the modified administration facilities project site and the approximately 1,500-foot distance to the nearest sensitive receptor (Belle Air Elementary School), the production of construction noise is not likely to have a substantial impact on or near the site or on any sensitive receptors.

Nevertheless, the modified administration facilities project would include implementation of the following FEIR mitigation measures: **FEIR Mitigation Measure I.C.1.a, Noise Reduction Measures; FEIR Mitigation Measure I.C.1.b, Predrilling Holes;** and **FEIR Mitigation Measure I.C.1.d., Construction Barriers.** These measures require construction contractors to: muffle and shield construction vehicles and to use electric power rather than diesel-power, as feasible; predrill holes for foundation piles; and install barriers around the site and stationary equipment, and if possible to locate such equipment in pitted/excavated areas. FEIR Mitigation Measure I.C.1.c (Restrictions on Pile Driving) would not apply to the modified administration facilities project because there would be no pile driving activities during construction. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts beyond those identified in the FEIR, and no new mitigation measures would be required.

Operational Noise

The FEIR analyzed future peak-hour operational noise from vehicles on U.S. 101 and local roads that serve the Airport and determined that the Master Plan projects would yield a net increase of two decibels higher than existing ambient noise levels on the roads. The FEIR concluded that two decibel noise level increases would not be perceptible to people. While the modified administration facilities project is expected to generate more vehicle trips on North McDonnell Road and other roads in the immediate vicinity of Plot 11, the modified administration facilities project's impacts on U.S. 101 are anticipated to be less than those reported on pages 310 to 313 of the Master Plan FEIR. Traffic-related noise from the modified administration facilities project is not likely to substantially alter existing ambient noise levels in the vicinity of Plot 11, which is primarily influenced by traffic on U.S. 101. Further, since U.S. 101 separates the modified administration facilities project site and aircraft traffic from the nearest noise-sensitive receptor (located approximately 1,500 feet from the site and west of U.S. 101), existing noise levels in nearby communities are unlikely to change as a result of the modified administration facilities project.

[18] Airport Commission, SFO Master Plan, *Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, pp. 58 to 62. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

The aircraft noise analysis included in the Master Plan FEIR for the two future build-out years (1996 and 2006) is based on an FAA-approved forecast. The forecast level of annual aircraft operations and associated enplaned passengers was not realized at SFO, and annual aircraft operations are currently 13.3 percent below the long-term Master Plan forecast. The modified administration facilities project would not directly or indirectly change the aircraft fleet mix, number of aircraft operations, or aircraft flight tracks at the Airport, and operation of the modified administration facilities project would have no impact on the aircraft noise levels or contours as originally analyzed in the FEIR. Thus the modified administration facilities project would not result in an increase in aircraft operations or the number of enplaned passengers at the Airport that could lead to significant temporary or periodic increases in noise levels in the airport environs, above levels anticipated in the FEIR.

The modified administration facilities project site is not in an area restricted for aircraft operations or other land uses that would preclude development of administration facilities. The modified administration facilities project is located within Airport Influence Area B as defined in the SFO Airport Land Use Compatibility Plan (ALUCP) and is subject to the noise, safety, airspace protection, and overflight policies defined in the ALUCP.[19] However, the use of the Plot 11 site for administrative office land uses is consistent with land use compatibility policies contained in the SFO ALUCP, as well as with the site's existing office uses. Plot 11 is located within the area exposed to aircraft noise of Community Noise Equivalent Level (CNEL) 70 to 75 decibels as shown on Figure IV-6 of the ALUCP. Development of the modified administration facilities project on Plot 11 would be consistent with the noise policies contained in the ALUCP, and would not affect aviation activity levels (i.e., aircraft operations) at SFO. The modified administration facilities would be compatible with 14 Code of Federal Regulations Part 150, Appendix A, Table 1, provided that Noise Level Reduction of 25 dB is achieved through incorporation of noise attenuation into the design and construction of the structure. As stated in the Project Description, the modified administration facilities project would provide acoustical controls with sound class transmission ratings stipulated by the Green Building Code. Section 5.507.4, Acoustical Control, of the California Green Building Code requires projects within 5 miles of an airport to employ building assemblies and components with Sound Transmission Coefficient (STC) of at least 50 for the building envelope and 30 for exterior windows.

Therefore, the modified administration facilities project would not result in any new significant noise impacts beyond those identified in the FEIR or substantially increase the severity of a significant noise impact, and no new mitigation measures would be required. The contribution of the modified administration facilities project to cumulative noise impacts would not be cumulatively considerable.

Air Quality

Air quality impacts of Master Plan projects are analyzed on pp. 171 to 177 and pp. 353 to 365 of the FEIR. The FEIR determined that the baseline emissions estimate for carbon monoxide levels already violated the State's eight-hour CO standards for the five off-Airport intersections analyzed and concluded that construction and

[19] City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. October 2012. Available online at: *http://www.ccag.ca.gov/pdf/plans-reports/2012/Consolidated_CCAG_ALUCP_10-29-12.pdf* Based on California Code of Regulations, Title 21, Division 2.5, Chapter 6, Section 5006. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

operation of Master Plan projects would result in continued violations of State and federal ambient air quality standards for carbon monoxide due to landside vehicular traffic. Further, Master Plan project-generated emissions would be over the BAAQMD daily thresholds for hydrocarbons, oxides of nitrogen, oxides of sulfur, and particulate matter (PM_{10}). However, impacts to air quality associated with implementation of the Master Plan have been avoided or substantially lessened, to the maximum extent possible, through implementation of mitigation measures adopted by the Airport Commission and specified in the MMRP for the FEIR. To the extent that air quality mitigation measures specified in the MMRP might not avoid or substantially lessen the impacts of Master Plan projects, the Airport Commission made the finding that the environmental, economic, and social benefits of the Master Plan would override the remaining impacts related to air quality, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations.[20]

Federal, State and local ambient air quality standards have been revised several times since the certification of the FEIR and air quality within the San Francisco Bay Area has generally improved. In light of the changes in these air quality regulations since 1992, a detailed air quality assessment was performed for the modified administration facilities project. The *Air Quality Technical Memorandum*[21] prepared for the modified administration facilities project provides detailed information regarding the inputs, assumptions and methodologies used for the construction and operational emissions inventory. The following sections describe the existing regulatory context and summarize the key findings of the *Air Quality Technical Memorandum*.

Regulatory Context

The BAAQMD is the regional air quality management agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for ensuring that air quality in the SFBAAB attains and maintains federal and state ambient air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. State and federal ambient air quality standards have been established for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead.

Table 8 identifies air quality significance thresholds for criteria pollutants within the SFBAAB. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

[20] Airport Commission, SFO Master Plan, *Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, pp. 57 to 58. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[21] Environmental Science Associates, *Air Quality Technical Memorandum for San Francisco International Airport Administration Facilities*, December 2014. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

TABLE 8
CRITERIA POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

NOTES:
ROG = reactive organic gases
NOx = oxides of nitrogen
$PM_{2.5}$ = fine particulate matter
lbs. = pounds
PM_{10} = coarse particulate matter

SOURCE: Bay Area Air Quality Management District, May 2011

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine which sources and pollutants to control as well as the degree of control.

Fugitive Dust Evaluation

The FEIR determined that surface traffic and construction activities associated with the Master Plan projects could contribute to exceedances of ambient air quality standards and that these air quality impacts were potentially significant. Significant impacts to air quality would be substantially lessened by implementation of mitigation measures included in the MMRP for the FEIR. Specifically, fugitive dust generated during construction is subject to implementation of FEIR Mitigation Measure I.B.1.a, Construction Period Activities, to minimize fugitive dust associated with construction of Master Plan projects.

Since certification of the Master Plan FEIR, the BAAQMD has issued the *CEQA Air Quality Guidelines*,[22] which recommend implementation of best management practices (BMPs) to control fugitive dust emissions for all projects located within the SFBAAB, whether or not a project's construction-related emissions exceed applicable thresholds of significance. The BAAQMD has identified eight "Basic Construction Mitigation Measures," and regards these measures as meeting the BMP threshold for fugitive dust emissions. These BMP's reflect current air quality regulations, incorporate the requirements of the original FEIR air quality mitigation measures, and are considered more efficacious than the previous measures provided in the MMRP

[22] Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, updated May 2012, available online: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en*, accessed November 24, 2014.

for the FEIR. Therefore, **Mitigation Measure I-AQ-1, Implement Basic Construction Best Management Practices** listed below, will update and replace FEIR Mitigation Measure 1.B.1.a (Construction Period Activities), and would be implemented to address fugitive dust associated with construction of the modified administration facilities project, consistent with the BAAQMD's recommendations for all projects within the SFAAB.

Mitigation Measure I-AQ-1 – Implement Basic Construction Best Management Practices (updates FEIR Mitigation Measure 1.B.1.a)

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- SFO shall post one or more publicly visible signs with the telephone number and person to contact at SFO with complaints related to excessive dust or vehicle idling. This person shall respond to complaints and, if necessary, take corrective action within 48 hours. The telephone number and person to contact at the BAAQMD's Compliance and Enforcement Division shall also be provided on the sign(s) in the event that the complainant also wishes to contact the applicable air district.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities in the same area at any one time shall be limited. Activities shall be phased if feasible to reduce the amount of disturbed surfaces at any one time.

The modified administration facilities project would not result in any new dust-related air quality impacts beyond those identified in the FEIR or substantially increase the severity of a significant impact, and no additional mitigation measures would be required.

Criteria Air Pollutants Evaluation

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. As documented in the *Air Quality Technical Memorandum*, construction-related emissions of criteria pollutants would not exceed the applicable thresholds during any of the years where construction activities are anticipated (2015-2021). Similarly emissions of criteria pollutants associated with operation of the

modified administration facilities project (i.e., operational emissions) in 2022 would not exceed the applicable thresholds. As shown in **Tables 9** and **10**, the modified administration facilities project would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB. Therefore, the modified administration facilities project would not result in any new significant effects beyond those identified in the FEIR or substantially increase the severity of a significant impact, and no new mitigation measures would be required.

TABLE 9
CRITERIA POLLUTANT EMISSIONS – DAILY

	Thresholds	Daily Emissions Estimate (lbs/day)	
Pollutant	**Average Daily Emissions (lbs./day)**	**Maximum Construction Emissions Levels**	**Operation**
ROG	54	11.8	12.0
NOx	54	36.6	9.3
PM_{10}	82 (exhaust)	1.9	0.6
$PM_{2.5}$	54 (exhaust)	1.8	0.5

TABLE 10
CRITERIA POLLUTANT EMISSIONS – ANNUAL

	Thresholds	Annual Emissions Estimate (tons/year)
Pollutant	**Annual Emissions (tons/year)**	**Operation**
ROG	10	1.60
NOx	10	0.40
PM_{10}	15	0.03
$PM_{2.5}$	10	0.03

Health Risks and Hazards

The FEIR did not evaluate health risks and hazards associated with construction activities. Current CEQA Guidelines include analysis of construction and operational related health risks and hazards when there are sensitive receptors within 1,000 feet of the project site. As discussed previously, the closest sensitive receptor to the modified administration facilities project site (i.e., Plot 11) is the Belle Air Elementary School, which is located approximately 1,500 feet west of (and upwind of) the modified administration facilities project site on the west side of U.S. 101. Due the distance between the modified administration facilities project site, and considering the low level of project related operational and construction emissions, a detailed health and hazards evaluation is not required for the modified administration facilities project. The modified administration facilities project would not result in any new significant health risks or hazard impacts or substantially increase the severity of a significant air quality impact, and no new mitigation measures would be required.

Consistency with the 2010 Clean Air Plan

On September 15, 2010, the BAAQMD adopted the *2010 Bay Area Clean Air Plan*.[23] The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2010 Clean Air Plan* represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the modified administration facilities project would conflict with or obstruct implementation of an applicable air quality plan.

The modified administration facilities project would be consistent with the control measures listed in the *2010 Clean Air Plan* and would not disrupt, delay, or otherwise hinder implementation of the *2010 Clean Air Plan*. Construction related emissions would be temporary and the modified administration facilities project would have a negligible effect on operational activities at the Airport. As noted above, construction and operation of the modified administration facilities project would not exceed the daily thresholds related to criteria pollutants.

The modified administration facilities project would not result in any new significant air quality impacts or substantially increase the severity of a significant air quality impact, and no new mitigation measures would be required.

Odors

The FEIR did not analyze potential odor impacts associated with the Master Plan projects, but odor impact analysis is included in current CEQA Guidelines. Accordingly, the analysis described below includes an analysis of whether operation of the modified administration facilities project would result in significant odor impacts at the project and cumulative levels.

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon construction completion. During operations, the project's administrative office, museum, and parking uses would not generate substantial odors of concern.

Therefore, the modified administration facilities project would not result in any new significant odor impacts or substantially increase the severity of a significant air quality impact, and no new mitigations measures would be required. The modified administration facilities project's contribution to cumulative impacts related to odors would not be cumulatively considerable.

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[23] Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. September 15, 2010. Available online: *http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plans.aspx*. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

Greenhouse Gas Emissions

Climate change and greenhouse gas impacts of Master Plan projects are not addressed as a separate topic in the FEIR.[24] Current CEQA Guidelines separate greenhouse gas emissions from the Air Quality topic. Therefore, the GHG analysis described herein includes a qualitative discussion of whether construction and operation of the modified administration facilities project would result in significant GHG emissions.

Greenhouse Gas Evaluation

The modified administration facilities project would generate additional motor vehicle trips in the vicinity of West Field Road and could contribute to annual long-term increases in GHGs as a result of operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities associated with the modified administration facilities project would also result in temporary increases in GHG emissions.

Consistent with the CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions, the significance standard applied to GHG emissions generated during construction and operational phases of the modified administration facilities project is based on whether the project complies with a plan for the reduction of GHG emissions.[25] Individual project compliance with the City's Greenhouse Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis. Projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions*[26] are determined to be consistent with San Francisco's qualified GHG reduction strategy and therefore would result in a less-than-significant GHG impact. An assessment of the modified administration facilities project's compliance with San Francisco's *Strategies to Address Greenhouse Gas Emissions* was provided in the *Compliance Checklist for Greenhouse Gas Analysis*,[27] which concluded the modified administration facilities project would comply with the GHG reduction strategies.

As discussed in the *Compliance Checklist for Greenhouse Gas Analysis* for the modified administration facilities project, the CCSF's 2008 Greenhouse Gas Reduction Ordinance (Ordinance No. 81-08) requires all City Departments to prepare an annual department-specific climate action plan. Through the *2011 Environmental Sustainability Report* and the *2012 SFO Climate Action Plan*, the Airport Commission has vigorously supported the City's climate change initiatives (specifically Ordinance No. 81-08) and has established the achievement of carbon neutrality by 2020 as a goal for SFO.[28,29] In fiscal year 2012, SFO reduced the GHG emissions from

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[24] Senate Bill 97 (SB 97) which required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs was adopted in August 2007, approximately 15 years after the certification of the Master Plan FEIR.

[25] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available online at: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en* Accessed October 18, 2013. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[26] San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions*. November 2010. Available online at: *http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf* This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[27] San Francisco Planning Department. *Compliance Checklist Greenhouse Gas Analysis and Table 2: Municipal Projects.* This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[28] San Francisco Airport Commission. *2011 Environmental Sustainability Report*. 2011. Available online at: *http://flysfo.proofic.net.s3.amazonaws.com/default/download/about/reports/pdf/SFO_2011_Environmental_Sustainability_Report.pdf* Accessed

Airport-controlled operations by 34 percent below the 1990 emissions levels, exceeding the 2017 reduction goal of GHG emissions reduction of 25 percent below the 1990 emissions level by 2017. SFO's sustainability efforts are an integral part of its mission and its effort to improve air quality and reduce global warming. The modified administration facilities project would be required to comply with the requirements listed above, and further would be designed and constructed in accordance with the energy efficient measures required to achieve LEED Gold certification.

Therefore, the modified project would not result in any new significant impacts or substantially increase the severity of a significant impact, and no new mitigation measures would be required. The contribution to cumulative impacts related to greenhouse gas emissions would not be cumulatively considerable.

Geology and Seismicity

Geologic and seismic impacts of the Master Plan projects are analyzed on pp. 192 to 200 and pp. 374 to 380 of the FEIR. The FEIR determined that several impacts related to geology and soils were potentially significant, but would be reduced to a less-than-significant level with implementation of the mitigation measures specified in the FEIR.

Geology

Unlike the airfield, the western portion of the Airport and U.S. 101 is located within an area leveed in 1880 where the Bay Mud was first dried then filled, resulting in a low-to-moderate rate of settlement, as described on p. 192 of the Master Plan FEIR. The parking garage facilities would be supported on a deep pile foundation founded in bedrock. All modified administration facilities project buildings would be constructed in accordance with the current California Building Code. This would limit settlement once the facilities are constructed. However, as described on p. 375 of the Master Plan FEIR, the surrounding areas could continue to settle, changing the relative elevation of the building and surrounding land and potentially breaking utility connections. The site-specific soil and geotechnical investigation report to be completed for the modified administration facilities project would include additional specific recommendations for foundation design and methods to address differential settlement (e.g., use of flexible utility connections). In accordance with **FEIR Mitigation Measure II.E.1.a, Incorporating Foundation and Geotechnical Recommendations**, the recommendations of the geotechnical investigation would be incorporated into the project design. This would limit the potential for damage as a result of differential settlement.

The potential for settlement during construction would be addressed through compliance with Section 604.5 of the TIG,[30] which requires the Airport Commission to ensure that adequate support and protection of existing structures during excavation. The design of the excavation support would be subject to approval of the SFO BICE as part of its review.

October 18, 2013. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[29] San Francisco Airport Commission. *2012 SFO Climate Action Plan*. May 2013. Available online at: *http://flysfo.proofic.net.s3.amazonaws.com/default/download/about/reports/pdf/SFOClimateActionPlan2013.pdf* Accessed October 18, 2013. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

[30] San Francisco International Airport, *Tenant Improvement Guide*. April 1999. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

Regarding expansive soils, the artificial fill beneath the modified administration facilities project site has a low-to-moderate expansion potential, and the Young Bay Mud is permanently saturated.[31] The geotechnical report prepared in support of the project would specify methods to address expansive soil and incorporation of the recommendations into the building design would be ensured with implementation of **FEIR Mitigation Measure II.E.1.a, Incorporating Foundation and Geotechnical Recommendations**. There are no unique geologic features within the modified administration facilities project site or in the vicinity.

With implementation of **FEIR Mitigation Measure II.E.1.a, Incorporating Foundation and Geotechnical Recommendations**, the modified administration facilities project would not result in any new significant geologic impacts beyond those identified in the FEIR or substantially increase the severity of a significant impact, and no new mitigation measures would be required.

Seismicity

Faulting: The modified administration facilities project is not located within an Alquist-Priolo Earthquake Fault Zone and no active faults cross the site (FEIR p. 194).

Groundshaking, Liquefaction, and Other Related Effects. The FEIR states on p. 194 that buildings constructed under the Master Plan could be affected by strong groundshaking as a result of an earthquake on one of the regional fault, as well as that the Airport is located within a zone of high ground failure potential identified by the California Division of Mines and Geology. Moreover, mapping by the U.S. Geological Survey indicates that the Airport is in an area of very high liquefaction potential.[32]

To address seismic groundshaking and ground failures as a result of liquefaction and related phenomena, a site-specific geotechnical investigation would be conducted to identify the appropriate seismic design criteria for the proposed structures. The parking structures would be supported on a deep -pile foundation, and all buildings would be constructed according to the seismic requirements of the current California Building Code. The recommendations of the geotechnical investigation would be incorporated into the modified administration facilities project design in accordance with **FEIR Mitigation Measure II.E.1.a, Incorporating Foundation and Geotechnical Recommendations.**

Further, the project sponsor would be required to implement mitigation measures specified in the FEIR related to earthquake safety (FEIR pp. 429 and 430), including **FEIR Mitigation Measure II.E.1.b, Earthquake Safety Inspections; FEIR Mitigation Measure II.E.1.c, Emergency Response Plan; FEIR Mitigation Measure II.F.1.a, Automatic Shutoff Valves;** and **FEIR Mitigation Measure II.F.1.b, Securing Potentially Hazardous Objects**. These mitigation measures require Airport staff to conduct periodic training concerning earthquake preparedness at all new facilities; update the Airport's Emergency Response Plan to include new facilities; and equip new gas lines with automatic shut off valves to be activated in an event of a major earthquake; and secure potentially hazardous equipment to floors and walls of a building; and provide periodic training to

[31] Engeo Incorporated, Geotechnical Data Report, San Francisco International Airport (SFIA), SFO Consolidated Administration Campus, San Francisco, California. March 5, 2013. Revised June 11, 2013.

[32] U.S. Geological Survey, Maps of Quaternary Deposits and Liquefaction Susceptibility in the San Francisco Bay Region, California. Liquefaction Susceptibility. Open-File Report 06-1037. 2006. Available online at: *http://earthquake.usgs.gov/research/external/reports/05HQGR0151.pdf* This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

tenants of new facilities in earthquake and seismic hazards as well as provide updated copies of the Airport's Emergency Response Plan to San Mateo County.

Earthquake-induced Landslides. The modified administration facilities project site and surrounding land are nearly level, and there are no mapped landslides in the project vicinity.[33] Therefore there is no impact related to earthquake-induced landslides.

With implementation of the measures described above, the modified administration facilities project would not result in any new significant impacts related to seismicity beyond those identified in the Master Plan FEIR or substantially increase the severity of a significant impact, and no new mitigation measures would be required.

Cumulative

Regarding cumulative impacts, the modified administration facilities project would be constructed in the same general vicinity as development analyzed under the Master Plan FEIR. Moreover, the modified administration facilities project and other projects in the vicinity would be required to adhere to current building code requirements, which include more stringent seismic standards than those in effect at the time of certification of the Master Plan FEIR. Therefore, there would be a less-than-significant cumulative impact on geology and seismicity.

Hydrology and Water Quality

Hydrology and water quality impacts were analyzed under two environmental topics in the Master Plan FEIR. Water quality as it relates to soil erosion and stormwater runoff is addressed under geology and seismicity (p. 376). Stormwater management is addressed under utilities (FEIR pp. 233 to 235 and p. 403). The Master Plan FEIR determined that excavation during construction of the Master Plan projects could expose soil to erosion and associated sediment could enter storm drains and/or the Bay waters (p. 376). FEIR Mitigation **Measure I.E.1.c, Erosion Control**, requires the Airport Commission to "prepare and implement erosion control plans for any construction activities during the wet season that involve grading or other activities that would expose soil to erosion."

The modified administration facilities project would disturb more than 1 acre of land, and thus construction activities would be subject to the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (referred to as the Construction General Permit). Since certification of the FEIR, the Construction General Permit was revised in 2009 to include more specific requirements related to erosion control and management of hazardous materials during construction, and SFO has developed the TIG and 2011 SFO SWPPP,[34] which address additional requirements for control of construction-related storm water during construction activities at SFO. Project compliance with these requirements would be enforced through Airport Commission Contract Specifications for SFO construction projects, which incorporate the

[33] U.S. Geological Survey, Summary Distribution of Slides and Earth Flows in San Mateo County, California. Open File Report 97-745C. 1997. Available online: *http://pubs.usgs.gov/of/1997/of97-745/sm-sef.pdf*

[34] San Francisco International Airport, *Stormwater Pollution Prevention Plan for Construction Activities*, WDID # 2 417033001. August 23, 2011. This document is relevant to SFO construction activities and is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

requirements of FEIR Mitigation Measure I.E.1.c. Therefore, the modified administration facilities project would not result in any new significant stormwater effects during construction beyond those identified in the FEIR or substantially increase the severity of a significant impact, and no new mitigation measures would be required.

As described on pp. 233-235 of the FEIR, stormwater runoff is handled in the industrial wastewater system, which is subject to the Airport's NPDES permit for the MLTP.[35] Stormwater from the modified administration facilities project site drains to this system, is located in the same drainage basin as the Master Plan project location on Plot C (the West Field Drainage Area), and is currently paved. Therefore, post-construction conditions would not contribute additional runoff that would exceed the capacity of the existing or a planned storm water drainage system or result in additional sources of polluted runoff. There would be no alteration of drainage patterns that could result in substantial erosion, siltation, or flooding on- or off-site. The modified administration facilities project site is not in an area subject to in inundation by seiche, tsunami,[36] or mudflow. In addition, the modified administration facilities project site is not located within a flood hazard zone identified on the 1981 FIRM for San Mateo County.[37,38]

Based on published mapping, portions of SFO, including the project site, could be inundated by the base flood in the event of a 55-inch sea level rise.[39] However, much of the mapping fails to take into account flood control improvements that have been made at SFO. To address potential flooding issues, SFO is conducting the Airport Shoreline Protection Feasibility Study to assess existing shoreline protection measures and recommend new shoreline protection measures to protect the Airport property from the base flood defined by FEMA and the base flood with a sea level rise of 55 inches. Because the modified administration facilities project is not located within an existing flooding zone, and construction of the shoreline protection measures would protect the new facilities from flooding with a sea level rise of 55 inches, impacts related to existing flooding and flooding as a result of sea level rise would be less than significant.

As demonstrated in the above analysis, the modified project, including the modified administration facilities project, would not result in any new or substantially greater impacts to hydrology and water quality beyond those identified in the FEIR.

Other Master Plan projects and cumulative projects constructed at SFO would be subject to SFO's NPDES permit requirements for discharges from the wastewater treatment plant, and projects larger than one acre would be required to prepare a SWPPP for construction-related activities. Therefore, the contribution of the modified administration facilities project to potential cumulative impacts on hydrology and water quality would not be cumulatively considerable.

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[35] Currently Permit Number CA0038318, RWQCB Number R2-2013-0011.

[36] California Emergency Management Agency, California Geological Survey, University of Southern California, *Tsunami Inundation Map for Emergency Planning, San Francisco South Quadrangle* (San Francisco Bay). June 15, 2009.

[37] Federal Emergency Management Agency, Flood Rate Insurance Map, City of South San Francisco, California, San Mateo County, Panel 8 of 12, Community Panel No. 065062 0008 B. Effective September 2, 1981.

[38] FEMA is in the process of updating the FIRM for the CCSF, which would include the Airport. SFO is no longer included in the San Mateo County FEMA FIRM.

[39] Pacific Institute, *California Flood Risk: Sea Level Rise, San Francisco South Quadrangle*. 2009. Available online: *http://www2.pacinst.org/reports/sea_level_rise/hazmaps/San_Francisco_South.pdf*. Accessed November 2013. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 86.638E.

Hazards and Hazardous Materials

Hazards and hazardous materials impacts of SFO's Master Plan projects are analyzed on pp. 201 to 227 and pp. 381 to 393 of the FEIR. The FEIR determined that several impacts related to exposure to hazardous materials were potentially significant, but would be reduced to a less-than-significant level with implementation of the mitigation measures specified in the MMRP for the FEIR. As discussed in the FEIR, pp. 390 to 392, expansion of Airport facilities would be anticipated to require the use of additional hazardous materials, similar to the types of materials currently in use including maintenance chemicals, motor vehicle fuel and aircraft fuel. The modified administration facilities project would be operated in accordance with federal, state, and San Mateo County hazardous materials storage and handling regulations, and therefore would not result in any new or more severe impacts than evaluated in the FEIR.

As discussed in the FEIR, construction of Airport facilities has the potential to encounter contaminated soil and groundwater, underground tanks, and/or fuel lines during excavation and grading activities. Exposure to contaminated materials could cause adverse effects to construction workers, the public or the environment. However, since certification of the FEIR, substantial soil and groundwater cleanup at SFO has occurred under various RWQCB cleanup orders. The current RWQCB Order No. 99-045 requires certain standards to be met for soil and groundwater remediation, which would apply to clean up of contamination, if required, at the project site. As a result, the subsurface site conditions at the modified administration facilities project site would be no worse, and likely improved, compared to conditions reported in the FEIR.

Construction of the modified administration facilities project would require the limited use of hazardous materials, such as fuels, lubricants, and solvents. Although spills and leaks of hazardous materials could occur during construction, implementation of construction BMPs required by the RWQCB through its review and approval of the SWPPP would reduce the potential for accidental releases and ensure quick response to any spills to minimize impacts to the environment. Any hazardous materials would be stored, handled, and used in accordance with applicable regulations. In addition, implementation of the following FEIR Mitigation Measures during construction of the modified administration facilities project would ensure that hazard impacts would be less than significant, consistent with the findings in the FEIR: **FEIR Mitigation Measures I.F.1.a, Site Investigation, FEIR Mitigation Measure I.F.1.b, Remediation Activities; FEIR Mitigation Measure I.F.1.c, Safety and Health Plan; FEIR Mitigation Measure I.F.1.e, Review of Reports; FEIR Mitigation Measure I.F.1.f, Remediation Report; FEIR Mitigation Measure I.F.1.i, Excavation; FEIR Mitigation Measure I.F.1.j, Procedure for Locating Underground Obstructions;** and **FEIR Mitigation Measure I.F.1.k, Groundwater Testing.** These mitigation measures require: a site investigation in areas with known or suspected soil and/or groundwater contamination; remediation activities if the site investigations reveal the presence of contaminants in soil and/or groundwater; preparation of a site specific safety and health plan for hazardous materials and waste operations if contamination is found on site; submittal of all site remediation reports to the RWQCB if contamination is found on site; reduction of excavation in areas of suspected contamination by performing a site investigation; development of procedures for locating underground tanks, utility lines, and fuel distribution pipes; groundwater testing for petroleum hydrocarbons before dewatering is performed; and application of treatment as prescribed by the RWQCB**.**

Construction of the modified administration facilities project would require demolition of existing structures that are known to contain hazardous building materials, such as asbestos, polychlorinated biphenyl (PCB)-containing electrical equipment and lead-based paint, which could be exposed to construction workers, the public, or the environment if these materials were not handled appropriately. Numerous laws and regulations cover the demolition, removal, transportation, storage, and disposal of asbestos, PCBs, and lead-containing material to ensure the safety of construction workers and the appropriate disposal of these hazardous building materials. In addition, implementation of the **FEIR Mitigation Measure I.F.1.g, Asbestos Surveys,** and **Mitigation Measure I.F.1.h, PCB-Containing Electrical Equipment,** during construction of the project would ensure that impacts related to exposure to hazardous building materials would be less than significant, consistent with the findings in the FEIR. These measures require the following prior to demolition of any structure: asbestos surveys and removal (including post-abatement inspection by a licensed asbestos professional); and removal of PCB-containing equipment in accordance with applicable laws and regulations.

Therefore, with implementation of the mitigation measures outlined above, the modified administration facilities project would not result in new significant effects beyond those identified in the FEIR or substantially increase the severity of a significant impact, and no new mitigation measures would be required. Cumulative developments larger than one acre in size would also be subject to RWQCB review through its review and approval of the SWPPP, and all cumulative projects would be subject to applicable regulations of hazardous materials. The contribution of the modified administration facilities project to potential cumulative impacts related to hazards and hazardous materials would not be cumulatively considerable.

Other Environmental Topics

The FEIR determined that for the following topics, any environmental effects associated with implementation of the plan would be less than significant: Land Use and Plans, Population, Utilities and Public Services (including Recreation), and Energy and Resources (Minerals and Energy). For all of these topics, the modified project would not result in any new significant effects beyond those identified in the FEIR or substantially increase the severity of a significant impact, and no new mitigation measures would be required, as further described below.

Land use impacts of the Master Plan were analyzed on pp. 78 to 124 and pp. 250 to 264 of the FEIR. The FEIR determined that the Master Plan would not alter the land use types at the Airport; rather the Master Plan would intensify and/or consolidate existing land uses. The modified administration facilities project site is currently occupied by administration facilities—including SFO D&C offices and the Museum warehouse, as well as employee parking. The project site would continue to be occupied by administration facilities under the modified project, as well as parking structures. The Master Plan calls for maintaining existing uses on the project site. Redevelopment of the site with these facilities under the modified administration facilities project would not physically divide an established community, substantially change the existing character of the project vicinity, or conflict with applicable land use plans or policies. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to land use beyond those

identified in the FEIR. The contribution of the modified administration facilities project to potential cumulative impacts to land use would not be cumulatively considerable.

Population and housing effects of the Master Plan were analyzed on pp. 228 to 231 and pp. 394 to 399 of the FEIR. The FEIR determined that there would be adequate housing in San Francisco and San Mateo counties to accommodate permanent and temporary construction employees. The modified administration facilities project would not result in an increase in employment beyond that analyzed in the FEIR. Also, there would be no increase in the number of passengers or aircraft operations at the Airport as a result of the modified administration facilities project. The modified administration facilities project would be developed on Airport property at the site of existing administrative uses. Substantial population growth would not occur as a result of construction of the modified administration facilities project because of the large existing construction labor pool present in the San Francisco Bay Area. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to population and housing beyond those identified in the FEIR. The contribution of the modified administration facilities project to potential cumulative impacts on population and housing would not be cumulatively considerable.

Utilities and Service Systems setting and impacts of the Master Plan were analyzed on pp. 232 to 236 and pp. 400 to 404, of the FEIR. The FEIR determined that adequate Airport infrastructure existed to accommodate forecast growth demand for utility demand, including water and wastewater systems (sanitary and industrial), and utility providers would be able to supply the forecast demand. In 2010, SFO consumed 459 million gallons of water (or about 1.25 mgd), which is about 43 percent less than projected in the FEIR. The San Francisco Public Utilities Commission's (SFPUC) *2010 Urban Water Management Plan*[40] considers SFO a "retail customer" and predicts water demand for the SFO service area will be met in the foreseeable future. The MLTP has a dry weather capacity of 3.3 mgd for the sanitary plant, and the industrial plant has dry weather capacity of 1.2 mgd and a wet weather capacity of 1.7 mgd. The current average flows for the two sub-plants are approximately 0.8 mgd and 0.65 mgd, respectively; therefore the MLTP has adequate capacity to serve the modified administration facilities project, which generally comprises a consolidation and replacement of existing uses and would not substantially increase wastewater generation. The modified administration facilities project would not substantially change overall Airport drainage patterns. The contractor would be required to comply with federal, state, and local requirements and guidelines to meet water quality objectives for stormwater discharge, including the Construction General Permit, the RWQCB Basin Plan, and the SFO SWPPP. Also, construction debris and operational solid waste demand from the modified administration facilities project would be adequately served by the Altamont Landfill, and SFO would continue to comply with solid waste statutes and regulations for its ongoing operations. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to utilities and service systems beyond those identified in the FEIR. The contribution to potential cumulative impacts on utilities and service systems would not be cumulatively considerable.

[40] San Francisco Public Utilities Commission, *2010 Urban Water Management Plan*, June 2011. Available at: *http://www.sfwater.org/Modules/ShowDocument.aspx?documentID=1055* Accessed October 2013. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2013.0235E.

Public Services (including Recreation) setting and impacts of the Master Plan were analyzed on pp. 237 to 241 and pp. 405 to 406, of the FEIR. The FEIR determined that the Airport Bureaus of the San Francisco Fire Department (SFFD) and the San Francisco Police Department (SFPD) would need to increase staffing levels to maintain emergency response times due to the increases in passenger forecast and the proposed construction projects under the Master Plan. All new fire and police stations and staffing levels proposed as part of the Master Plan and evaluated in the FEIR have been completed and are currently staffed to meet local, state, and federal guidelines with respect to required response times for emergencies. While the FEIR concluded that build out of the Master Plan projects would increase the need for police and fire services because of the forecast increase in passenger activity, SFPD and SFFD stations and staffing has since been increased. Further, the modified administration facilities project would not include an increase in employees or administration operations beyond that analyzed in the FEIR. Thus the increased demand for fire and police protection resulting from the modified administration facilities project would not exceed that anticipated in the FEIR. Regarding recreation, the modified administration facilities project would not include dwelling units or residents who would increase the use of neighborhood parks or playgrounds, the nearest of which is Lions Park, 1,200 feet northwest of the project site in the City of San Bruno. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to public services (including recreation) beyond those identified in the FEIR. The contribution to potential cumulative impacts to public services would not be cumulatively considerable.

Mineral and Energy Resources setting and impacts of the Master Plan projects were analyzed on pp. 178 to 182 and pp. 366 to 370 of the FEIR. Construction energy usage is discussed generally on p. 366; energy use from operation of buildings and facilities is analyzed on pp. 367 to 369. Energy plans, policies, and regulations related to the California Building Energy Efficiency standards are described on p. 181 of the FEIR. The FEIR determined that while demolition of outdated and inefficient buildings/facilities would partially offset the increase in energy use, increased electrical capacity (in the form of a new power substation) would be needed to accommodate the long-term forecasted energy use. Pacific Gas and Electric (PG&E) has since constructed a new substation to provide for increased capacity to transmit electricity from the SFPUC to the Airport. With LEED® Gold design and construction standards incorporated, construction and operation of the modified administration facilities project would not substantially increase resources used at the Airport or reduce the amount of fuel, water, or energy available regionally (see prior discussion of energy efficient green building features on pp. 13 to 14). Lastly, the modified administration facilities project would be developed on existing Airport property and would have no impact to state, regional, or locally important mineral resources that are important to the state, region, or locally. Therefore, the modified administration facilities project would not result in any new or substantially greater impacts to mineral and energy resources beyond those identified in the FEIR. The contribution to potential cumulative impacts to mineral and energy resources would not be cumulatively considerable.

CONCLUSION

Based on the foregoing, the Department concludes that the analyses conducted and the conclusions reached in the FEIR certified on May 28, 1992, as well as addendums through 2014, remain valid, and that no supplemental environmental review is required for the proposed plan modification. The modified

administration facilities project would neither cause new significant impacts not identified in the FEIR, nor result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original plan that would cause significant environmental impacts to which the modified administration facilities project would contribute considerably, and no new information has been put forward which shows that the modified project would cause significant environmental impacts. Therefore, no supplemental environmental review is required.

DATE January 22, 2015

Sarah Jones, Environmental Review Officer
for John Rahaim, Planning Director

ATTACHMENT A-1

DESCRIPTION OF SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT ADDENDA

ATTACHMENT A-1
DESCRIPTION OF SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT ADDENDA

Addendum (Case No.[a])	Description
Plot 41 Hardstands (86.638E)	Adopted in April 1995, the East Field Maintenance Hangar development was revised to include construction of hardstands, foundation, and associated infrastructure. (A hardstand is a paved surface with materials designed to be more durable than city streets or freeways, in order to support the weight of heavy equipment such as aircraft and support vehicles.) Implementation of the East Field Maintenance Hangar and the addition of the hardstands were eventually abandoned and remain unbuilt.
New International Terminal (86.638E)	In June 1995, an addendum to the Master Plan EIR was issued for the international terminal building and associated boarding areas A and G. The location and footprint of the international terminal, as proposed in 1995, was determined to be virtually identical to the facility analyzed in the EIR. The international terminal was described in the EIR as a seven story building with three levels of passenger processing, and four levels containing administration office space and a hotel. The building that was proposed in 1995 (and ultimately constructed) was 12 feet shorter than analyzed in the EIR, with five proposed stories instead of seven; the administration office space was reduced to one level (about 40,000 square feet); and the hotel development was removed from the international terminal complex.
McDonnell Road R3 Widening (86.638E)	In August 1995, an addendum to the Master Plan FEIR was issued for widening of North McDonnell Road from two to four lanes. The roadway widening was completed in anticipation of the increased volumes of vehicular traffic forecast as part of the Master Plan program and analyzed in the FEIR. The project widened about 1.4 miles of North McDonnell Road – from San Bruno Avenue to North Link Road.
North Field Area Air Freight Services Facilities (86.638E)	Under the Master Plan FEIR, a new L-shaped cargo facility structure with about 432,000 square feet of space was planned for construction at the existing Federal Express and JAL air freight buildings/facilities. The facility would have been located on North Access Road, immediately west of North Field Road. Under the addendum issued in March 1996, a smaller facility was proposed for construction at the same location as identified and analyzed in the FEIR. The revised project included an air freight building (225,000 square feet), associated administration office (35,000 square feet), and 175 surface parking stalls. About 78,000 square feet of the existing cargo and tenant office facilities in the existing JAL cargo building was to be retained, for a project total of 303,000 square feet of cargo facilities.
Terminal Area Projects (86.683E)	In April 1996, an addendum to the Master Plan FEIR was issued for the terminal area projects. The addendum analyzed two Master Plan project revisions: (1) Relocation of the proposed AirTrain Maintenance Facility from Lot D (located at the intersection of North McDonnell Road and West Area Drive), to an undeveloped site adjacent to the existing Airport Maintenance Building located about a quarter mile south of Lot D on North McDonnell Road; and (2) Construction of the international terminal north and south garages (now known as IT Garage A on the south and IT Garage G on the north) to be located where the rental car facility and consolidated ground transportation center was to be built. The proposed location of the rental car facility was moved to Lot D and was the subject of a separate addendum. The ground transportation center identified in the Master Plan and analyzed in the FEIR was never built.
Temporary Concrete Batch Plant (86.638E)	In November 1997, an addendum to the Master Plan FEIR was issued for a temporary, mobile concrete batch plant. The temporary batch plant would be located on a 2.5-acre site owned by the Airport, at 520 South Airport Boulevard. The mobile batch plant operated through 2001 for construction of the airport rail transit system ("AirTrain"), and was removed after construction in 2001.

ATTACHMENT A-1 (Continued)
DESCRIPTION OF SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT ADDENDA

Addendum (Case No.[a])	Description
Rental Car Facility and Lot D Replacement (86.683E)	In July 1996, an addendum to the Master Plan FEIR was issued for the subject project. The Rental Car (RAC) facility and Ground Transportation Center was originally identified for construction at the existing terminal roadways. In the addendum, the RAC was proposed for location at the existing long-term parking lot (called Lot D) at the intersection of N. McDonnell Road and West Area Drive. Construction of the RAC displaced about 3,091 existing parking spaces out of the 4,701 parking spaces at the Lot D. (The 4701 parking spaces is a total of the 3,584 long term public stalls plus the 1,117 employee/tenant parking spaces at Lot D.) The RAC would be a five-story parking structure with approximately 1.5 million square feet of parking and staging for about 3,350 cars, and approximately 133,000 square feet of office space and customer lobby space. The fifth floor would provide direct access to the AirTrain system, allowing passengers to access the RAC from the terminal complex. A one-story 55,000 square-foot quick turnaround building consisting of a pre-fabricated canopy over a series of car wash and fueling islands would also be constructed adjacent to the RAC as a support facility to rental car operations.
Elevated Circulation Roadways Project (86.683E)	In September 1996, an addendum to the Master Plan FEIR was issued for an elevated roadway project, which was planned under the Master Plan program to support forecast increases in vehicular traffic. While the project identified in this addendum was virtually identical to that described and evaluated in the FEIR, the addendum was prepared to specifically evaluate the potential impacts of the elevated roadways and other terminal area master plan project activities, as background studies (primarily updating traffic analyses) did not identify environmental impacts substantially different than those analyzed in the Master Plan FEIR.
Emergency Response Facilities #1 and #3 and Police Training Facility (86.683E)	In December 1996, an addendum to the Master Plan FEIR was issued for the subject project, which was a revision to the facility analyzed in the FEIR. The proposed Emergency Response Facilities (ERF) #1 would implement the Crash, Fire and Rescue (CFR) #1 identified in the FEIR. The proposed ERF #3 would be the additional fire station, identified in the FEIR as a necessary project to meet the expansion demands of the Master Plan program while maintaining existing level of service. ERF #3 was proposed to be located in the same location as analyzed in the FEIR (generally at the intersection of S. McDonnell Road and Road R-2). The Police Training Facility would be a combination of the existing police training uses and the multipurpose facility analyzed in the FEIR; both of these facilities are generally located near the U.S. Coast Guard Station by Taxiways Charlie and Romeo. The new combined police training facility increased the usable square footage from 20,000 square feet to 31,000 square feet analyzed in the FEIR.
Plot 7 Employee Parking Garage (86.638E)	In July 1997, an addendum to the Master Plan FEIR was issued for an airport employee parking garage on West Field Road. The 8½ story garage has a footprint of about 60,800 square issued and provides for about 1,735 vehicle parking stalls. The garage was a relocation and expansion of a parking garage originally proposed at Lot CC, located immediately west of the international terminal complex. The West Field Road location provided closer proximity to West Field Area tenants and employees, and consolidated various surface lots that were located throughout the area vicinity.
West Field Air Freight and Administrative Office Construction (86.638E)	In August 2003, an addendum to the Master Plan FEIR was issued for the subject project (West Field Projects). Under the 2003 Addendum, a total of 472,200 square feet of air freight space and 220,000 square feet of administrative offices were proposed for development at the intersection of N. McDonnell Road and W. Field Road. This represented a net decrease of 13,800 square feet and 6,100 square feet of air freight and administrative offices, respectively, when compared to the Master Plan FEIR. In April 2005, the proposed project was subsequently reduced in scope to a total of 308,600 square feet of air freight space and 55,539 square feet of administrative office space. The ERO determined that the modified project would fit within the size and scope of the 2003 Addendum and that no further environmental review would be required for the further-reduced facility.

ATTACHMENT A-1 (Continued)
DESCRIPTION OF SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT ADDENDA

Addendum (Case No.[a])	Description
Terminals 1 & 2 (2007.1149E)	Under the Master Plan FEIR, the South Terminal (Terminal 1) and the International Terminal (now redeveloped as Terminal 2, a domestic terminal) were to be redeveloped for a combined new total of about 1.5 million square feet of terminal area. In October 2007, an addendum to the Master Plan FEIR was issued for redevelopment of terminals 1 and 2. In the addendum, two design alternatives for redevelopment of Terminal 1 were presented – a Finger Pier alternative that would increase the 1,075,900-square foot terminal to 1,183,500 square feet; and the Modified Linear alternative that would decrease the terminal area to 962,000 square feet. While the layouts were different from the layout described in the FEIR, the ERO determined that the physical layout of the two alternatives did not materially affect the total building square footage or number of gates analyzed in the FEIR and that the 2007 proposal was comparable to the layout analyzed in the FEIR. Construction of Terminal 2 was completed in 2011. Construction of Terminal 1 has been delayed but is anticipated to begin in the near future (within 5 years).
Courtyard 2 Projects (2010.0624E)	Seismic evaluations conducted for the Terminal 2 complex determined that extensive structural upgrading was required and a major earthquake could incapacitate the existing airport traffic control tower (ATCT), which was structurally integrated into the Terminal 2 building. Renovation of the existing terminal and ATCT structures was determined to be financially infeasible. The Federal Aviation Administration conducted a siting study which identified a replacement site in the courtyard immediately adjacent to Terminals 1 and 2, known as Courtyard 2. The Courtyard 2 Projects identified in the July 2010 Addendum included four component activities: the relocation of the ATCT; demolition of ATCT, office, and mechanical space; reconstruction of the connecting corridor between Terminals 1 and 2; and, expansion of restroom and concession space as a part of the Terminal 1 redevelopment. The proposed project equated to an 8,700 square foot increase in building area. The demolished ATCT and Terminal 2 office space would be replaced by facilities of substantially the same size in Courtyard 2, with the exception of the proposed tower shaft, which was necessary because the ATCT cab would no longer be structurally integrated with Terminal 2. Construction of the courtyard 2 projects is ongoing.
Airport Hotel (86.638E)	In January 2014, an addendum to the Master Plan FEIR was issued for a modified hotel project that would consolidate two hotel projects analyzed in the FEIR at one site – a 4.7 acre site located at the intersection of South McDonnell Road and South Link Road at the Airport. The modified hotel project included 400 guest rooms, guest amenities (e.g., conference rooms, dining rooms, fitness center, etc), a pedestrian link and platform to a new AirTrain station, and about 300 surface parking spaces. The modified hotel would total about 250 gross square feet and be about 140 feet tall, which is approximately the height of the nearby International Terminal and garages.

[a] San Francisco Planning Department – Environmental Planning Division Case Numbers.