



# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

*Date:* May 22, 2019  
*Case No.:* 2017-007468ENV  
*Project Title:* **SFO Recommended Airport Development Plan**  
*Project Sponsor:* San Francisco International Airport  
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### INTRODUCTION

This notice provides a summary description of the proposed project; identifies environmental issues anticipated to be analyzed in the initial study (IS) and environmental impact report (EIR); and provides the time, date, and location of the public scoping meetings (see page 22 for information on the public scoping meetings). The comments received during the public scoping process will be considered during the preparation of the IS and EIR for this project.

### PROJECT SUMMARY

The project sponsor, San Francisco International Airport (SFO or Airport), is proposing to implement the SFO Recommended Airport Development Plan (RADP), which involves a long-range plan to guide the Airport's development while providing the highest level of international and domestic guest service. The purpose of the RADP is to plan for forecast passenger and operations growth at SFO through the following measures: maximizing gate capacity, geometry, and flexibility; optimizing lobby and security flows and incorporating new technology for passenger screening; maximizing shared-use facilities and baggage claim flexibility; and maximizing transfer connectivity for passengers and baggage. The proposed RADP includes projects that would accommodate long-term demand at the Airport, forecast to reach 71.1 million annual passengers<sup>1</sup> at the estimated maximum airfield capacity in its existing layout.<sup>2</sup> While the existing facilities, along with various Airport improvements already underway, could accommodate the forecast demand without implementing the SFO RADP, the level of service would deteriorate substantially, with inefficiencies and potential substantial passenger delays and inconvenience in the terminals, access roadways and curbsides, and rental car facilities.

The RADP serves as a roadmap for guiding future Airport development in order to modernize SFO, increase the efficiency of Airport operations, and enhance the passenger experience. The RADP is not expected to induce

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<sup>1</sup> Based on historical trends, about 25 percent of passengers are connecting through the Airport; the remaining 75 percent of passengers are originating / departing from the San Francisco Bay Area region.

<sup>2</sup> Landrum & Brown, Inc., San Francisco International Airport Aviation Activity Forecast, April 2014, approved by the Federal Aviation Administration on June 9, 2014.

passenger demand, and no airfield expansion projects are proposed as part of the RADP, nor would the proposed project increase the capacity of the airfield, change aircraft operations or aircraft types operating at the Airport, or affect the volume of passengers that use SFO. As noted above, long-term demand at the Airport is forecast to reach 71.1 million annual passengers, which is the estimated capacity of the existing airfield, irrespective of the RADP.

In addition, a variant, hereafter referred to as the “Boarding Area F Variant,” is proposed. The Boarding Area F Variant would accommodate four additional narrowbody<sup>3</sup> domestic gates at the end of Boarding Area F, should domestic demand exceed gate availability prior to the construction of Boarding Area H (discussed below on page 5). The Boarding Area F Variant is further described on page 17 under the heading, “Boarding Area F Variant (Figure 6).”

## PROJECT LOCATION AND SITE CHARACTERISTICS

The project site is comprised of portions of SFO, primarily located in unincorporated San Mateo County, California, approximately 13 miles south of downtown San Francisco, with portions of the Airport within the city boundaries of South San Francisco to the north, Millbrae to the south, and San Bruno to the west. The U.S. Coast Guard San Francisco Air Station<sup>4</sup> and the United Airlines Maintenance and Operations Center (UA MOC),<sup>5</sup> are located on Airport land but would not be affected by the project (see Figure 1). The Airport is owned by the City and County of San Francisco (CCSF or the City), and operated by and through the San Francisco Airport Commission (the airport commission).

The operational area of the Airport, which includes the project site, is generally bordered by U.S. Highway 101 (U.S. 101), also referred to as the Bayshore Freeway, to the west and the San Francisco Bay to the east. Airport property also includes the area west of U.S. 101, referred to as the West-of-Bayshore property, composed of approximately 180 acres of undeveloped land with major utility rights-of-way and supporting aquatic, wetland, and upland habitats. Of the 5,100 acres that comprise airport property, approximately 2,110 acres are located on land east of U.S. 101, 180 acres are located west of U.S. 101, and 2,810 acres are over San Francisco Bay.

SFO is the largest airport serving the San Francisco Bay Area. Other airports in the San Francisco Bay Area include Oakland and Norman Y. Mineta San Jose International airports. SFO contains two sets of parallel runways, oriented in north/south and east/west configurations; supporting airfield facilities and infrastructure; a passenger terminal area served by access roads, parking facilities, and ground transportation facilities; and cargo and other facilities typical of a commercial service airport.<sup>6</sup>

SFO was constructed in phases in the 1920s by filling portions of the San Francisco Bay, and initially opened in 1927. The Airport is situated within a fully developed, land-constrained site, and is the legacy of incremental changes that occurred over several decades. The great majority of the SFO site is paved for aeronautical uses

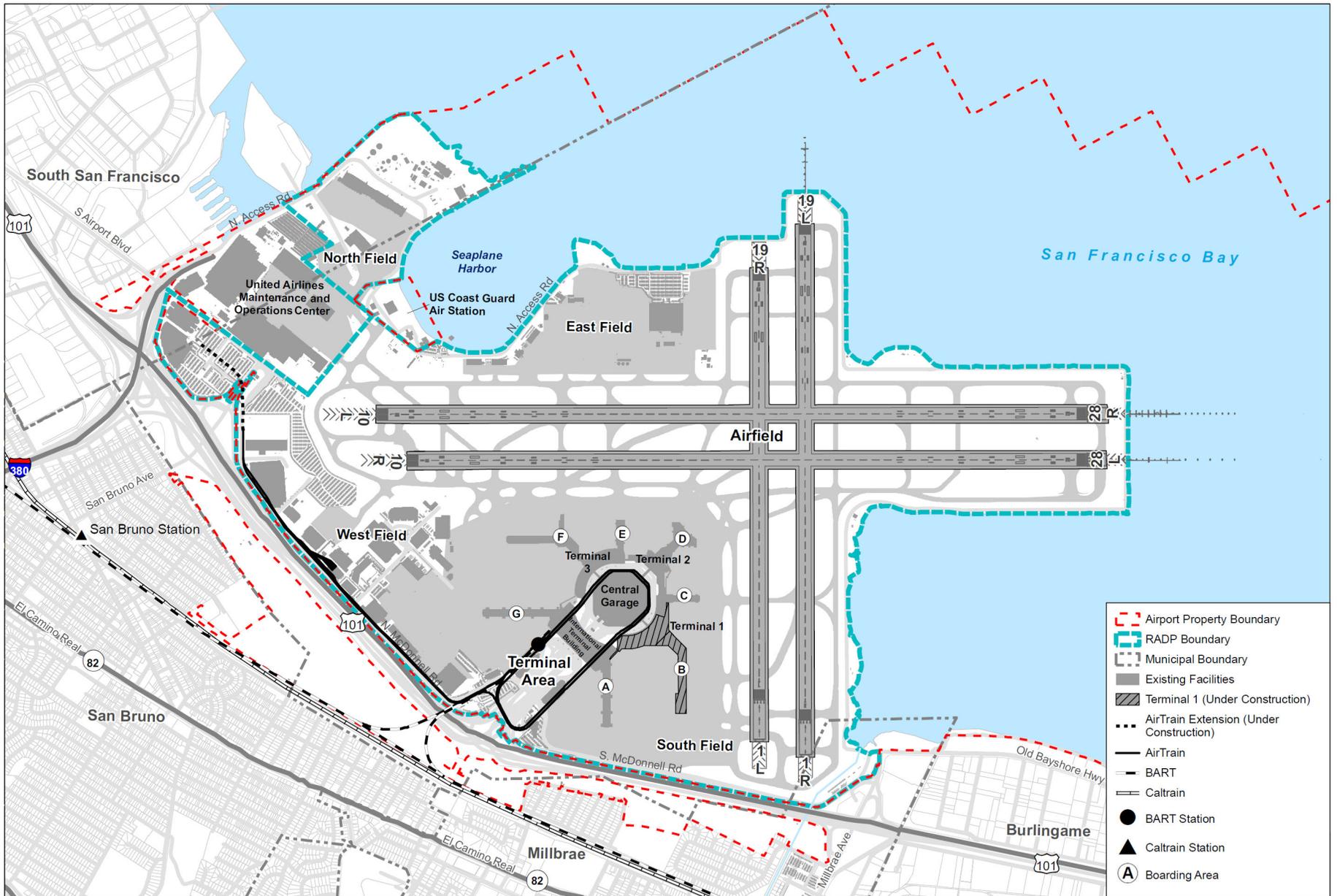
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<sup>3</sup> A *narrowbody* aircraft is an airliner with the seating arranged along a single aisle.

<sup>4</sup> The U.S. Coast Guard station is located entirely on federal land; the facilities are owned, maintained, and operated by the federal government.

<sup>5</sup> The facilities at the United Airlines Maintenance and Operation Center are neither owned nor operated by SFO.

<sup>6</sup> A *commercial service airport* is a publicly owned airport that has at least 2,500 passenger boardings each year and receives scheduled passenger service.



SOURCES: Airport Conditions-SFO, 2017; Parcel Lines-San Mateo County GIS, 2015

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**Figure 1**  
SFO Existing Conditions



such as runways, taxiways,<sup>7</sup> aircraft aprons,<sup>8</sup> and parking, or occupied by passenger terminal buildings and aircraft hangars. SFO operates 24 hours a day, seven days per week as a public use airport.<sup>9</sup> In calendar year 2018, the Airport served approximately 57.8 million annual passengers<sup>10</sup> with about 42,800 airport commission and tenant employees.<sup>11</sup>

SFO is accessed regionally by U.S. 101 and Interstate 380. Locally, the Airport is accessed by North Access Road, South Airport Boulevard, San Bruno Avenue, Millbrae Avenue, North McDonnell Road, South McDonnell Road, and Old Bayshore Highway (see Figure 1). Regional rail service is provided by Bay Area Rapid Transit (BART). The BART station is located in the Airport's International Terminal (SFO Airport Station) and connects transit riders to the East Bay, San Francisco, and northern San Mateo County. The SFO Airport Station is accessible from any Airport terminal via the AirTrain, a fully automated people-mover system operated by SFO that runs between the Airport terminals, terminal parking garages, Rental Car Center, and SFO Airport Station. BART also provides a connection to Caltrain, a commuter rail service running along the San Francisco Peninsula from San Francisco to San Jose, at the Caltrain/BART Millbrae Station. Public bus service to the Airport is operated by San Mateo County Transit District (SamTrans), which runs a fixed-route bus service connecting the Airport to San Francisco, San Mateo County and portions of Palo Alto. Airporters, which are privately operated fixed-route scheduled bus service providers, offer service for passengers and airport commission employees between SFO and North Bay cities and counties.

As shown on Figure 1, the developed SFO property is divided into six geographic areas: North Field, East Field, West Field, South Field, Airfield, and Terminal Area. The individual RADP projects described below are organized according to their location within these areas.

## RECOMMENDED AIRPORT DEVELOPMENT PLAN

The RADP was completed in September 2016 to accommodate future passenger, cargo, and operations growth forecast to occur at SFO over the next approximately 20 years. The RADP is not expected to induce passenger demand, but would rather serve as a roadmap to modernize SFO, increase the efficiency of Airport operations, enhance the passenger experience, and balance the terminal and landside facilities<sup>12</sup> with the capacity of the existing runway system.

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<sup>7</sup> *Taxiways* are routes used by airplanes to move to or from a runway.

<sup>8</sup> An *aircraft apron* is a defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance.

<sup>9</sup> A *public use airport* is an airport available for use by the general public without a requirement for prior approval of the airport owner or operator.

<sup>10</sup> The 57.8 million annual passengers include total enplaned and deplaned passengers and passengers who fly into and out of SFO on the same aircraft. San Francisco International Airport, *Analysis of Scheduled Airline Traffic*, December 2018, <http://media.flysfo.com/media/sfo/media/air-traffic/as201812.pdf>, accessed January 30, 2019.

<sup>11</sup> Number of employees, including airlines, tenants, and airport commission employees, based on a 2015 airport-wide survey and SFO data from FY 2015/2016, 2017 *Economic Impact Study of San Francisco International Airport*, July 2017, [http://media.flysfo.com.s3.amazonaws.com/default/downloads/reports/2017\\_SFO\\_Economic\\_Impact\\_Study\\_Update.pdf](http://media.flysfo.com.s3.amazonaws.com/default/downloads/reports/2017_SFO_Economic_Impact_Study_Update.pdf), accessed January 17, 2019. Airport commission employees are employed by the City and County of San Francisco; tenant employees are employed by private companies, including but not limited to airlines, commercial service providers, ground support providers, and rental car companies.

<sup>12</sup> *Landside facilities* are facilities necessary for the handling of aircraft, general aviation passengers, and cargo while on the ground. These facilities provide essential interface between the air and ground transportation modes (i.e., aircraft to automobile).

Figures 2, 3, 4, and 5 show RADP projects within the Terminal Area, West Field, North Field, and East Field, respectively. There are no RADP projects proposed within the Airfield or the South Field; therefore, the Airfield and South Field are not discussed further. A description of each RADP project is presented below, and each project is numbered and keyed to Figures 2, 3, 4, and 5. The current amount of existing and independently planned parking at SFO includes approximately 27,700 spaces, utilized by airport commission employees, rental car facilities, and tenants. With the proposed RADP, an additional approximately 10,000 parking spaces would be provided – primarily for the Central Hub, Consolidated Rental Car Center Facility, Consolidated Rental Car Center Quick Turn Around Facility, and the Long Term Parking Garage #3 projects.

### **Terminal Area (see Figure 2)**

Overall, the proposed RADP projects in the Terminal Area would entail demolition of three buildings, expansion of three buildings, the complete demolition and reconstruction of one building, and roadway reconstruction and curbside expansion. The amount of demolition would total approximately 4.8 million square feet, and the amount of net new construction, including paving, would total approximately 4.1 million square feet.

#### **(1) Boarding Area H**

This project would construct the new Boarding Area H, which would include a new boarding area with multiple domestic/international-capable swing gates<sup>13</sup> able to accommodate 8 widebody<sup>14</sup> or 13 narrowbody aircraft; one international gate would be permanently lost at Boarding Area G to accommodate the building connection to Boarding Area H. Currently, the airport is deficient in gates and is accommodating scheduled flights through remote hard stands<sup>15</sup> and bussing passengers to and from the gates. Boarding Area H would provide the Airport with greater operational flexibility by providing the swing gates, meet immediate and forecast growth in operations, and enhance passenger level of service by adding gates and holdrooms.<sup>16</sup> Passengers would access Boarding Area H through a connecting corridor from the landside facilities in the International Terminal Building (ITB). The connecting corridor would contain additional domestic baggage claim devices to support bag claim and domestic operations in Boarding Area G and Boarding Area H, as well as a designated international passenger arrivals corridor that connects the gates to U.S. Customs and Border Protection facilities.

The new proposed approximately 1,375,400-square-foot Boarding Area H would consist of three levels and a mezzanine, with concessions and holdrooms on the departures level, and airline lounges and a passenger corridor on the arrivals level capable of handling both international and domestic arrivals. This project would also require relocation of a sanitary sewer pump station, and the extension of utility lines to serve the new boarding area.

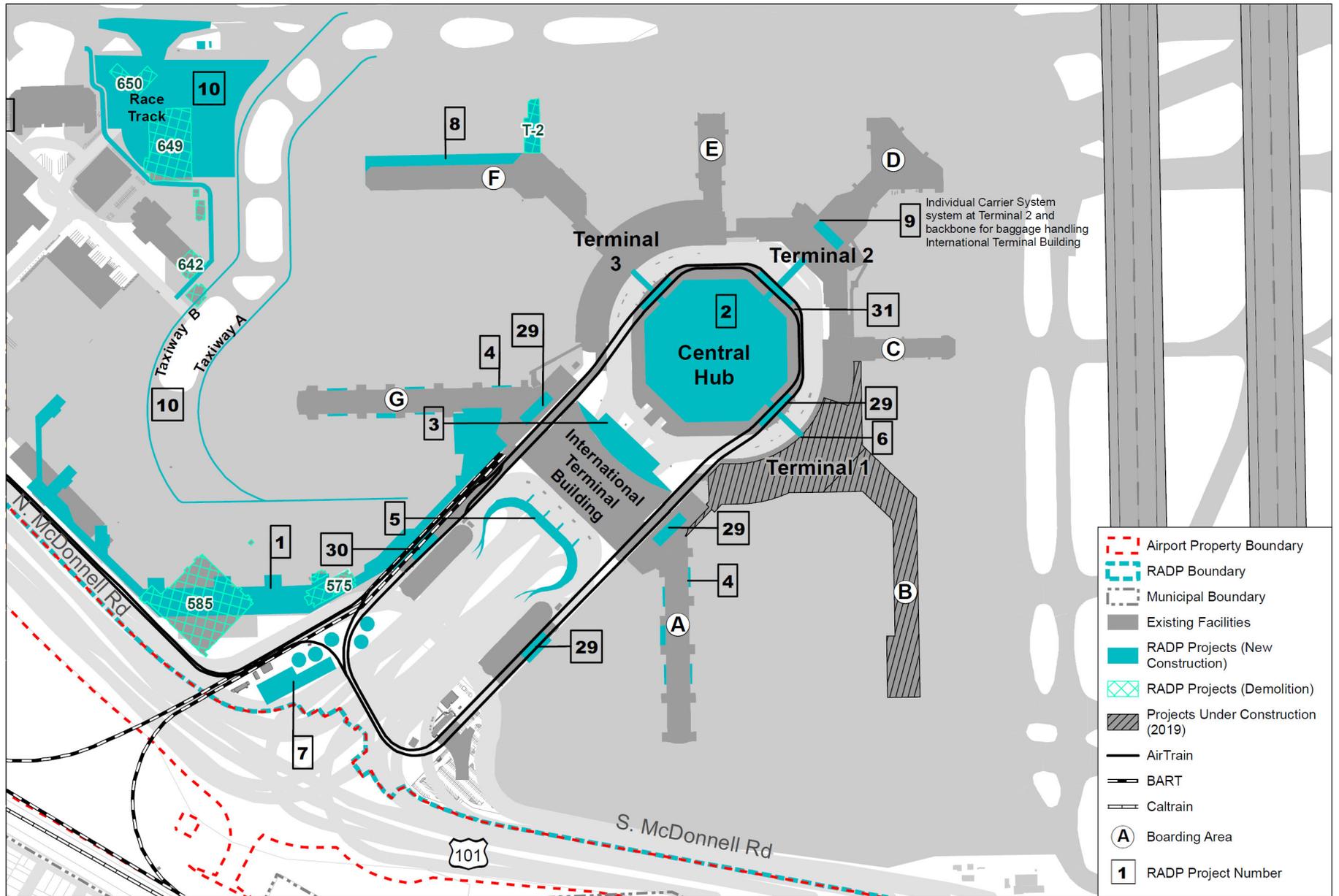
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<sup>13</sup> “Swing” gates direct arriving passengers either to U.S. Customs and Border Protection or directly into the boarding area, so they are able to serve domestic or international arrivals. The benefit of a swing gate is the capability of a gate to accommodate both domestic and international flights and reduces overbuilding of facilities.

<sup>14</sup> A *widebody* aircraft is a jet airliner with a fuselage wide enough to accommodate two passenger aisles with seven or more seats.

<sup>15</sup> A *hard stand* is a paved area for parking aircraft.

<sup>16</sup> A *holdroom* is an area located adjacent to the aircraft gates.



SOURCES: Airport Conditions-SFO, 2017; Parcel Lines-San Mateo County GIS, 2015

\*Note: The RADP Project No. 21 icon is located in the general area of the sanitary sewer force main line.

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**Figure 2**  
RADP Projects - Terminal Area



This project would require demolition of Building 575 (approximately 65,800 square feet and 56 feet tall) along with an adjacent ground support equipment<sup>17</sup> staging facility, as well as Building 585 (approximately 168,000 square feet and 39 feet tall). Airline functions at Building 575 would be relocated to existing facilities at the UA MOC in the North Field area; and airport commission employees would be relocated to a planned airport administration facility in the West Field area. Ground support equipment staging supporting international flights are currently located adjacent to Building 575; this function would be relocated to the apron level of the lost international gate at Boarding Area G. The lost functions of Building 585 would be accommodated at existing and ongoing/planned projects: air cargo container and ground support equipment staging would be relocated to a planned consolidated cargo facility in the West Field area (a deferred project from the 1989 SFO Master Plan). Ground support equipment maintenance would be relocated to West Field Cargo Facility 9 (see RADP Project No. 15).

## **(2) Central Hub**

The Central Hub project would demolish the existing five-level, 81-foot-tall, seismically deficient Central Parking Garage (6,460 parking) and construct a new, eight-level (up to 175 feet tall) Central Hub, capable of accommodating up to 10,000 public parking spaces. The net increase in square footage for this project would be approximately 2,650,000 square feet. The Central Hub project would also include one 900-foot-long level of curbside to augment passenger pick-up/drop-off at domestic terminals and the ITB, as well as interior waiting lounges and ground transportation staging areas; one level would be reserved for airport commission and tenant employee parking with the remainder available for public parking. The Central Hub would offer a more efficient internal layout, and the increased capacity for both parking and curbside is intended to allow for improved levels of customer experience and flexibility.

The additional curbside provided in the Central Hub, intended to alleviate the congestion at the existing curbsides, would be designed to accommodate commercial vehicles, including full-size buses. Lobby areas with check-in kiosks and bag drop facilities would be provided at the curbside level to improve convenience for departing passengers and arriving passengers waiting for pick-up. Staging areas for private or commercial vehicles would also be provided on the curbside level. Passengers using the Central Hub curbside would have access to each of the terminals through existing tunnels and bridges to Terminals 1, 2, and 3, and potentially to the ITB.

## **(3) International Terminal Building Main Hall Expansion**

This project would consist of an approximately 140,000-square-foot western expansion of levels two (arrivals) and three (departures) of the ITB (70,000 square feet per level) in order to: centralize passenger security checkpoints, provide additional administrative offices, provide a secure connector for passengers between Boarding Area A and Boarding Area G, and expand concession areas. These improvements are intended to provide operational flexibility and efficiency by allowing airlines to operate out of either Boarding Area A or Boarding Area G depending on gate availability. Currently, there is no connection between the two boarding areas, so airlines can only operate at the boarding area where their employees, baggage claims, and support equipment are located. In addition, a portion of level 3 (departures) would be removed to allow sunlight to penetrate the level 2 (arrivals). The ITB Main Hall Expansion would be elevated over the existing domestic terminal roadways.

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<sup>17</sup> *Ground support equipment* is the support equipment found at an airport, usually on the apron, used to service the aircraft between flights in order to support the operations of aircraft whilst on the ground. The role of this equipment generally involves ground power operations, aircraft mobility, and cargo/passenger loading operations.

#### **(4) International Terminal Building Boarding Areas A and G Improvements**

This project would expand ITB Boarding Area A by a total of approximately 10,800 square feet and Boarding Area G by a total of approximately 12,400 square feet in order to integrate the upper level holdroom areas with concessions, expand holdroom seating areas, and integrate the proposed new baggage handling system (described below under RADP Project No. 9). The expansions would include a series of small bump outs along each side of the existing boarding areas.

#### **(5) International Terminal Building Curbside Expansion**

This project would entail construction of a new ITB arrivals and departures level curbside beyond the existing outer curbsides to relieve congestion along the ITB curbside during peak periods. The expansion would provide one additional island curb and six additional lanes on both levels for passenger pick-up and drop-off. Approximately 520 additional feet of curbside would be provided on each level, for a total of 1,040 additional feet. A total of about 52,000 square feet of roadway pavement would be added.

#### **(6) Domestic Terminal Roadways Reconstruction**

This project would demolish the existing upper departures roadway, which is seismically deficient, and reconstruct a new roadway that would be a standalone structure decoupled from the terminal curbside, but connected with pedestrian bridges to allow access from the terminal to the roadway. The lower arrivals roadway would be repaved to address differential settlement of underlying fill. The project would result in approximately 710,000 square feet of demolition and 790,000 square feet of new construction.

#### **(7) Central Utility Plant**

This project would demolish the existing 112,900-square-foot Central Utility Plant (CUP) located on the southwestern side of the Central Parking Garage, which includes a cooling tower, hot water storage tank, and chilled water storage tank. The existing CUP is structurally integrated with the seismically deficient Central Parking Garage. As such, the new approximately 75,000-square-foot CUP would be a standalone structure with chilled water and heating hot water tanks, consisting of five two-million-gallon tanks, located south of the proposed Boarding Area H. This location would require removal of a surface parking lot currently used for shared ride van staging and pilot parking, and this parking would relocate to the new Central Hub.

The new CUP would house the chillers and boilers. It is anticipated that the hydronic chilled water and hot water supply and return piping would be routed inside the new Boarding Area H connector building and then through the ITB to connect back into the terminal area distribution network.

#### **(8) Boarding Area F Expansion**

To provide additional facilities, services, public restrooms, passenger amenities, and concessions, this project would expand the existing 485,000-square-foot Boarding Area F by approximately 63,000 square feet, and demolish and reconstruct the small projecting wing referred to as the "Thumb," where regional flights are accommodated. The reconstructed Thumb would be approximately 20,200 square feet larger than the existing 66,800-square-foot Thumb, for a total of 87,000 square feet.

## **(9) Baggage Handling System**

This project would replace and upgrade the existing baggage handling system with a new airport-wide individual carrier system backbone to transport checked bagged within and between all terminals and boarding areas, which would enhance increased baggage processing and transfer efficiency, as well as the flexibility for airlines to operate at any gate at the airport. Construction of the backbone would only entail interior modifications to the ITB and Terminal 2, and would extend down through the proposed new Boarding Area H.

### ***West Field (see Figure 3)***

Overall, the proposed RADP projects in the West Field would entail demolition of one building, the partial demolition of one building, the complete demolition and reconstruction of five buildings, and repaving for the Race Track and new taxiways. The amount of demolition would total approximately 718,000 square feet, and the amount of net new construction, including repaving, would total approximately 837,900 square feet.

## **(10) Taxiways A and B Shift and Race Track**

This project would shift Taxiway A by 15 feet and Taxiway B by 22 feet to the northwest, around the end of Boarding Area F, to meet Federal Aviation Administration (FAA) airport design standards,<sup>18</sup> accommodate the larger aircraft currently operating at ITB Boarding Area G and Terminal 3 Boarding Area F, and the proposed new Boarding Area H. In addition, a new 243,000-square-foot apron, referred to as the Race Track, would be constructed to serve the dual purpose of providing a holding area for aircraft waiting for a gate and accommodating remote aircraft parking.

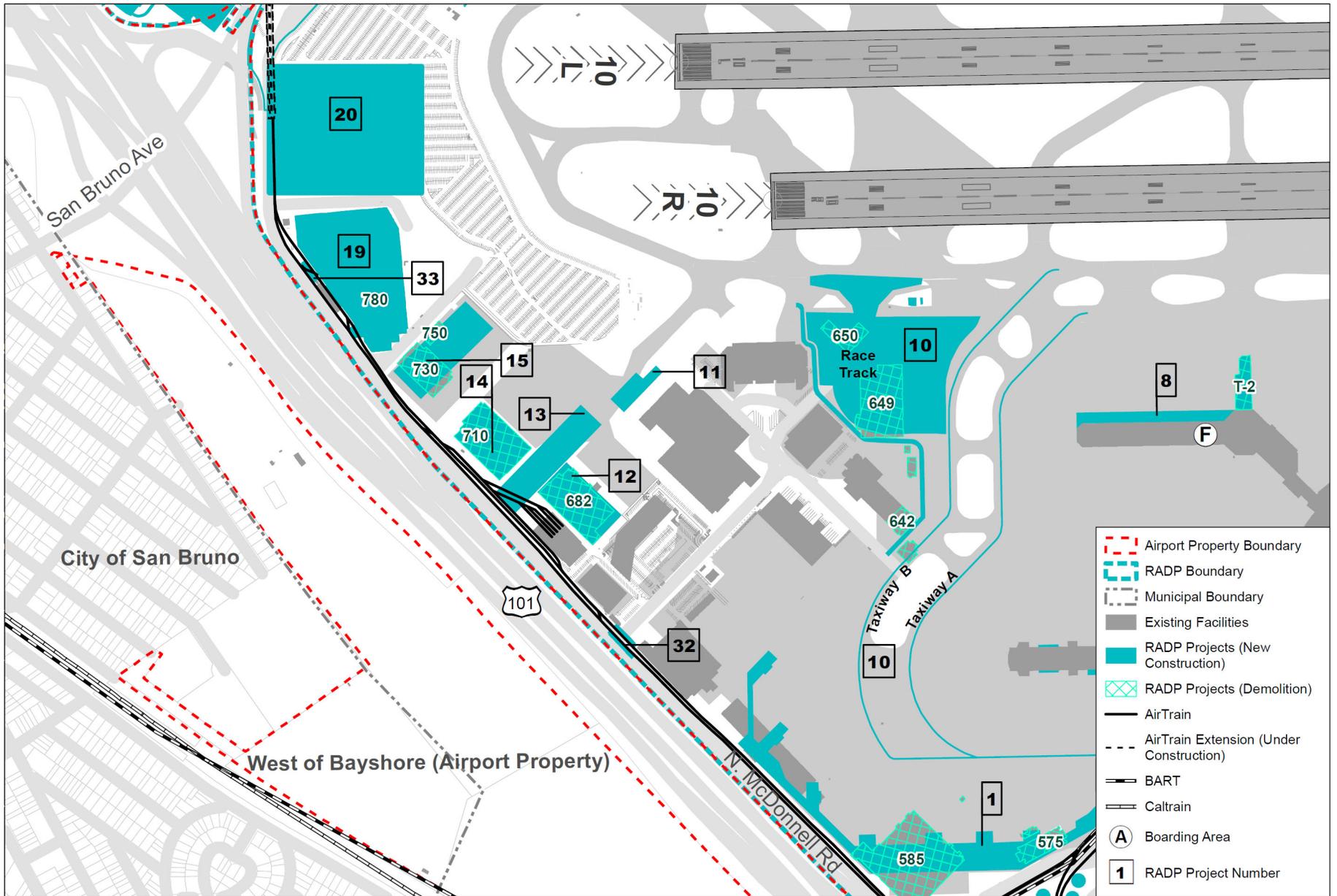
This project would include demolition of:

- one bay of the 46-foot-tall Building 642 (approximately 29,000 square feet of demolition), a ground support equipment facility building;
- Building 649, a 53-foot-tall, approximately 135,000-square-foot building used for in-flight catering services (to be relocated to the North Field area; see RADP Project No. 24); and
- Building 650, a 23-foot-tall, approximately 18,800-square-foot emergency rescue fire fighting facility (to be relocated to a new facility constructed in the West Field area to retain its essential function close to the terminal area and airfield; described below under RADP Project No. 11).

These buildings would be demolished to accommodate the shifting of Taxiways A and B and construction of the new Race Track. The project would also require relocation of a vehicle service road, relocation of a drain and vent structures associated with a jet fuel test vault, and demolition and reconstruction of three security checkpoints, constituting approximately 23,000 square feet of taxiway construction.

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<sup>18</sup> U.S. Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5300-13, Airport Design, [https://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.current/documentNumber/150\\_5300-13](https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5300-13), accessed March 20, 2019.



SOURCES: Airport Conditions-SFO, 2017; Parcel Lines-San Mateo County GIS, 2015

\*Note: The RADP Project No. 21 icon is located in the general area of the sanitary sewer force main line.

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**Figure 3**  
RADP Projects - West Field



### **(11) Emergency Rescue Fire Fighting Facility (Fire House) #1**

This project would construct a replacement fire house (Building 650), identified for demolition to accommodate the shift of Taxiways A and B and construction of a new Race Track. The replacement facility would be a 40-foot-tall, 32,500-square-foot facility to continue to house the San Francisco Fire Department and retain firefighting capabilities in the West Field and Terminal areas. The new facility would be designed to retain secured and direct access to both the airside and landside equipment and fire truck parking, employee parking, and limited visitor parking on the landside.

### **(12) Airport Facilities Maintenance Center Reconstruction**

This project would demolish Building 682—a 62-foot-tall, 76,000-square-foot airport facilities maintenance and administration center—and construct a new 99,000-square-foot facility in the same location. The new facility would continue to house the following functions: paint steamfitter, plumbing, automobile heavy maintenance, pavement and grounds, landscaping, vehicle and equipment storage (excluding custodial equipment), and sign shops. The facility was constructed in 1974 and has been identified for facility upgrades and roofing repairs in the near future.

### **(13) AirTrain Maintenance Facility**

This project would demolish Building 692, an 18-foot-tall, 19,300-square-foot Airport facilities maintenance building and City vehicle parking area. A new 65-foot-tall, four-story, approximately 530,900-square-foot building would be constructed in the same location to accommodate airport commission employee parking on the first and second levels, administrative functions and parts storage on level three, and AirTrain maintenance and vehicle storage on level four. During off-peak periods, extra AirTrain vehicles would be stored in elevated track segments located north of the existing AirTrain Maintenance Facility, and at level four of the AirTrain Maintenance Facility. Additional airport commission employee parking would be accommodated underneath the elevated storage tracks.

### **(14) West Field Cargo Facility #6 Reconstruction**

This project would demolish Building 710—a 68-foot-tall, approximately 124,000-square-foot facility with administration offices and an aircraft hangar—and construct a new 89-foot-tall, approximately 161,000-square-foot building at the same location to be used for Airport maintenance and support functions. Aircraft hangar functions would be replaced in the East Field area (see RADP Project No. 26). The freight cargo capabilities would be relocated to an existing facility (Building 900) in the North Field area.

### **(15) West Field Cargo Facility #9**

This project would demolish the 25-foot-tall, approximately 42,700-square-foot Building 730, a former cargo facility with truck bays currently used for ground support equipment operations, as well as the 33-foot-tall, approximately 7,200-square-foot Building 750, currently used to store and maintain ground support equipment. A new consolidated 50-foot-tall, approximately 36,500-square-foot facility housing the lost functions of Buildings 730 and 750 in the same service area would be constructed in the same location. The ground level of the facility would provide ground support equipment storage, maintenance, and operations functions; the upper level would provide cargo space with truck bays and access.

## **North Field (see Figure 4)**

Overall, the proposed RADP projects in the North Field would entail the partial demolition of one building, the conversion of one building to a different use, the complete demolition and reconstruction of two buildings, repaving, and the construction of five new buildings. The amount of demolition would total approximately 239,600 square feet, and the amount of net new construction, including repaving, would total approximately 3.7 million square feet.

### **(16) Consolidated Rental Car Center (CONRAC) Facility**

This project would involve construction of a new 1,940,000-square-foot Consolidated Rental Car Center (CONRAC) and customer service lobby/offices at the top level linked to a new AirTrain station that is currently under construction. The CONRAC and Quick Turn Around Facility (described below) are intended to meet forecast rental car demand. The height of the CONRAC would be stepped due to the adjacent runway protection zones,<sup>19</sup> to adhere to prevailing critical airspace surfaces, and maintain safe aircraft operations, with height limits set at about 67 feet at the southeast corner and about 83 feet at the northwest corner of the facility. The CONRAC would be constructed on a portion of the surface long-term public parking lot (with a net loss of about 1,200 public stalls).

The facilities would provide an 80,000-square-foot customer service lobby and operator office space, 4,640 rental car spaces, a connection/platform to the new AirTrain station, and interconnecting ramps for rental cars. In addition, this project would entail roadway improvements along South Airport Boulevard.

### **(17) Consolidated Rental Car Center Quick Turn Around Facility**

This project would construct a new three-story, 1,031,000-square-foot building immediately south of the proposed CONRAC to accommodate 2,880 short-term stacking/staging spaces, 187 car fueling spaces, and 24 car wash spaces. The height of the CONRAC Quick Turn Around Facility would be stepped to adhere to critical airspace height limits and maintain safe aircraft operations, with height limits at about 60 feet at the southeast corner and about 71 feet at the northwest corner of the facility.

### **(18) Long Term Parking Garage #3**

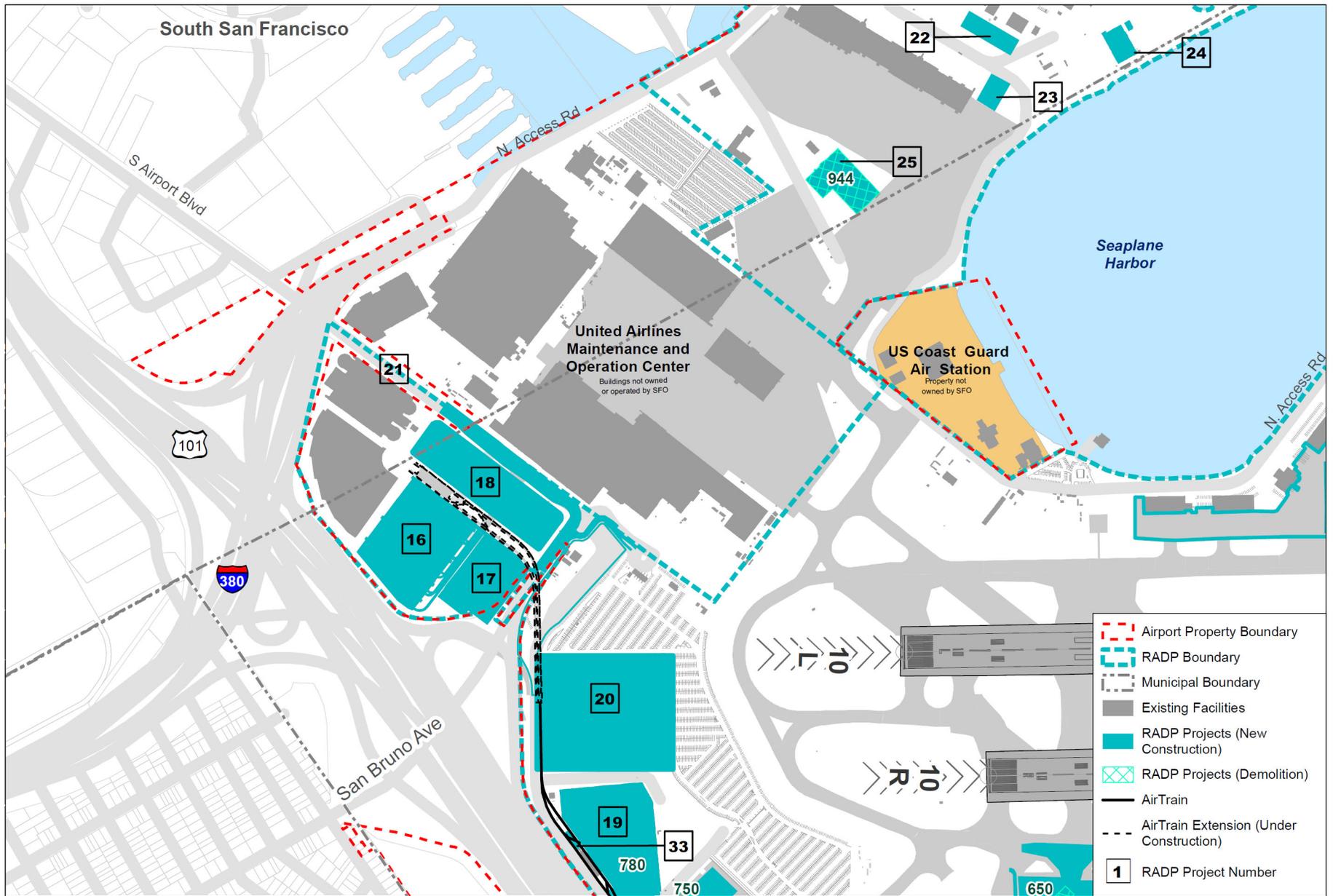
This project would construct an approximately 348,000-square-foot public parking garage with 3,200 stalls (net increase of 2,140 stalls) on the existing 1,060-stall United Airlines employee surface parking lot. The height of this garage would be stepped to adhere to critical airspace height limits and maintain safe aircraft operations, with height limits at about 53 feet at the southeast corner and about 81 feet at the northwest corner of the garage.

### **(19) Long Term Parking Garage #4**

The existing 66-foot-tall, 1,488,000-square-foot rental car center (RAC) garage with about 2,485 ready/return stalls would be converted to a public parking garage with about 3,700 spaces—as such, the proposed project would not result in any demolition or new construction at this location. The 26,200 square-foot customer service RAC lobby would be converted to tenant support/office facilities; employee and public pedestrian access to the existing AirTrain station would be retained at its existing location on the top level of the lobby. The ground level

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<sup>19</sup> A *runway protection zone* is a trapezoidal imaginary surface that extends from a runway end, and identifies land areas to be kept clear of all above ground objects for safety of aircraft operations.



SOURCES: Airport Conditions-SFO, 2017; Parcel Lines-San Mateo County GIS, 2015

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\*Note: The RADP Project No. 21 icon is located in the general area of the sanitary sewer force main line.

**Figure 4**  
RADP Projects - North Field



ready/return stalls located immediately east of the existing RAC garage would be absorbed into the existing employee parking lot, with a net gain of about 610 parking stalls. About 950 feet of existing fencing would be replaced with a 680-foot-long Airport Operation Area (AOA) perimeter security fence to demarcate the boundary of the public garage and the employee parking lot.

### **(20) Rental Car Center Short Term Storage Lot**

An awning, rental car vehicle fueling facilities, and wash bays would be removed, constituting approximately 130,000 square feet of demolition and repaving, in order to convert this area for short-term, on-Airport rental car stacking and storage. Existing functions on this site would move to the new Quick Turn Around Facility (RADP Project No. 17).

### **(21) Sanitary Sewer Force Main Line Realignment**

The City of Burlingame (Burlingame) has installed and maintains a joint-use (with the City of Millbrae) sanitary sewer force main line that connects their respective cities' force main lines through Airport property and terminates at a connection to the City of South San Francisco's water quality control plant. The treated effluent is transferred to this plant for final discharge into the San Francisco Bay. Construction of the CONRAC and QTA would require Burlingame to relocate its force main line.

Per the terms of a Final Order of Condemnation filed by Burlingame in San Mateo Superior Court on December 2, 1975, the Airport has notified Burlingame of the Airport's plan for development, which recognized the presence of the force main pipeline, and conducted an alternatives analysis for siting the proposed facilities. If Burlingame is unable to relocate the force main line within the Airport's requested timeframe, the Airport could potentially relocate the force main line on Burlingame's behalf and seek reimbursement for the design and/or construction work. There are two feasible and optimal options for realignment of the force main line – beneath the Bay Trail around the western perimeter of the long term parking lot or beneath South Airport Boulevard.

### **(22) North Field Airport Maintenance Facility #1**

This project would entail construction of a 37,000-square-foot airport maintenance facility on an existing paved area currently used as grounds for construction staging. The 37,000-square-foot, 40-foot-tall building would be accompanied by approximately 265,000 square feet of circulation, vehicle parking, and storage space.

### **(23) North Field Ground Support Equipment Facility #1**

This project would construct a new 48,000-square-foot, 55-foot-tall facility on a portion of the aircraft apron serving the adjacent freight cargo facility (Building 900) and an existing tenant employee surface parking lot for new ground support equipment in the North Field area. The existing 107 parking spaces (currently utilized by Building 900 cargo tenant employees) would be absorbed by the existing perimeter parking stalls immediately east of Building 900 and adjacent to North Access Road. About 300 feet of perimeter aircraft jet blast and AOA fence would be removed, and a new 500-foot-long perimeter fence would be installed.

### **(24) North Field Airport Maintenance Facility #2**

The existing 35-foot-tall, 26,600-square-foot City College of San Francisco Airport Campus facility would be demolished and a new 55-foot-tall, 70,000-square-foot airport maintenance facility would be constructed in the

same location. The existing City College surface parking lot and adjacent Airport landscaping areas would also be repaved and/or restriped for City maintenance vehicle and airport commission employee parking. In addition, about 135,000 square feet would be repaved around the new facility.

### **(25) Flight Kitchen Relocation**

This project would demolish Building 944—a 44-foot-tall, approximately 78,000-square-foot cargo building—and reconstruct a new 50-foot-tall, 114,000-square-foot building in the same location to house the in-flight kitchen catering services formerly located in Building 649 in the West Field. The building would include airside and landside truck docks, catering truck staging/storage areas, and employee parking. The existing freight cargo operations at existing Building 944 (and freight cargo function at Building 710; see RADP Project No. 13) would be relocated to an existing freight cargo facility at Building 900. The existing six widebody aircraft parking positions adjacent to Building 900 are adequate to accommodate forecast cargo aircraft demand.

### ***East Field (Figure 5)***

Overall, the proposed RADP projects in the East Field would entail the complete demolition and reconstruction of one building, the construction of one new building, and repaving. The amount of demolition would total approximately 280,000 square feet, and the amount of net new construction, including paving, would total approximately 474,000 square feet.

### **(26) Aircraft Maintenance Hangar**

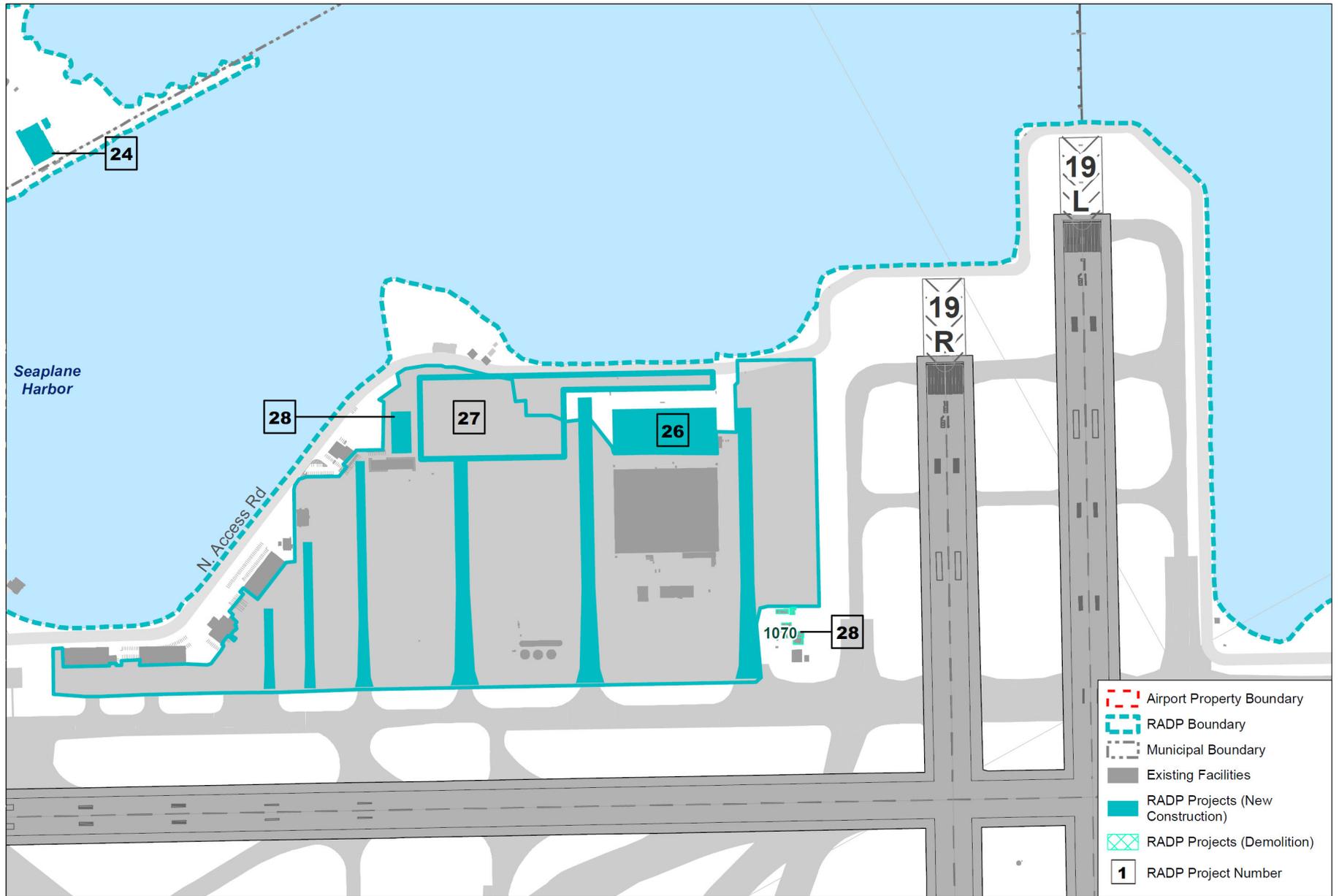
This project would construct a new 95-foot-tall, 181,000-square-foot standalone hangar on the existing Superbay Hangar employee surface parking lot. This hangar would accommodate two additional widebody aircraft for maintenance activities and support functions, including maintenance/workshop, and parts storage space. The new maintenance hangar would meet forecast demand for aircraft maintenance facilities, replace the lost aircraft hangar function at Building 710 in the West Field area, and meet forecast demand to consolidate hangar functions in the East Field area.

### **(27) Superbay Hangar Employee Parking Lot**

The existing 380,000-square-foot airline maintenance employee surface parking lot would be relocated adjacent to the proposed Aircraft Maintenance Hangar. This project would entail repaving approximately 270,000 square feet of the existing East Field aircraft apron to increase aircraft parking positions from approximately 41 to 56 positions, depending on the aircraft type and size.

### **(28) East Field Ground Support Equipment Facility #2**

This project would demolish an existing 26-foot-tall, approximately 10,000-square-foot ground support equipment facility, located entirely on the airfield adjacent to active taxiways and runways. The facility is in poor condition and near the end of its useful life. A new 25-foot-tall, approximately 33,000-square-foot replacement facility would be constructed adjacent to North Access Road, with airside access for ground support providers.



SOURCES: Airport Conditions-SFO, 2017; Parcel Lines-San Mateo County GIS, 2015

Case No. 2017-007468ENV: SFO RADP EIR

\*Note: The RADP Project No. 21 icon is located in the general area of the sanitary sewer force main line.

**Figure 5**  
RADP Projects - East Field



### ***AirTrain (Figure 2 and Figure 3)***

AirTrain is the Airport's automated people mover system, which provides post-security transportation connections for passengers and employees between the terminals and other Airport facilities. The nine-station AirTrain system (with ongoing plans to add two more stations) operates 24 hours per day on two lines (Red and Blue). AirTrain stations within the domestic terminal complex are accessed via pedestrian bridges over the roadway viaducts. The Red Line operates in a clockwise direction and connects all Airport terminals, garages, and the Airport's BART rail station. Within the terminal complex, the Blue Line operates in a counterclockwise direction, connecting to all Red Line stations, then proceeds to the support facilities north of the terminal complex.

#### **(29) AirTrain Station Renovations**

The current AirTrain system has been designed for three-car trains; however, four-car trains would be required to meet existing and forecast long-term demand. This project would modify the platforms at each AirTrain station to accommodate four-car trains in both directions. These improvements would add a fourth car berthing position by replacing glass barriers with platform doors, which would only require the physical expansion of the existing platforms, and not the actual stations.

#### **(30) Garage G/BART AirTrain Station Expansion**

This station expansion would involve a physical expansion of the existing platform to accommodate a fourth car berthing position (a net increase 27,000 square feet).

#### **(31) Terminal 2 AirTrain Station Expansion**

This station expansion would involve a physical expansion of the existing platform to accommodate a fourth car berthing position (a net increase 6,900 square feet).

#### **(32) West Field Road AirTrain Station Expansion**

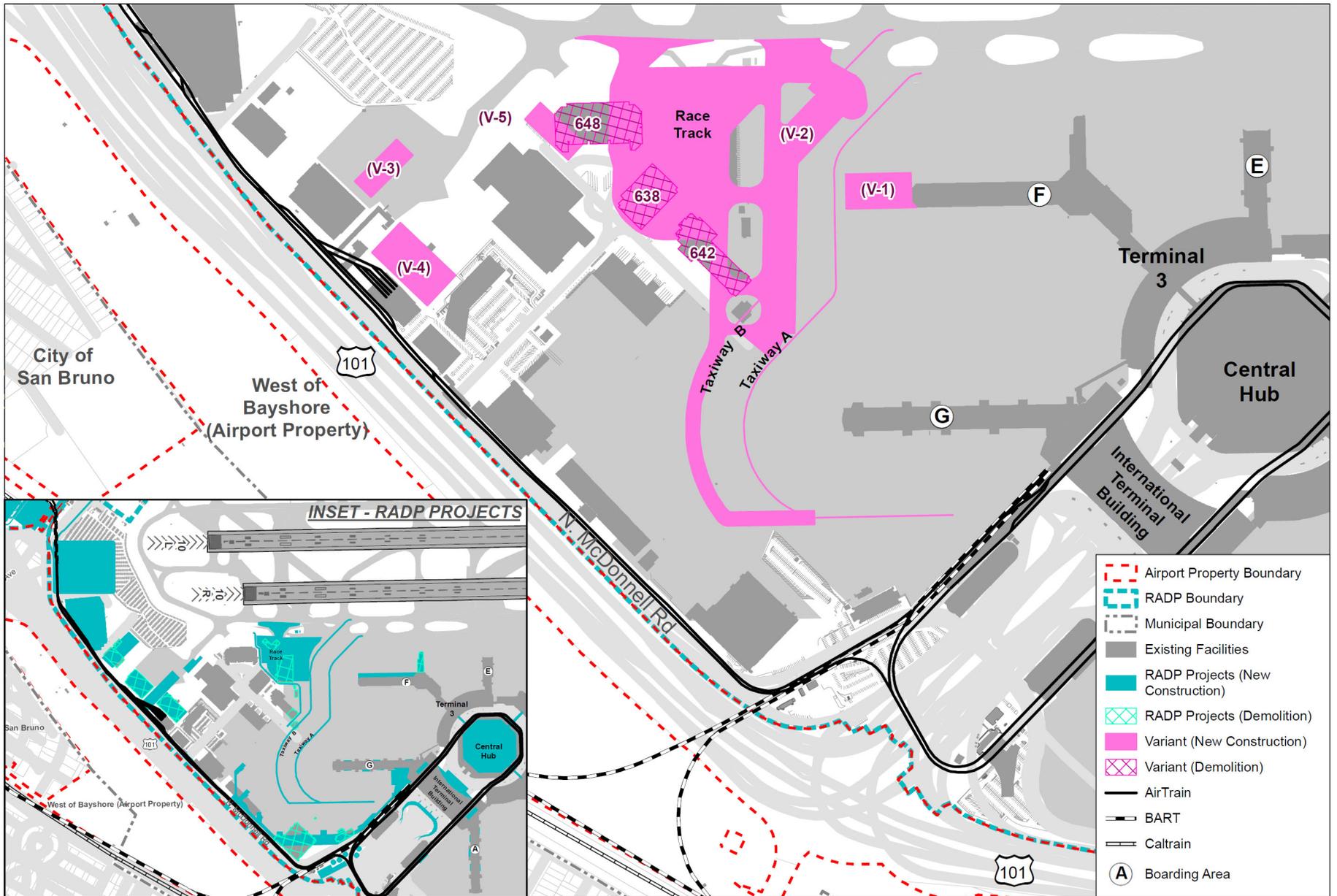
This station expansion would involve a physical expansion of the existing platform to accommodate a fourth car berthing position (a net increase 3,400 square feet).

#### **(33) Rental Car Center AirTrain Station Expansion**

This station expansion would involve a physical expansion of the existing platform to accommodate a fourth car berthing position (a net increase 2,900 square feet).

### ***Boarding Area F Variant (Figure 6)***

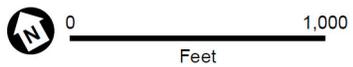
The EIR will also analyze the impacts of a project variant, which would modify only limited features or aspects of the proposed project. The variant consists of the five components discussed below.



SOURCES: Airport Conditions-SFO, 2017; Parcel Lines-San Mateo County GIS, 2015

Case No. 2017-007468ENV: SFO RAMP EIR

**Figure 6**  
Boarding Area F Variant - West Field



### **(V1) Boarding Area F Extension**

The Boarding Area F Variant would extend Boarding Area F by approximately 50,000 square feet to accommodate four additional narrowbody domestic gates at the end of Boarding Area F. This variant provides overflow benefits to Boarding Area G at the ITB. Currently, when Boarding Areas E and F at Terminal 3 are full, domestic narrowbody aircraft may park at Boarding Area G, which reduces availability of international gates and the efficiency of Boarding Area G. The variant would provide additional gates to accommodate additional domestic narrowbody demand instead of using Boarding Area G.

### **(V2) Taxiways A and B Shift and Race Track**

The variant would shift Taxiway A by 265 feet and Taxiway B by 272 feet to the northwest, around the end of Boarding Area F, to meet FAA airport design standards, accommodate the larger aircraft currently operating at Boarding Areas G and F, and accommodate the proposed new Boarding Area H and Boarding Area F Variant. In addition, a new 243,000-square-foot apron, referred to as the Race Track, would be constructed to serve the dual purpose of providing a holding area for aircraft waiting for a gate and accommodating remote aircraft parking. The project components are the same as described under RADP Project No. 10 above, but revised to accommodate the extension of Boarding Area F.

Construction of the Boarding Area F Variant would require demolition of the following additional facilities located in the West Field, to accommodate the shifting of Taxiways A and B and construction of the new Race Track:

- Building 682: Demolition of a 62-foot-tall, approximately 78,000-square-foot Airport facilities maintenance and administration building.
- Building 638: Demolition of a 107-foot-tall, approximately 524,000-square-foot tenant parking garage;
- Building 642: Demolition of a 46-foot-tall, approximately 83,900-square-foot ground support equipment facility;
- Building 648: Demolition of a 72-foot-tall, approximately 125,000-square-foot cargo and ground support equipment building; and

### **(V3) Airport Maintenance Facility Replacement**

The function of Building 682, an existing Airport facilities maintenance and administration building, would be replaced with a new facility constructed immediately northeast of the building on an existing remote aircraft parking apron; the surrounding apron area would serve as a new surface airport commission employee parking lot. Under the variant, aircraft that currently park on the apron east of Building 710 would be relocated from the West Field and either park remotely at the existing remote parking aprons at the ITB, new Race Track, or in the East Field area.

### **(V4) West Field Tenant Garage Replacement**

The function of Building 638, an existing tenant parking garage, would be replaced with a new 80-foot-tall, approximately 500,000-square-foot tenant employee parking garage. Building 638 is the only tenant parking garage at SFO. The existing location allows for tenant employees to have access to the terminal area via AirTrain during all shift hours. The replacement garage would be located on the site of existing Building 682.

## **(V5) Cargo and Ground Support Equipment Facility Replacement**

The function of Buildings 642 and 648, an existing ground support equipment facility and a combined cargo and ground support equipment building, respectively, would be replaced with a new facility constructed immediately west of Building 648. This new location would preserve the need to retain ground support equipment storage and maintenance functions and belly cargo operations close to the terminal complex.

### ***Project Construction Schedule***

The RADP is a demand-driven development plan under which individual projects would be implemented when activity thresholds are reached in the future and the need for those projects is identified. Construction of the RADP projects is expected to occur over approximately 15 years, from 2020 to 2035.

## **APPROVALS REQUIRED FOR THE RADP**

The proposed project and variant are subject to review and approvals by several local, regional, state, and federal agencies. Certification of the Final EIR by the San Francisco Planning Commission, which would be appealable to the San Francisco Board of Supervisors, is required before any discretionary approval or permits would be issued for the proposed project and variant. The proposed project may require major project approvals and/or plan amendments from the following:

### ***Federal Aviation Administration (FAA)***

- Approval of updates to the Airport Layout Plan set<sup>20</sup> and environmental review under the National Environmental Policy Act (NEPA). As a federally obligated public use airport, SFO shall coordinate with the FAA for environmental review per FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, as it pertains to NEPA.
- Approval of Form 7460-1, Notice of Proposed Construction or Alteration, to construct on the Airport, as applicable for each RADP project.

### ***San Francisco Regional Water Quality Control Board (RWQCB)***

- The Airport has a National Pollution Discharge Elimination System (NPDES) permit, under Section 402 of the Clean Water Act, from the RWQCB and an associated Storm Water Pollution Prevention Plan (SWPPP) for the entire Airport. Prior to the construction of proposed projects that would disturb more than 1 acre of soil, the Airport would also need to obtain coverage under the State Water Resources Control Board's Construction General Permit (Order No. 2009-0009-DWQ) and prepare a site-specific SWPPP.

### ***San Francisco Bay Conservation and Development Commission***

- Review and approval of permit to designate southern portion of existing Bay Trail, adjacent to proposed CONRAC, as fire lane and/or to relocate the sanitary sewer force main beneath the Bay Trail.

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<sup>20</sup> An Airport Layout Plan (ALP) is a comprehensive set of drawings that depicts the existing physical site, planned future development, critical airspace surfaces, land ownership and right of way. The ALP set is used by both the Airport and the FAA to guide facility development, anticipate federal budgetary needs, and assist with airspace planning. A current, FAA-approved ALP set must be maintained by all federally obligated, public use airports. The ALP submittal requirements are detailed in FAA Advisory Circular 150/5070-6, Airport Master Plans, Order 5100.38, Airport Improvement Program Handbook, and various FAA Standard Operating Procedures.

### ***San Francisco Planning Commission***

- Certification of the EIR under the California Environmental Quality Act (CEQA).

### ***San Francisco Board of Supervisors***

- Determination of fiscal responsibility and feasibility under Chapter 29 of the San Francisco Administrative Code. For any individual RADP project meeting the applicable dollar thresholds of Administrative Code Section 29.1(a), prior to initiating any detailed design work (design development), the Airport shall prepare a fiscal feasibility study and obtain a determination by the Board of Supervisors that the individual RADP project is fiscally feasible and responsible.

### ***San Francisco Airport Commission***

- Adoption of the EIR findings (if applicable), statement of overriding considerations (if applicable), and a mitigation monitoring and reporting program.
- Approval to issue design and construction bids and contracts.

### ***San Francisco International Airport Building Inspection and Code Enforcement (BICE)***

- Review and approval of demolition, grading, and building permits. 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 Airport Building Regulations (Appendix F of the SFO Rules and Regulations).

## **SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES**

The proposed RADP and variant could result in potentially significant environmental effects. As such, the San Francisco Planning Department will prepare an initial study and an environmental impact report (EIR) to evaluate the physical environmental effects of the proposed RADP and variant. As required by CEQA, the EIR will further examine those issues identified in the initial study to have potentially significant effects, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce the environmental effects to less-than-significant levels. The initial study will be published as an appendix to the draft EIR and will be considered part of the EIR.

The EIR will be prepared in compliance with CEQA (California Public Resources Code, sections 21000 et seq.), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, and will address project- and variant-specific construction and operational impacts. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process. The EIR will disclose any physical environmental effects of the proposed RADP and variant and identify possible ways of reducing or avoiding their potentially significant impacts.

The EIR will evaluate the environmental impacts of the proposed RADP and variant resulting from construction and operation activities, and will propose mitigation measures for impacts determined to be significant. The EIR will also identify potential cumulative impacts that consider impacts of the RADP in combination with impacts of other past, present and reasonably foreseeable future projects. The EIR will address all environmental topics

in the San Francisco Planning Department's CEQA environmental checklist, including the following environmental topics:

- Land Use and Planning
- Aesthetics
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed RADP and variant that would reduce or avoid one or more of the significant impacts of the project while still meeting most of the project objectives. Alternatives to be considered include a No Project Alternative, as described in CEQA Guidelines section 15126.6, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented. Other alternatives will be evaluated as necessary, depending on the results of the impact analyses of the various environmental topics listed above. The EIR will also include a discussion of topics required by CEQA, including the project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the project and its environmental effects, and issues to be resolved by decision-makers. The EIR will fully analyze the proposed RADP and variant at a sufficient level of detail such that they would be available for selection by the decision-makers and the project sponsors as part of the project approval actions.

## FINDING

This project could have a significant effect on the environment and a focused EIR will be prepared. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the RADP, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the RADP. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## PUBLIC SCOPING MEETING

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, the Planning Department will hold two public scoping meetings to receive oral comments concerning the scope of the EIR. The meetings will be held on **Thursday, May 30, 2019, at 7:00 p.m.** in Room 431 at the San Francisco Planning Department, 1650 Mission Street, San Francisco, and **Tuesday, June 4, 2019, at 7:00 p.m.** in the Great Room at the Millbrae Community Center, 623 Magnolia Avenue, Millbrae. Written comments will also be accepted at the meetings and until 5 p.m. on Friday, June 21, 2019. Written comments should be sent or emailed

to Michael Li, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or michael.j.li@sfgov.org and should reference the project title and case number on the front of this notice.

**State Agencies:** If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the RADP. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the RADP, please contact **Michael Li** at **415.575.9107**.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

5/22/19  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Lisa Gibson  
Environmental Review Officer

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