

**NEGATIVE DECLARATION**

**Date of Publication of Preliminary Negative Declaration:** November 21, 1998, as amended January 26, 1999

**Lead Agency:** Planning Department, City and County of San Francisco  
1660 Mission Street, 5th Floor, CA 94103  
**Agency Contact Person:** Paul Deutsch **Telephone:** (415) 558-6383  
**Prepared for City and County of San Francisco by:** EIP Associates

**Project Title:** 98.768E: San Francisco International Airport (SFIA) Multi-Modal Transportation Center and Airfield Safety Improvements

**Project Sponsor:** San Francisco Airport Commission  
**Project Contact Person:** Lyn Calerdine **Telephone:** (650) 737-7846

**Project Address:** SFIA  
**Assessor's Block(s) and Lot(s):** NA  
**City and County:** Unincorporated San Mateo County

**Project Description:** Proposed ground access and circulation projects and airfield safety improvements. Ground access/circulation projects involve construction of a Multi-Modal Transportation Center (MMC), consisting of (a) an extension of the Airport light rail system (AirTrain) currently under construction; (b) construction of two MMC AirTrain stations; (c) construction of a San Francisco Bay Trail link; (d) expansion of long-term parking facilities with 5,200 new spaces; (e) expansion of the existing SFIA Bus Base; (f) development of access roadway under Interstate 380 and crossing over North Channel; and (g) construction of an alternative fuel station for alternative fuel vehicles. The MMC projects would be located on 22 acres outside the SFIA airfield, adjacent to existing Parking Lot DD, east of U.S. 101 near I-380. Airfield safety improvements consist of a safety overrun for Runway 19R, two facilities for emergency boat launch, and flood protection for Runway 1R. The airfield improvements would be located on approximately 3 acres around the perimeter of the airfield operations area.

Some of the MMC improvements are included in the SFIA Master Plan, and several are specifically mentioned and evaluated in the SFIA Master Plan Final Environmental Impact Report (FEIR). Several of the improvement projects (in particular, the Airfield Safety Improvements) are not in the SFIA Master Plan, nor were they evaluated in the FEIR. These proposed improvement projects are proposed to meet existing and forecast air transport demand at SFIA or are deemed necessary as a result of other SFIA projects.

**Building Permit Application Number, if Applicable:** NA

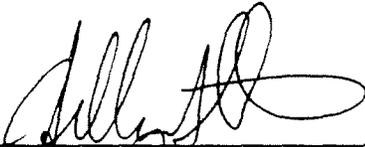
THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached:

**Mitigation measures, if any, included in this project to avoid potentially significant effects:** see text

Final Negative Declaration adopted and issued on: 1/26/99

In the independent judgement of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

cc: Andrea Green (cover page only)  
Lyn Calerdine  
Melba Yee  
Distribution List  
Bulletin Board

  
\_\_\_\_\_  
Hillary E. Gitelman  
Environmental Review Officer



# SAN FRANCISCO INTERNATIONAL AIRPORT MULTI-MODAL TRANSPORTATION CENTER AND AIRFIELD SAFETY IMPROVEMENTS

## INTRODUCTION

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A Program Environmental Impact Report (EIR) was prepared for the San Francisco International Airport (SFIA) Master Plan. It encompassed landside modifications and expansion plans through the year 2006. The San Francisco Planning Commission certified the SFIA Master Plan Final Environmental Impact Report (FEIR) on May 28, 1992. The San Francisco Airports Commission approved the SFIA Master Plan and accompanying Mitigation Monitoring Program and conditions of approval on November 3, 1992, following a series of public workshops and public hearings.

The guidelines for implementing the California Environmental Quality Act (CEQA) describe a Program EIR as one that evaluates a series of actions that can be characterized as one large project and that are, among other possibilities, related geographically or as logical parts in a chain of contemplated actions (*CEQA Guidelines*, Section 15168). A Program EIR permits the Lead Agency to efficiently consider 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.

The SFIA Master Plan involves a number of individual projects related both geographically and as logical parts in a chain of actions to expand, improve, and reorganize landside functions and facilities at SFIA. The Plan is a two-phase design/management for Airport facilities and systems. SFIA is currently planning and constructing projects described in the Master Plan. Individual projects proposed under the SFIA Master Plan must be reviewed in light of the information in the FEIR to ensure that the project was adequately analyzed therein and that no new environmental analysis is required.

This Negative Declaration evaluates the proposed SFIA Multi-Modal Transportation Center (MMC) and Airfield Safety Improvements in detail. The purpose of the MMC and Airfield Safety Improvements is to provide ground access/circulation and airfield safety improvements to meet existing and forecast air transport demand at SFIA. Although the need for projects similar to these improvements were described and evaluated to a limited extent in the FEIR, their specific characteristics had not yet been determined.

The City and County of San Francisco Planning Department, Office of Environmental Review has determined that additional environmental review is required because (1) key characteristics of the MMC improvements, including expansion of long-term parking facilities and the alternative fuel station, and the Airfield Safety Improvements, were not evaluated in the FEIR, and (2) information concerning physical conditions at the project sites

suggest the potential for new significant impacts that would require mitigation to be reduced to less-than-significant levels. The environmental evaluation of the proposed projects is presented here as a subsequent Negative Declaration, pursuant to *CEQA Guidelines* Sections 15162 and 15070. For the preparation of this Negative Declaration, all of the potential environmental impacts of the proposed project were considered in an "Environmental Checklist/Initial Study" and in discussions that are presented in this document.

The Initial Study indicated that the proposed projects could result in few impacts not already identified in the EIR. More detailed analyses of potential impacts were developed in the following areas, where further consideration was warranted: utilities/public services, transportation/circulation, biological resources, water, and hazards. The Preliminary Negative Declaration also discusses issues related to compatibility with existing zoning and plans; cultural resources, land use, population, visual quality, noise, air quality/climate, geology/topography, and energy/natural resources.

## PROJECT DESCRIPTION

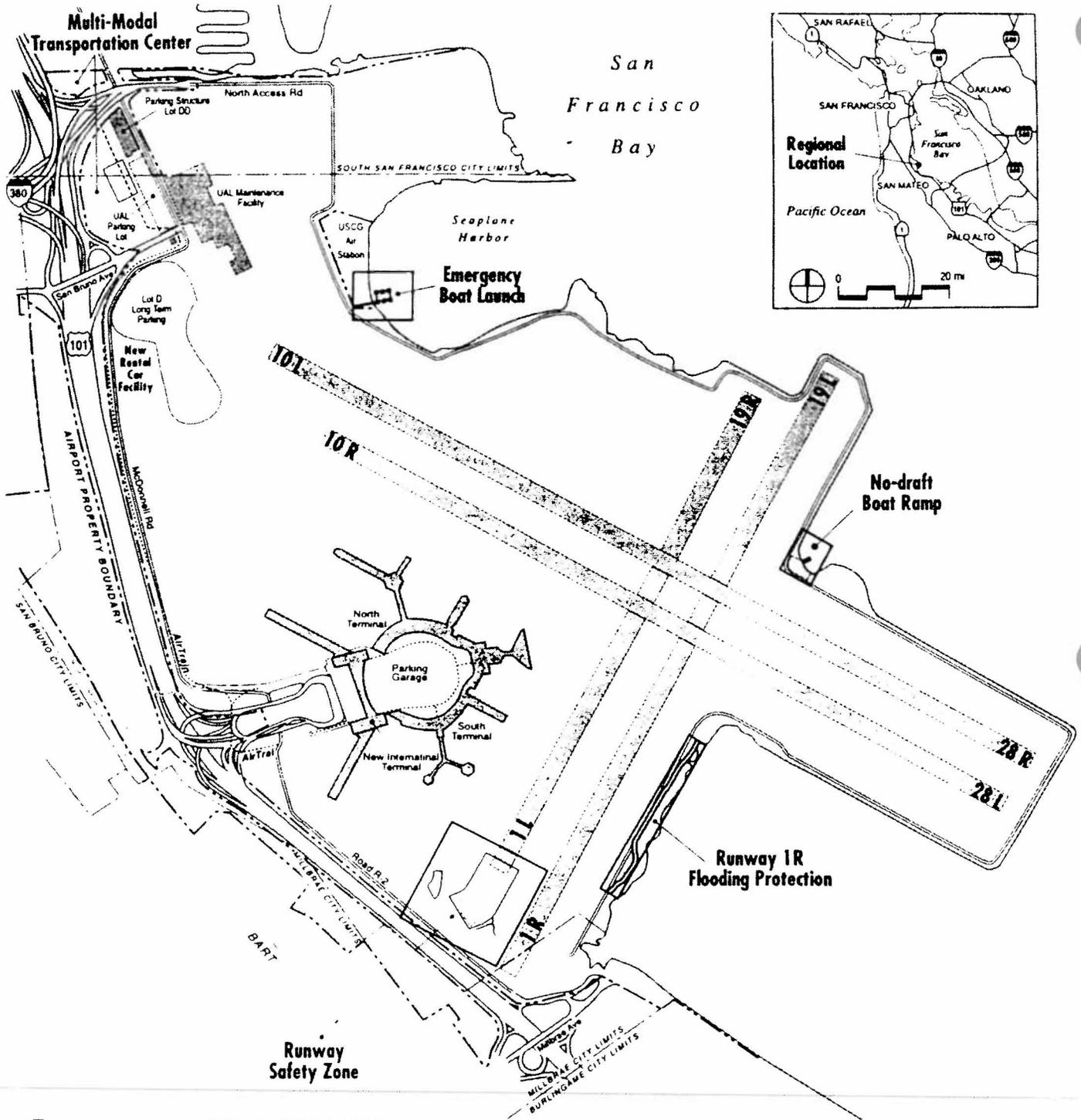
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The San Francisco International Airport (SFIA) is located on the west shore of San Francisco Bay approximately 13 miles south of San Francisco in unincorporated San Mateo County (Figure 1). SFIA is currently implementing its 1992 Master Plan expansion of landside facilities at the airport, including construction of a new international terminal and related support facilities. One of the Master Plan projects is expansion of long-term parking and another is provision of a light rail "people mover" within Airport property. In addition to the Master Plan improvements, the Airports Commission of the City and County of San Francisco has proposed certain specific ground access/circulation projects related to the long-term parking and Airport light rail projects, and certain new airfield safety improvements to meet existing and forecast air transport demand at SFIA (Figure 1). These proposed improvements consist of:

- Construction of Multi-Modal Transportation Center (MMC) (Figures 1 and 3). The MMC involves: 1) an extension of the AirTrain System (the Airport light rail system, previously called ARTS); 2) two MMC AirTrain Stations; 3) construction of a link of the San Francisco Bay Trail; 4) expansion of long-term parking facilities; 5) expansion of the existing SFIA Bus Base; 6) construction of an alternative fuel station for alternative fuel ground transportation vehicles; and, 7) development of an access roadway for alternative fuel station under Interstate 380 (I-380) and crossing over the North Channel. The MMC improvements are located on the outskirts of the SFIA airfield and adjacent to existing Parking Lot DD at the airport in the area bounded by US 101, McDonnell Road, South Airport Boulevard and the northerly SFIA property line.
- Airfield Safety Improvements including the Runway 19R safety overrun, two facilities for emergency boat launch, and Runway 1R flood protection (Figure 1). The airfield improvements are located around the perimeter of the Airfield Operations Area.

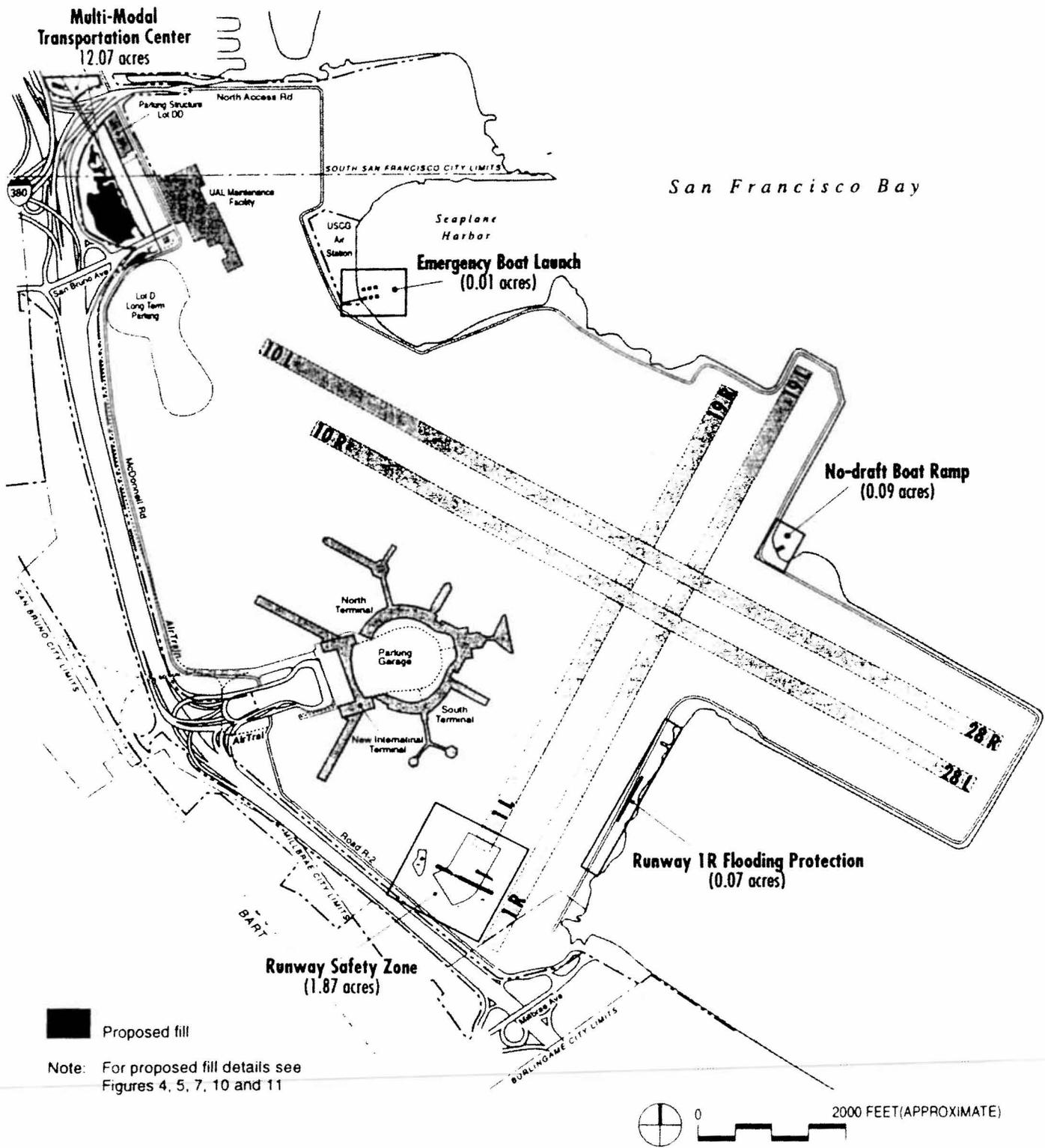
All of these projects would include fill in wetlands or San Francisco Bay. They are referred to as the 'SFIA Consolidated Wetland Permit' reflecting SFIA's efforts to address wetland fill needs as comprehensively as possible in coordination with the regulatory and consulting agencies. Aspects of these improvements at SFIA would affect existing wetlands and other waters subject to U.S. Army Corps of Engineers (Corps) jurisdiction, requiring a permit by the Corps to discharge fill material into 2.04 acres of wetlands and other waters in and around the Airfield Operations Area, and 12.07 acres of wetlands in the MMC site (Figure 2).



Source: EIP Associates and San Francisco International Airport

EIP

Location of Specific Proposed Improvements Figure 1  
Multi-Modal Transportation Center and Airfield Safety Improvements



Source: EIP Associates and San Francisco International Airport

EIP

Proposed Fill in Corps Jurisdiction Figure 2  
Multi-Modal Transportation Center and Airfield Safety Improvements

## Project Objectives

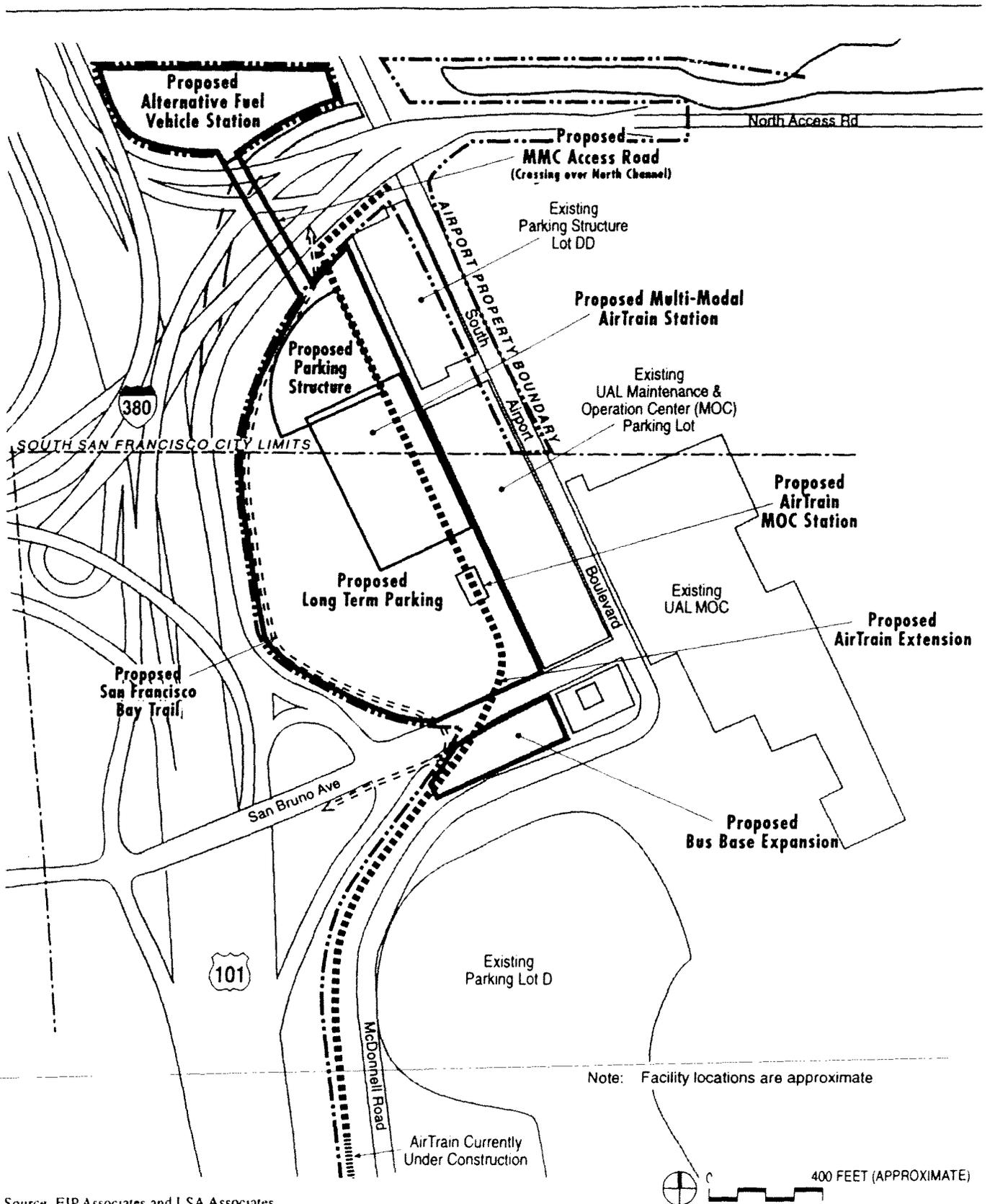
The Airport's objectives for this project are to 1) reduce vehicular travel to and congestion in the passenger terminal area by providing long term parking with direct access via the AirTrain System (AirTrain); 2) encourage use of public transit by providing a direct connection between a new SamTrans stop and the AirTrain; 3) encourage bicycle commute by providing an extension of the Bay Trail, and new bicycle parking facilities with direct access to AirTrain; 4) encourage use of alternative fuels with the alternative fuels station; 5) improve runway safety with a safety overrun for Runway 19R and flood protection for Runway 1R; and, 6) improve emergency water rescue facilities.

## Multi-Modal Transportation Center (MMC)

Under the 'Transit First' Policy adopted by SFIA, SFIA is committed to the development of a multi-modal transportation system which gives priority to alternative transit modes. As part of this commitment, SFIA is currently constructing: 1) the Airport BART Station and the segment of the BART tracks on Airport property; and, 2) the AirTrain System (AirTrain) linking the terminals with the BART station, on-site Airport Hotel, the rental car facility and the long term parking in Parking Lot D. Phase 1 of the AirTrain system is currently under construction, extending north parallel to McDonnell Road to the existing Long-Term Parking Lot D and the new rental car facility under construction adjacent to Lot D, with completion scheduled for 2001.

The proposed MMC improvements would provide a transportation nexus for light rail, bicycles, buses and long-term airport parking. The MMC is proposed to be located on 22 acres of undeveloped SFIA property bounded by US 101, I-380, the existing Lot DD Parking Structure and San Bruno Avenue. Located directly under the takeoff flight paths for Runways 28L and 28R, the MMC site is the only remaining large piece of undeveloped SFIA land east of US 101. The following proposed integrated elements, which comprise the MMC improvements, are detailed in Figure 3:

- Extension of AirTrain to MMC. Phase 2 of the AirTrain line would extend the line from the end of the current construction at the rental car facility to the MMC and add two new stations to the line at the United Airlines Maintenance and Operations Center (MOC) and at the existing Lot DD parking structure, thus providing direct rail access from the MOC site, Lot DD parking structure and the MMC to the SFIA Central Terminal Complex, and reducing the need for automobile trips. The AirTrain line extension, expected to be completed in July 2002, is key to the functionality of the MMC.
- MMC. The proposed project would expand the proposed Lot DD AirTrain station into a complete MMC, enabling access via transfer to AirTrain to the Central Terminal Complex and the employment centers along McDonnell Road. This expansion would incorporate:



Source: EIP Associates and LSA Associates



Multi-Modal Transportation Center Plan (MMC) Figure 3  
Multi-Modal Transportation Center and Airfield Safety Improvements

- 1) Bus transfers from/to the AirTrain system at the MMC, which would remove certain buses from congested terminal roadways. Samtrans Routes 2X, 3B and 7B would access the AirTrain system at this point;
  - 2) Development of secure, covered bicycle parking at the MMC, giving bicyclists access to the Central Terminal Complex and other employment centers along McDonnell Road via the AirTrain system, providing a direct link between the San Francisco Bay Trail and the Central Terminal Complex;
  - 3) Long-term parking access to the AirTrain for the proposed new parking lot customers (associated with the expansion of the long-term parking facilities discussed below); and,
  - 4) Additionally, shuttle service from the San Bruno Caltrain Station to the AirTrain system may be added (existing shuttles from the Millbrae Station to the terminal area would continue<sup>1</sup>).
- San Francisco Bay Trail Link. The proposed project would directly link the San Francisco Bay Trail and the SFIA Central Terminal Complex by constructing a segment of the Bay Trail around SFIA with a linkage to the MMC AirTrain Station. The County of San Mateo has prepared a draft alignment study for the San Francisco Bay Trail. In the vicinity of the MMC, the trail would link the intersection of I-380 at South Airport Boulevard with the interchange of San Bruno Avenue at US 101. A short spur would connect the mainline trail with the MMC, thereby providing a bicycle/pedestrian connection from the Bay Trail to the Central Terminal Complex.
  - Expansion of Long-Term Parking Facilities. The project proposes the expansion of long-term public parking adjacent to the MMC and connection with the AirTrain system. This work would occur in two phases. Phase 1 (1999) comprises the development of 2,200 surface parking spaces. Phase 2 (2003) includes the development of a parking structure with 3,000 additional spaces, to be no more than 90 feet tall, consistent with Federal Aviation Administration (FAA) height limits to accommodate the departures from Runways 28L and 28R. The parking structure would be configured to maintain the 2,200 surface spaces that would be developed in Phase 1 of the parking expansion program.
  - Expansion of SFIA Shuttle Bus Base. The existing maintenance and parking facility of the SFIA Shuttle Bus Base would be expanded to accommodate the growing SFIA bus fleet.
  - Alternative Fuel Vehicle Fueling and Charging Station. Promoting the use of alternative fuel vehicles at SFIA, SFIA is considering the installation of a Compressed Natural Gas (CNG) fueling station pilot project and an electric powered fleet vehicle charging station at a site immediately north of the I-380 interchange.

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<sup>1</sup> Once BART has ability to crossover at Millbrae, and the MMC is operational, this shuttle may be deemed unnecessary, depending on the amount of patronage. The possible San Bruno shuttle would not circulate among the airport terminals, as passengers would be able to utilize the AirTrain system to access the various airport terminals.

- Access Roadway for Alternative Fuel Station. The proposed project incorporates the construction of a new access road under I-380 connecting the MMC site with the Alternative Fuel Station site at the North Access Road across South Airport Boulevard under the I-380 structure and into the MMC. This new roadway includes a bridge across the North Channel. Part of the proposed access road would encroach on Caltrans property.

Approximately 12.07 acres of wetlands and other waters of the U.S. under Corps jurisdiction are proposed for fill in the MMC site. Figure 4 illustrates the MMC project layout and the extent of wetlands and other waters to be filled.

### **Airfield Safety Improvements**

Several safety and emergency operations improvements are proposed in the existing SFIA Airfield as shown in Figure 1. These improvements are as follows.

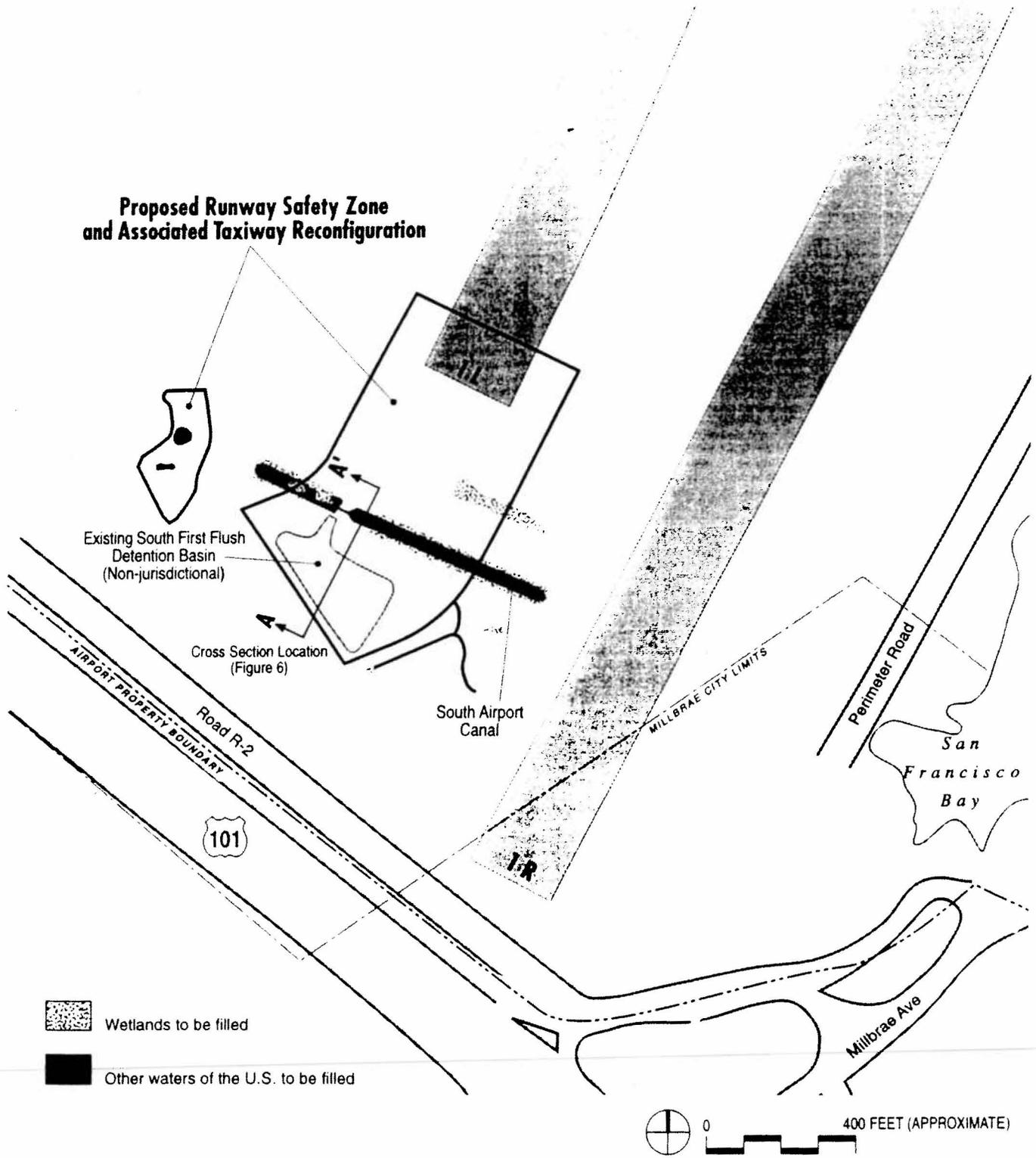
- Runway 19 Right Safety Overrun Zone. During abnormal wind conditions, Runways 19 Left and 19 Right are used for aircraft departure and arrival. FAA standards mandate the installation of a 1,000-foot safety overrun zone at the ends of all active runways. Overrun zones provide adequate area for an aircraft to stop in the event of an aborted take-off, or if problems develop with an aircraft braking on its landing. Runways 19L, 19R, 28L and 28R are the primary arrival runways at SFIA. Safety overrun zones exist on Runways 19L, 28L and 28R, but not on Runway 19R. The proposed project would install a Runway Safety Zone on Runway 19R according to FAA requirements. The Runway Safety Zone improvement project includes extension of Runway 19R at the southern end and a reconfiguration of the associated taxiway. This construction would result in the filling of the existing South Airport Canal and South First Flush Detention Basin. These existing detention facilities are functional and discharge first flush flows into the SFIA stormwater collection system.<sup>2</sup> Approximately 1.87 acres of wetlands and other waters under Corps jurisdiction are proposed for fill. Figures 5 and 6 illustrate the runway safety zone layout and the extent of wetlands and waters to be filled, and provide cross-sectional perspectives for proposed fill.
- Runway 1 Right/Taxiway L Flooding Protection. Floodwaters inundated Taxiway L and the adjacent service road during the winter storms of 1998, resulting in the closure of both facilities. Under such flood conditions with a slightly higher tide or heavier rains, Runway 1R would also have been inundated, resulting in the shutdown of the Airport. Flooding within the Airfield Operations Area is caused by the continued subsidence of the SFIA landfill. The proposed project would construct a seawall to obstruct floodwaters and avoid future flooding of Taxiway L, the service road and Runway 1R. This seawall would extend the existing system of seawalls and dikes that are found around most of the perimeter of the Airport. Construction activities along the proposed seawall structure include filling an area of seasonal

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<sup>2</sup> Dale Blount, Environmental Planner, SFIA Planning and Environmental Affairs, telephone conversation with EIP Associates, November 6, 1998.



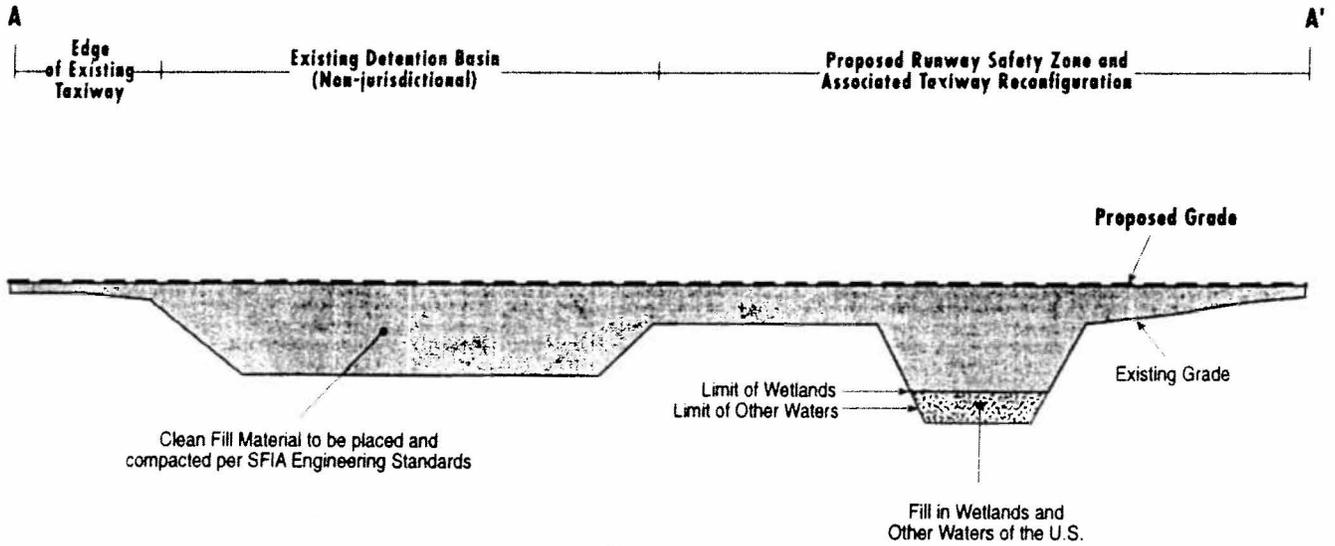
**Proposed Runway Safety Zone  
and Associated Taxiway Reconfiguration**



Source: EIP Associates and LSA Associates

EIP

**Proposed Runway Safety Zone Figure 5**  
Multi-Modal Transportation Center and Airfield Safety Improvements



Not to scale

Source: EIP Associates and LSA Associates

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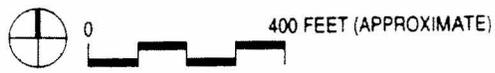
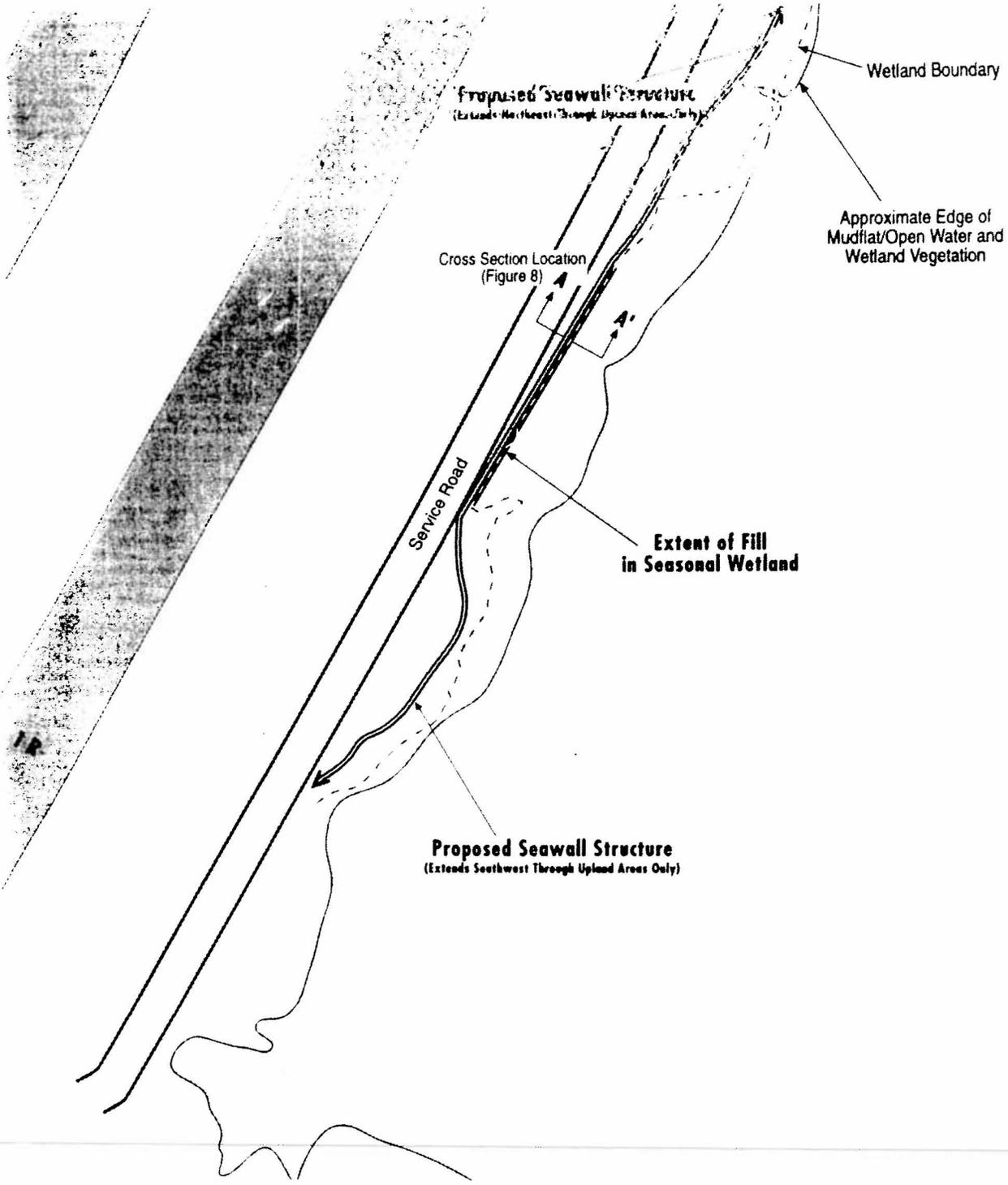
Cross Section of Runway Safety Zone Figure 6  
Multi-Modal Transportation Center and Airfield Safety Improvements

wetland approximately 5 feet wide and 750 feet long. Approximately 0.07 acres of wetlands under Corps jurisdiction are proposed for fill. Figures 7 and 8 illustrate both the extent of the proposed sea wall and associated wetlands to be filled, and provide cross-sectional perspectives for proposed fill.

- Emergency Boat Launch Facilities. Since SFIA is immediately adjacent to the Bay, SFIA must be prepared for the possibility of an aircraft landing within the waters of the Bay. Historically, this has occurred on several occasions. An extensive simulation of an emergency aircraft incident in the water conducted by SFIA in October 1997, along with previous safety analyses, identified the following two emergency response improvements.

*Emergency Boatshed.* The proposed emergency boatshed (also known as Emergency Response Facility [ERF] #4) is located near the U.S. Coast Guard Station along the northern perimeter of the SFIA property. Under existing Airport conditions, SFIA's emergency response boats are located in storage sheds (located away from the Bay); emergency response teams must truck the boats to the water's edge. For rapid deployment of the boats, the proposed project includes the construction of an emergency boatshed to store the emergency response boats in Seaplane Harbor (Figure 9). Seaplane Harbor is the sole waterfront location at SFIA which is navigable in all tidal conditions. In the event of an emergency, rapid deployment of these easily accessible emergency response boats would provide a faster response time, increasing the probability of saving lives. No more than 8,000 square feet of Bay waters would be covered by the boatshed. Approximately 0.01 acres of this area would be considered fill under the Corps' definition. Figure 10 illustrates the proposed emergency boat launch and the extent to which other waters of the U.S. would be filled. The proposed boatshed would be supported on concrete or steel piles driven into the Bay Mud of the Seaplane Harbor. Access to the boatshed from the shoreline would be along a causeway supported by piles.

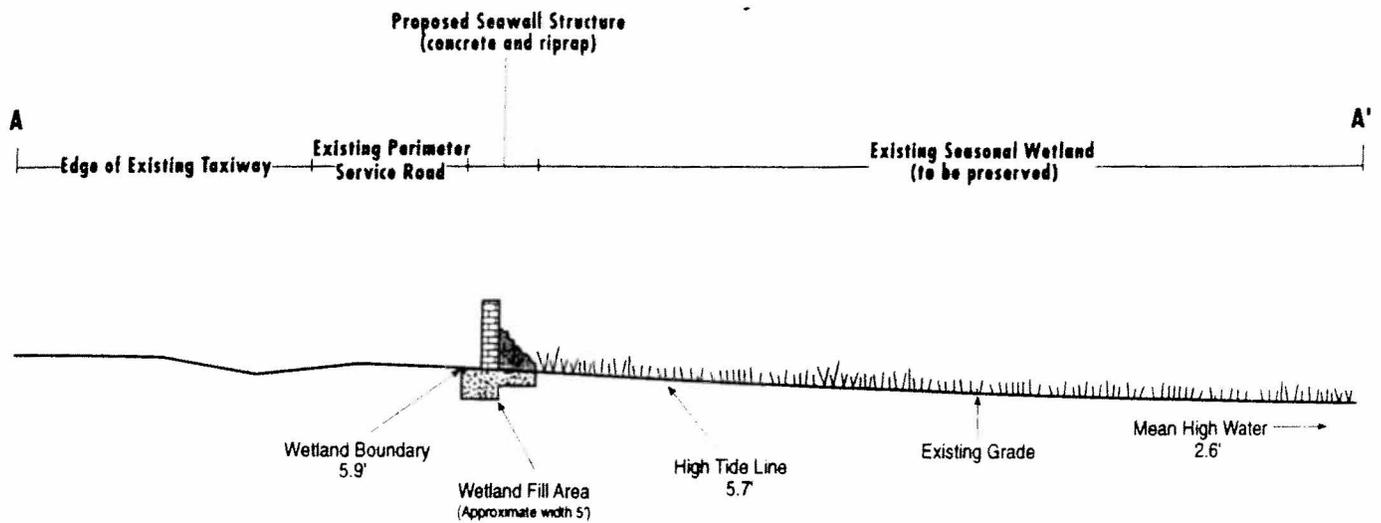
*No-draft Boat Ramp.* Most areas of the Bay adjacent to the Airport experience low water levels associated with low tide and are not accessible by standard boats; accessing an aircraft in the tidal flats to the west of Runway 1R with a standard boat during low tidal conditions would not be possible. SFIA is proposing to purchase a 'No-draft' boat, similar to a hovercraft, which could provide emergency access under low tidal conditions in the tidal flats. The proposed project would install a special boat ramp and associated paved areas for boat launching and staging of emergency equipment (e.g., ambulances, portable lights, etc.). Approximately 0.09 acres of wetlands and other waters under Corps jurisdiction are proposed for fill. Figures 11 and 12 illustrate the No-draft Boat Ramp layout and the extent of wetlands and other waters to be filled, and provide cross-sectional perspectives for proposed fill. The proposed No-draft Boat Ramp structure would be 40 feet wide and would extend approximately 100 feet into the San Francisco Bay. This project includes the filling of an elongated wetland area (approximately 10 feet wide and 75 feet long) for the construction of a paved area for staging emergency equipment.



Source: EIP Associates and LSA Associates

EIP

Proposed Runway 1R Flood Protection Figure 7  
Multi-Modal Transportation Center and Airfield Safety Improvements

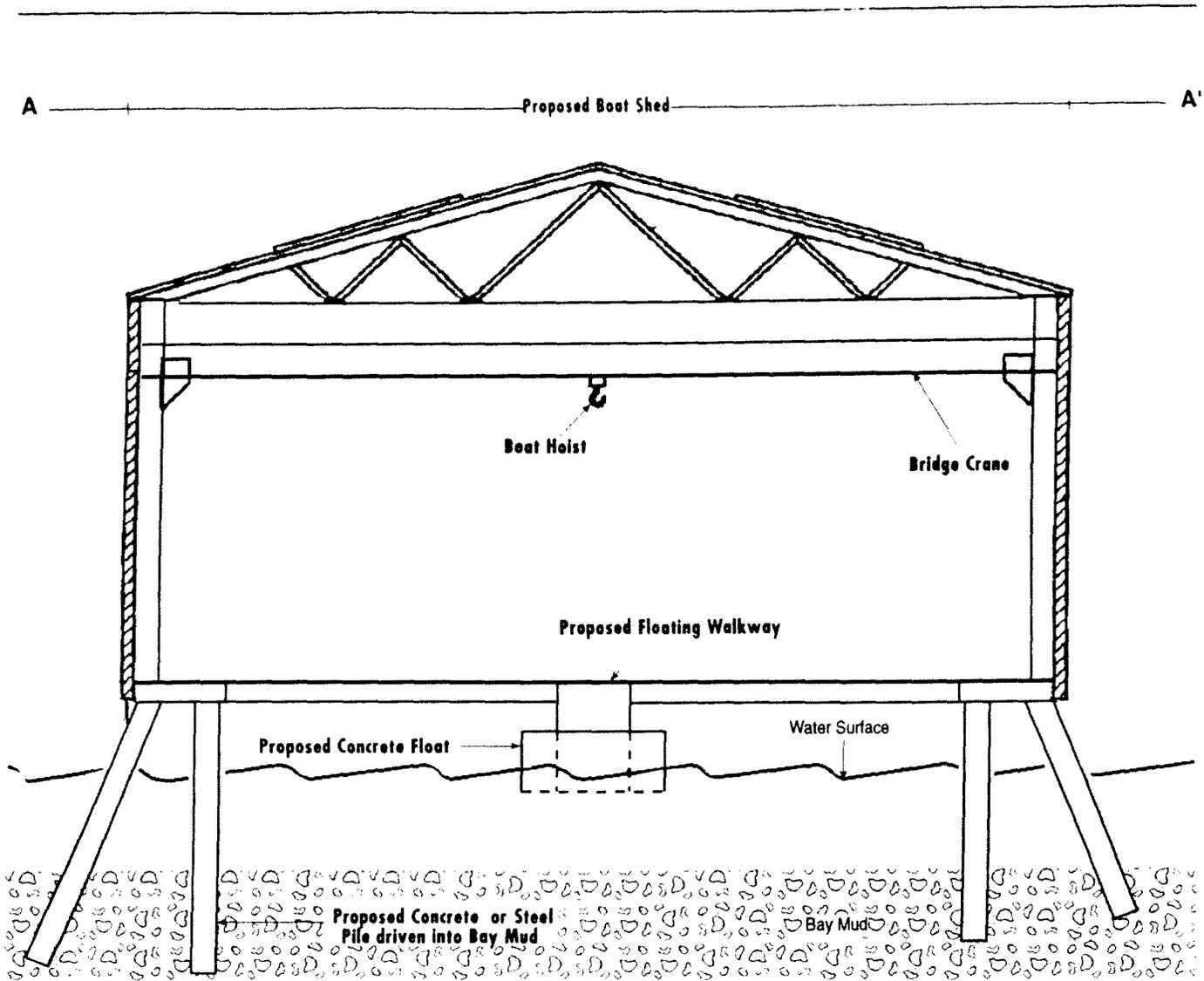


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Source: EIP Associates and LSA Associates

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Cross Section of Runway 1R Flooding Protection Figure 8  
Multi-Modal Transportation Center and Airfield Safety Improvements

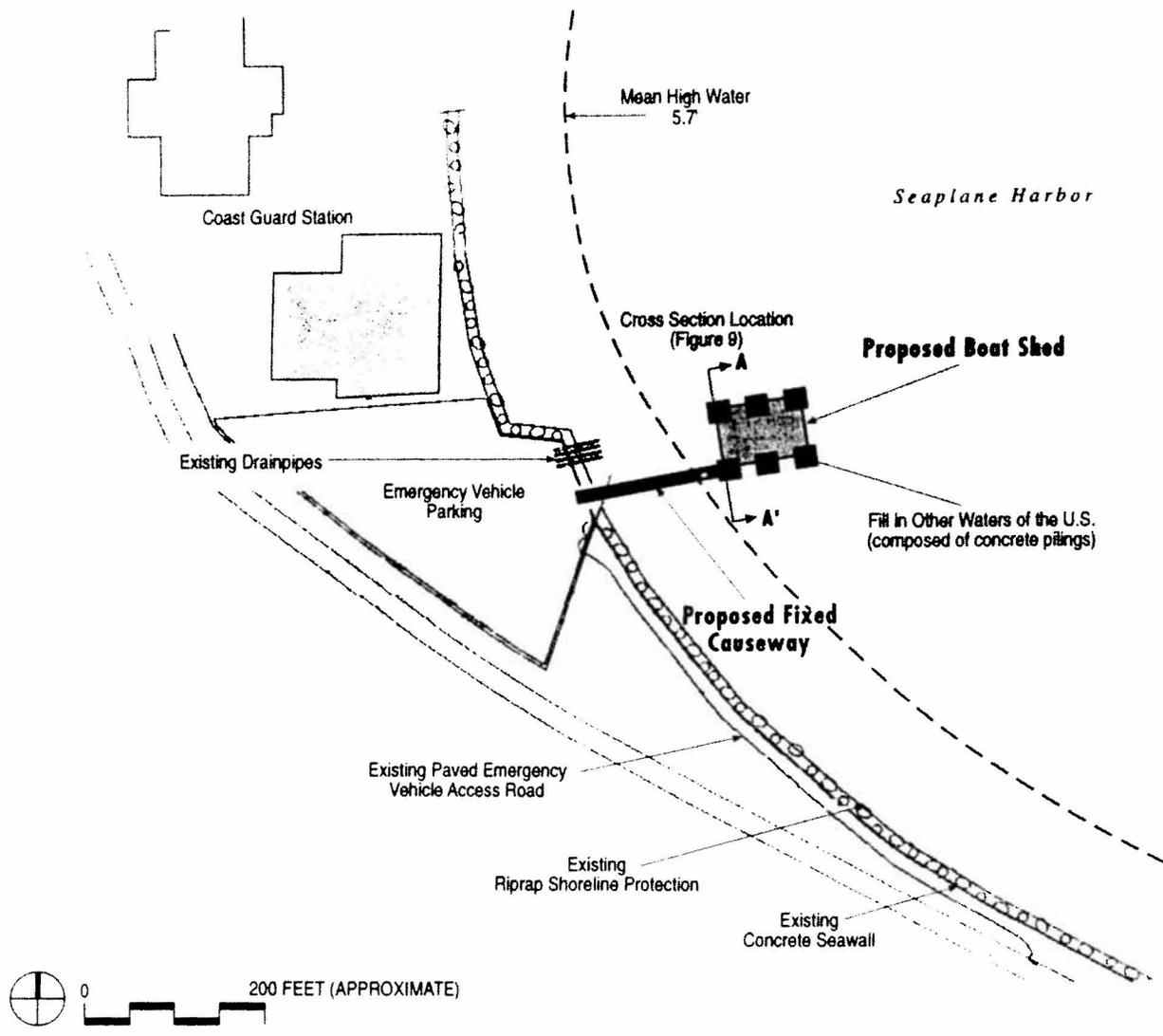


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Source: EIP Associates and LSA Associates and GKO Associates

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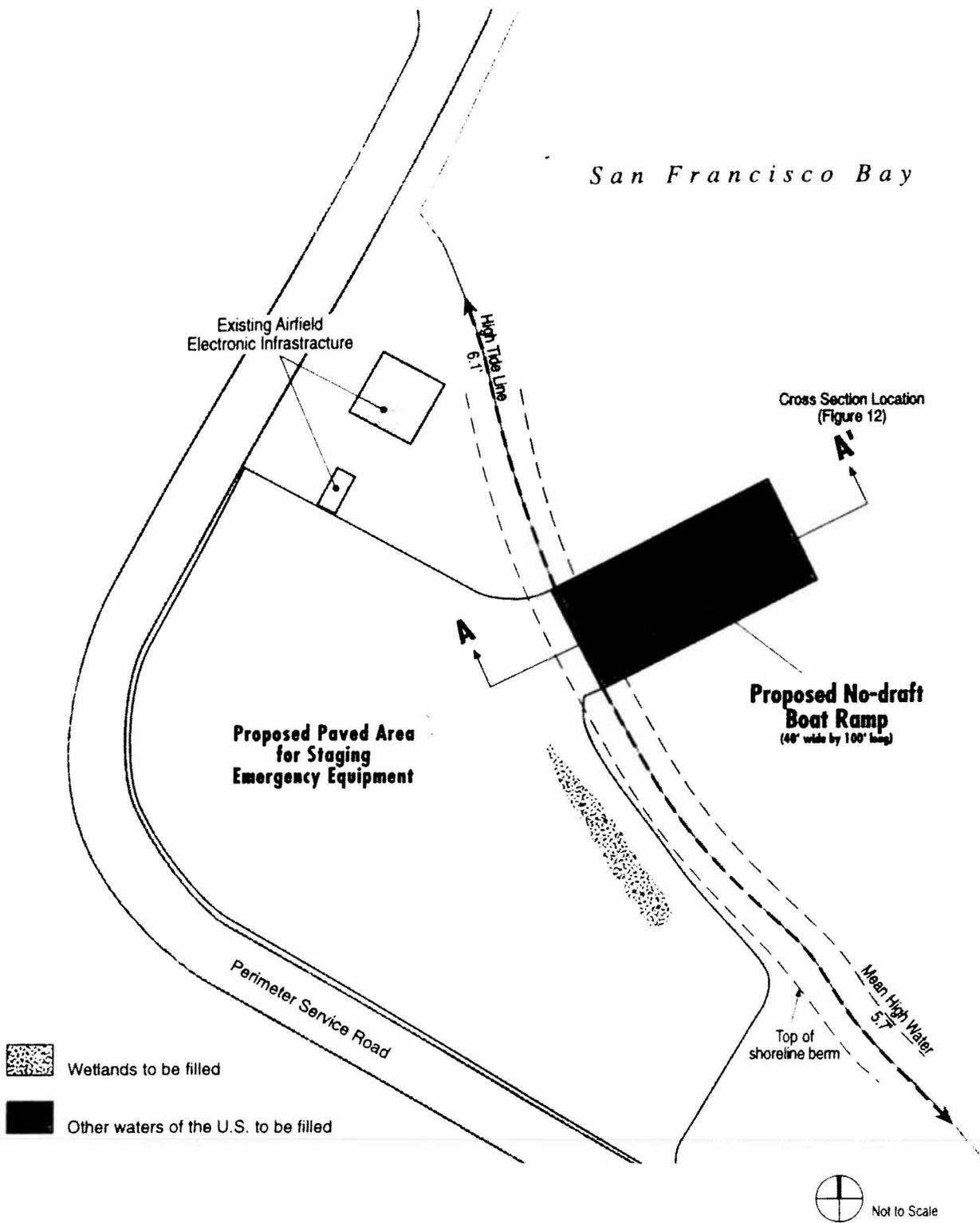
Cross Section of Emergency Boat Launch Figure 9  
Multi-Modal Transportation Center and Airfield Safety Improvements



Source: EIP Associates and LSA Associates and GKO Associates

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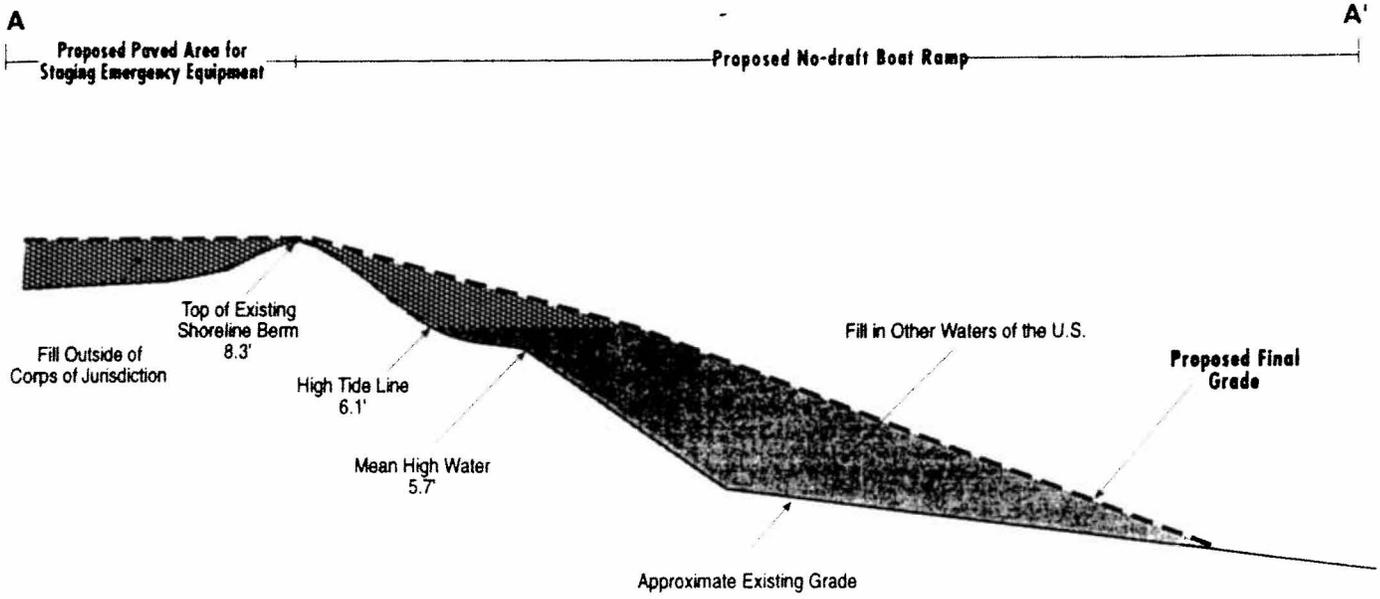
Emergency Boat Launch Figure 10  
Multi-Modal Transportation Center and Airfield Safety Improvements



Source: EIP Associates and LSA Associates

EIP

Proposed No-Draft Boat Ramp Figure 11  
Multi-Modal Transportation Center and Airfield Safety Improvements



Not to scale

Source: EIP Associates and LSA Associates

EIP

Cross Section of No-draft Boat Ramp Figure 12  
Multi-Modal Transportation Center and Airfield Safety Improvements

## Construction Details

There are no detailed plans for any of the projects and therefore, construction effects are addressed at a general level. Additionally, there are no outlined phases for the components of the proposed MMC and Airfield Safety Improvement projects. Of high priority to SFIA is the construction of the initial surface parking lot associated with the proposed long-term parking expansion in the MMC to accommodate and relieve the overloaded long-term parking problems the Airport is currently experiencing during the holiday/seasonal rushes. Construction duration for this project component is estimated at 3-4 months. The related parking structure would follow several years later; it would have an estimated construction duration of about 22 to 24 months.

The AirTrain extension construction duration is estimated at 18 months, involving a 6 month overlap for the 15 months duration required for the construction of the guideway and 9 months duration required for construction of the stations. The AirTrain extension is expected to be operational in July 2002 (6 months after the main AirTrain system is up and running).

Currently, local soils associated with existing Master Plan excavation/construction are being stockpiled next to several areas proposed for fill. There would be few, if any new truck trips to place this fill; stockpiled soils would be pushed into adjacent fill areas with loaders, bulldozers, and back-hoes.

Construction activities would generally include filling, grading, pile driving, paving, pavement removal, and concrete pouring. It is assumed that the following heavy construction equipment would be used during construction: pile drivers; backhoes; bulldozers; dump trucks; scrapers; soil compactors and related compaction machinery; concrete trucks and concrete pipes; asphalt pavers; rollers; materials delivery trucks supplying steel and other large materials; haul trucks; watering trucks to control dust; and cranes.

There is a high probability of pre-drilling some pile holes for piles associated with MMC development, to limit potential vibration effects on an existing sewer force main traversing the site.

For in-water construction associated with the emergency boat launch boatshed, a barge would be delivered and positioned by tug boats in the boatshed project area and a diesel-driven pile driver on a barge-mounted crane would be used to drive the support piers for the boatshed. Construction materials for this one project component would likely be delivered by barge.

The piles for this project component would be either steel or prestressed concrete. If there were too much resistance at the interface between new and old Bay muds, the pile holes would be pre-drilled. Other project components would be constructed from the land side.

## Relationship of Proposed MMC/Airfield Safety Improvements to SFIA Master Plan and FEIR

The 1992 SFIA Master Plan as identified in the SFIA Master Plan Final EIR provides for a balanced development of uses at the Airport, including the following components: a new international terminal; two new international boarding areas with 24 gates; a light rail "people mover" (AirTrain); on-airport BART station; reconfigured freight facilities; new general aviation facilities; and additional employee and public parking. The redevelopment and intensification of the existing SFIA site accommodates the majority of these facilities. Approximately 20 undeveloped acres of the SFIA site are proposed for development under the Master Plan, including the West and South Fields sites (the subject of a previous CEQA document<sup>3</sup> and Corps permit). The additional 25 acres proposed to be developed under the proposed MMC and Airfield Safety projects (the subject of this Negative Declaration), combined with development under the Master Plan, would increase developed area within the SFIA project site by two percent, accommodating the anticipated 65 percent increase in passengers between 1990 and 2006. In accordance with the Airport Master Plan program for parking development, construction of parking facilities associated with the proposed MMC improvements is an extension of the Lot DD parking facility previously discussed and analyzed in the SFIA Master Plan FEIR. Although the remaining proposed improvements were not specifically mentioned and evaluated in the FEIR, the potential impacts of the proposed improvements are covered by some of the general discussion and analysis in the FEIR, as discussed in the Environmental Impacts Section of this report.

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<sup>3</sup> Case File 96.652E. *Final Negative Declaration*, adopted December 30, 1996.

## ENVIRONMENTAL IMPACTS

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### LAND USE, PLANS, AND ZONING

Although San Francisco International Airport is in San Mateo County, its land uses are governed principally by the City and County of San Francisco. Land uses at the Airport are categorized broadly into two categories: airside and landside. The airside category consists of the runway and taxiway systems and occupies approximately 1,700 acres. The landside category consists of twelve functional classes: terminal complex, non-terminal airline support, airline maintenance, general aviation, air freight, airport support, commercial, administration/office, transportation, miscellaneous, parking and roads. These categories of land uses occupy approximately 1,000 acres.<sup>4</sup> The remaining approximately 2,500 acres at SFIA is tideland or under water in San Francisco Bay.

Airport Support land uses serve the general airport-using public. Airport support includes emergency rescue facilities (ERF), facilities relating to utility supplies and distribution, storm drainage and sewer facilities, public parking, and bank and hotel services. The Multi-Modal Transportation Center (MMC) and the Airfield Safety Improvements would be considered "Airport Support" land uses. As of the date of the FEIR, approximately 87 acres (1.7 percent of the total SFIA land) were developed to Airport Support land uses. The project would add about 25 acres, increasing the proportion of SFIA land devoted to Airport Support uses to about 2.1 percent.

The FEIR analysis of land use impacts is presented on pages 250 to 264. The FEIR considered land use impacts from the development of vacant parcels on San Francisco International Airport property. The MMC and Airfield Safety Improvements projects would accommodate but would not change the anticipated number of passenger flights or passenger volumes analyzed in the FEIR; therefore the projects would not speed development or cause new types of land uses to be developed within the San Francisco International Airport property or project vicinity.

In general, intensified landside activities at San Francisco International Airport could stimulate further development of hotel, restaurant, residential, transportation and/or public service and infrastructure land uses, either on or near the Airport, although such Airport development would not likely divide or disrupt established communities. However, the proposed projects that are the subject of this environmental evaluation would not, themselves, stimulate such development.

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<sup>4</sup> San Francisco Planning Department, *San Francisco International Airport Master Plan Environmental Impact Report FEIR*, Case No. 86.638E, certified May 1992, Volume 1, p. 78.

Existing plans and zoning for communities near San Francisco International Airport are described on pages 84 to 118 of the FEIR; compatibility of the San Francisco International Airport Master Plan with existing plans and zoning was analyzed on pages 253 to 259. San Francisco International Airport is in San Mateo County, so changes to the San Francisco City Planning Code and Zoning Map are not applicable. San Francisco International Airport (as a publicly-owned property of the City and County of San Francisco) is not subject to land use regulations of local jurisdictions. Many of the applicable policies of the surrounding jurisdictions discussed in the FEIR relate to aircraft activities; these policies are not relevant to the proposed projects, since the projects would not directly affect aircraft activity. No major updates to the City of South San Francisco General Plan nor the City of Millbrae General Plan, have been made that would alter the regulations of land use designations of San Francisco International Airport property within or nearby these local jurisdictions.<sup>5</sup>

The primary land use in the vicinity of the MMC is Airport affiliated land uses, including surface parking lots and the United Airlines Maintenance and Operations Center. A portion of the MMC is on San Francisco International Airport-owned property within the City of South San Francisco. Although not subject to local land use regulation, the project site that is within the City of South San Francisco is zoned a P-I (Planned Industrial) district.<sup>6</sup> Adjacent to the project site, directly north of the proposed Alternative Fuel Vehicle Fueling Station, lies an industrial park fronting on Beacon Street, within the City of South San Francisco. Existing land uses within the industrial park are predominantly storage and warehouse facilities. The Multi-Modal Transportation Center would be compatible with these industrial uses. Limited by the Agreement for Aircraft Noise Mitigation,<sup>7</sup> between the City of South San Francisco, the San Francisco International Airport and the City and County of San Francisco, housing is a restricted use east of U.S. 101. The Airfield Safety projects are all proposed on sites adjacent to the airfield and would be compatible with those uses.

The Multi-Modal Transportation Center and Airfield Safety Improvements projects would add structures or facilities to previously undeveloped property at the Airport, but would not change the overall nature of land uses at the San Francisco International Airport nor would they disrupt adjacent industrial land uses. Therefore, no significant land use impacts are anticipated as a consequence of the proposed project.

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<sup>5</sup> Steve Carlson, Senior Planner, City of South San Francisco Planning Department, telephone conversation with EIP Associates, October 24, 1998; and Ralph Kachedourian, Associate City Planner, City of Millbrae Planning Department, telephone conversation with EIP Associates, October 24, 1998.

<sup>6</sup> Zoning District Map, City of South San Francisco, November 1986.

<sup>7</sup> Signed August 29, 1991 and amended April 8, 1992 and then again May 12, 1993.

## VISUAL QUALITY

Visual Quality impacts of the SFIA Master Plan were not analyzed in the FEIR. They were discussed and found to be a non-significant impact in the Initial Study which was included in the FEIR as Appendix A (FEIR, Volume III, Appendices, Appendix A, Initial Study, 1992).

The proposed project site area for the MMC and Airfield Safety Improvements is located in a setting of open space and commercial and industrial land uses within SFIA property lines, with U.S. 101 nearby to the west as a major transportation corridor and the Bay to the east. The visual setting can be described as a blend of these elements. The viewshed is dominated on the landside by airport parking structures, hangars, terminal structures, and warehouses. These structures are predominantly industrial in appearance. There are no public parks or open spaces adjacent to the proposed project area. The SFIA bayfront is not accessible to the public for safety and security reasons.

### **Multi-Modal Transportation Center**

The proposed MMC project area, adjacent to Lot DD, would not be visible from public viewing areas nor would the proposed expansion of the parking structure obstruct scenic views or vistas. There are no broad views of the San Francisco Bay from the proposed project site nor are there any nearby public viewing areas. Existing SFIA structures may block scenic views of the San Francisco Bay from certain vantage points along nearby U.S. 101. The new parking structure would be adjacent to the existing Lot DD parking structure. The proposed MMC site would not create additional blockage of scenic views. The design of the new parking structure would be of a compatible height and architectural design to that of the existing parking structure. Design features of the proposed parking structure would also be compatible with the United Airlines maintenance buildings near the project site, on the east side of South Airport Boulevard.

### **Airfield Safety Improvements**

Runway 19 Right Safety Overrun Zone. The Safety Overrun Zone would extend paving at the end of an existing runway to provide adequate safety measures. The existing runway is not visible from public open spaces; the extension would not alter any views or vistas.

Runway 1R Flooding Protection. The proposed project would construct a seawall to obstruct flood waters and avoid future flooding of Taxiway L, the service road, and Runway 1R. The seawall would be no more than five feet in height and would not obstruct any scenic vistas of the Bay from public viewing areas. There are no public views of the proposed seawall area.

### **Emergency Boat Launch Facilities**

Emergency Boatshed. The proposed Emergency Boatshed would be located in Seaplane Harbor, the sole waterfront location at SFIA which is navigable in all tidal conditions. Seaplane Harbor is adjacent to the Air Station San Francisco, a Coast Guard Air Station

eligible for listing on the National Register of Historic Places as an historic district.<sup>8</sup> The Emergency Boatshed would be designed in keeping with the architectural features of the Air Station and would not significantly alter scenic views or vistas. Certain views of the Air Station San Francisco may be blocked from some areas of the SFIA property; none of these areas would be publicly accessible. Views of the Air Station San Francisco could be briefly obstructed for boats in the Bay as they travel past the airport; this would not be considered to be a significant visual impact as the view blockage would be limited to the short time necessary to pass the boatshed.

**No-draft Boat Ramp.** The proposed project would install a boat ramp and associated paved areas for boat launching and the staging of emergency equipment. The proposed Boat Ramp would not impact any views, as paving would extend the area of the existing service road and the ramp would be constructed from near the adjacent service road to the waterfront, reaching into the water, with no above-ground facilities included.

Given the compatibility of the MMC and Airfield Safety projects with the surrounding land use, the fact that the sites are not visible from public viewing areas, and that the proposed new parking garage would not obstruct scenic views, the proposed projects would not result in any significant visual quality impacts.

## **POPULATION AND EMPLOYMENT**

Employment and housing issues at SFIA related to landside facilities growth under the Master Plan are discussed in the FEIR on pp. 228-231 and 394-399. The MMC and the Airfield Safety Improvements would not generate any substantial amounts of project-specific permanent employment at SFIA. Construction employment would generally fall within that discussed in the FEIR on p. 397. Therefore, the analysis and conclusion of no significant impacts in the FEIR remains applicable. The MMC and Airfield Safety Improvements would not affect forecasts of increases in passengers using SFIA that were prepared for the SFIA Master Plan and analyzed in the FEIR, because none of the project components would change either the demand for air travel or the capacity of the Airport to accommodate this demand. The proposed projects would not displace any existing facilities and therefore would not displace any residents or employees; the MMC and Airfield Safety projects would not have additional long-term effects on population, employment, or the demand for additional housing.

## **TRANSPORTATION**

This section discusses the operational and construction traffic impacts of the proposed Multi-Modal Transportation Center (MMC) and the Airport Improvements Projects. The MMC component of the analysis consists of expansion of long-term parking facilities, and

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<sup>8</sup> Carey and Company, *Cultural Resources Survey, U.S. Coast Guard Air Station, San Francisco*, July 31, 1998.

improvements to several alternative transportation modes such as extension of the AirTrain system to the MMC, development of a San Francisco Bay Trail Link, expansion of the SFIA Shuttle Bus Base, development of new bicycle parking facilities, and provision of multi-modal transfer facilities. Because these alternative transportation facilities would not generate additional vehicle trips, they are not included in the traffic impact analysis.

The Airfield Safety Improvements projects consist of several safety and emergency operations improvements located in the existing SFIA airfield. These improvement projects are not expected to generate a substantial volume of internal and external vehicle trips on a daily basis. Therefore traffic volume estimates for these facilities have not been developed and traffic impacts of the Airfield Safety Improvements projects are discussed at a more general level of detail than the MMC and expanded parking facilities.

### **Project Study Area**

The Multi-Modal Transportation Center (MMC) site is located on Airport property between the Bayshore Freeway (U.S. 101) and South Airport Boulevard near the United Airlines Maintenance and Operations Center (MOC). It is generally bounded by San Bruno Avenue to the south, and the Interstate 380 freeway ramps to the north.

The Airfield Safety Improvements projects are located on the northeastern and southeastern perimeters of the SFIA airfield.

### **Roadway Network**

Regional access to the project areas is provided by U.S. 101, a primary north-south highway, and Interstate 380 (I-380), which runs east-west. In the vicinity of the project areas, U.S. 101 is an eight-lane freeway (four lanes in each direction), and I-380 is a six lane freeway (three lanes in each direction) that connects U.S. 101 in South San Francisco with Interstate 280 (I-280) in San Bruno. From U.S. 101, local access to the project areas is provided primarily by South Airport Boulevard, North Access Road, McDonnell Road, and San Bruno Avenue.

Primary access to the MMC is provided from South Airport Boulevard. Access to the Airfield Safety Improvements projects is from the airport's internal road system via North Access Road from the north, McDonnell Road (R-3) and Airport Road 2 (R-2) from the west, and Old Bayshore Highway from the south. From these roads, access to the airfield is from the airport's internal loop road system which is restricted to authorized airport personnel only.

Local access roads are classified and described below:

## Arterials

South Airport Boulevard is a four-lane, north-south arterial extending from the City of South San Francisco to south of San Bruno Avenue. South Airport Boulevard continues south of San Bruno Avenue as McDonnell Road or Airport Road 3 (R-3). There are freeway on and off ramps that link South Airport Boulevard directly to I-380. The portion of South Airport Boulevard within the study area has a raised median strip with exclusive left-turn lanes at each signalized intersection. South Airport Boulevard provides access to the existing Lot DD garage and MOC West parking lot.

San Bruno Avenue is a four-lane arterial running east-west from Skyline Boulevard in San Bruno to South Airport Boulevard. It has interchanges with I-280 and U.S. 101. San Bruno Avenue provides access to SFIA for areas west and north of SFIA via U.S. 101 or McDonnell Road.

Old Bayshore Highway is a four-lane, north-south arterial extending from Broadway in Burlingame to Millbrae Avenue in Millbrae. Old Bayshore Highway provides access to SFIA from the areas south of the airport.

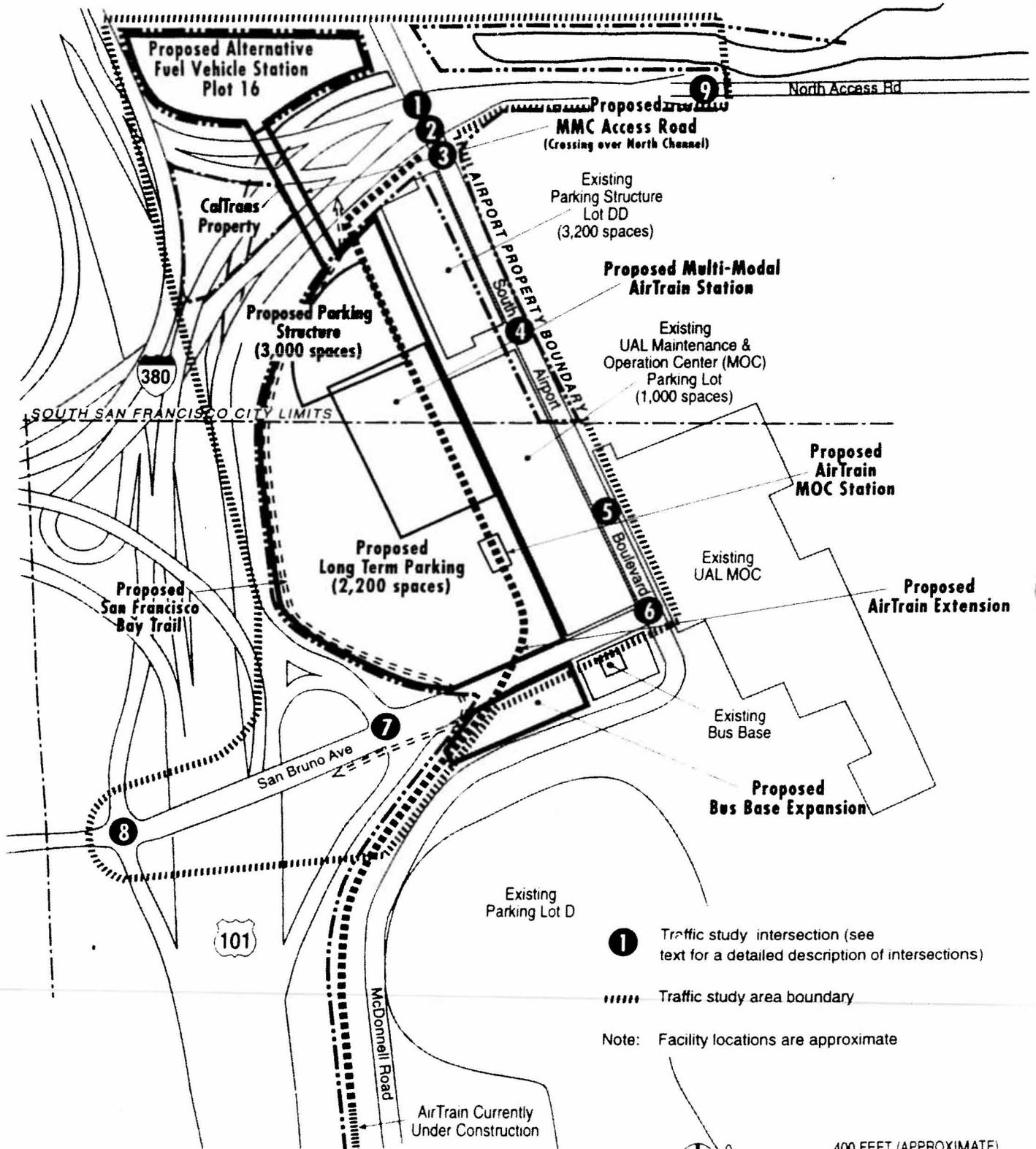
McDonnell Road (Road R-3) is a two-lane collector roadway within SFIA extending north from the U.S. 101 interchange to South Airport Boulevard.

North Access Road is a local road within SFIA, running from South Airport Boulevard and the I-380/U.S. 101 interchange to the Bay shoreline near the northeast corner of SFIA. It provides access to the U.S. Coast Guard Station, and the emergency boat launch site.

## Intersections

Access to the MMC is controlled by nine key intersection, eight of which are signalized. The key intersections, shown in Figure 13, are:

1. South Airport Boulevard and North Access Road/I-380 westbound on-ramp
2. South Airport Boulevard and I-380 eastbound off-ramp
3. South Airport Boulevard and the north entrance to the existing garage and proposed MMC (unsignalized)
4. South Airport Boulevard and the south driveway to the existing garage
5. South Airport Boulevard and the MOC West employee parking lot
6. South Airport Boulevard, San Bruno Avenue and McDonnell Road.



Source: EIP Associates and LSA Associates



**Multi-Modal Transportation Center (MMC) Key Intersections and Parking Plan Figure 13**  
Multi-Modal Transportation Center and Airfield Safety Improvements

7. San Bruno Avenue and the U.S. 101 northbound on-and off-ramps (under construction)
8. San Bruno Avenue and the U.S. 101 southbound on-and off-ramps (under construction)
9. North Access Road and the I-380/U.S. 101 freeway ramps

### Existing Parking Facilities

Existing parking facilities in the study area and its immediate vicinity serve airport employees and long-term parking patrons at various facilities. Existing parking facilities include approximately:

- 3,700 employee/visitor parking spaces for the United Airlines Maintenance and Operations (MOC) Facility;
- 3,200 employee parking spaces in the Lot DD garage structure;
- 5,300 long-term surface parking spaces in Lot D;
- 1,000 spaces along McDonnell Road serving air cargo installations

**United Airlines MOC.** Employee parking for the United Airlines MOC is located in four surface lots, consisting of the:

North Lot (east side of South Airport Boulevard)	135 spaces
West Lot (within study area, west of South Airport Boulevard)	1,000 spaces
South Lot (south of MOC West lot, across San Bruno Avenue)	625 spaces*
* includes 512 employee and 113 visitor spaces	
East Lot (bayside of the MOC West lot, via North Access Road)	1,911 spaces*
*includes executive parking spaces	
Total	3,671 spaces

Of these facilities, only the MOC West lot is located within the study area for the projects that are the subject of this Initial Study (see Figure 13).

**Lot DD Garage.** The existing Lot DD garage is a seven-level, 3,200 space parking facility that serves SFIA employees. The Lot DD garage is located within the study area, east of South Airport Boulevard (see Figure 13). South Airport Boulevard provides vehicle access to the garage via driveways north and south of the garage. Vehicles exit the facility through the south driveway only.

**Lot D Surface Lot.** Lot D, located south of the study area across San Bruno Avenue, contains approximately 5,300 long-term public parking spaces for airport passengers. The

consolidated Rental Car Center is under construction adjacent to this site. During construction, the number of public parking spaces has fluctuated. However by January 1999, when the Rental Center is completed, the lot will be designed to accommodate 4,800 total spaces, a net loss of 500 spaces.

**West Field Cargo Area.** There are roughly 1,000 spaces for employees and visitors of the cargo installation facilities and airport offices dispersed along McDonnell Road, approximately one mile south of the study area.

Traffic generated by existing parking facilities has been included in existing traffic generation volumes and intersection analyses. The only major changes that would occur to existing facilities would be the consolidation and shifting of employee parking in the Lot DD garage to Lot D, which currently provides long-term public parking. No other major changes are expected to occur in these facilities before 2008, the design year for the Master Plan roadway projects.

### **Proposed Parking Projects**

Proposed parking projects would include a 2,200 space surface lot and a 3,000 space parking garage. Expanded parking facilities would be built at the MMC site in the following phases.

Phase 1. A new 2,200-space surface parking lot to be constructed west of the existing MOC employee surface parking lot and Lot DD garage. The surface lot would be operational by mid 1999.

Phase 2. A new 3,000 space parking garage to be constructed west of the existing Lot DD garage for use by public parking patrons. The existing Lot DD garage and 1,000 of the surface parking spaces in the Lot DD surface lot constructed in Phase 1 would be used for public parking. Employee parking would shift from the Lot DD garage to the existing long term public parking area, Lot D, located to the south, across San Bruno Avenue. The new garage would be operational by 2003, and coincide with completion of the AirTrain extension to the MMC. The new garage would be configured to maintain all of the 2,200 surface spaces developed in Phase 1.

Phase 3. Phase 3 would occur before 2008, the design year for the Airport Master Plan roadway projects. No additional facilities would be built, but the surface lot constructed in Phase 1 would be converted to long-term public parking use, exclusively. The remaining employee parking would be shifted to Lot D and other locations. In 2008 Lot D will have approximately 3,800 spaces, which is about 500 fewer spaces than in 1992 as described in the FEIR. In total, about 1,000 spaces will be lost to anticipated expansion of the Rental Car Center into Long Term Parking Lot D.

For purposes of analysis, the MMC project will be analyzed for full buildout in 2008. Existing and planned parking improvements are summarized in Table 1 and shown in Figure 13.

**TABLE 1  
EXISTING AND PROPOSED PARKING IMPROVEMENTS**

Phase and Year	Existing		Proposed		Total Parking	Lot D
	MOC Surface Lot	Lot DD Garage	New Surface Lot	New Garage Structure		
Existing 1998	1,000	3,218	--	--	4,218	5,300
Phase 1 1999	1,000	3,218	2,200	--	6,418	4,800
Phase 2 2003	1,000	3,218	2,200	3,000	9,418	4,800
Phase 3 2008	1,000	3,218	2,200	3,000	9,418	3,500

*Source:* Leigh Fisher Associates, September 1998, and Pittman & Hames, October 1998

### Traffic Volume Estimates

Traffic volume estimates, including trip generation and trip distribution estimates, were derived entirely from the Multi-Modal Center Access Study, San Francisco International Airport Final Report prepared by Leigh Fisher Associates (September 1998). That report is available in project file 98.768E at the San Francisco Planning Department, 1660 Mission Street, San Francisco, and is hereby incorporated by reference.

### Vehicle Trip Generation - Multi-Modal Transportation Center

Existing and future trips were derived from 2008 design year forecasts taking into account estimated background traffic volumes for the study area and new trips that would be generated by the development phase of the MMC. Future trips are primarily attributed to growth and expansion of SFIA, as forecast in the Master Plan.

Estimated vehicle trip generation is based on mode share characteristics of employees and airport users. For purposes of analysis, the trip generation discussion includes only vehicle trips. While the multi-modal center would generate additional non-vehicle trips on other modes, such as bus transit, shuttles and BART, these trips would not affect the roadway network and were not included in the trip generation analysis. Over time, the MMC would be expected to reduce total vehicle trips at SFIA because passengers would have increased regional access to the airport on alternative modes, including BART (via AirTrain), AirTrain, shuttles, bus transit and bicycles. The AirTrain facility would be designed to promote and facilitate intermodal transfers among these various modes. These expected

reductions in vehicle trips have not been taken into account in the traffic analysis. Therefore, the analysis results are conservative.

Vehicle trips in and adjacent to the MMC would be generated by: 1) existing parking facilities (the existing Lot DD garage, and the MOC and Lot D surface lots); 2) planned parking facilities (the MMC garage and new surface lot); and 3) the consolidated Rental Car Center now under construction. Table 2 shows the pm (4:30 to 5:30 pm) peak hour vehicle trips that would be generated by these facilities. Trips generated by other planned projects in the vicinity, such as the expansion of the sewage treatment plant in South San Francisco, were assumed to use the I-380 flyover ramps, which do not intersect with South Airport Boulevard and, therefore, would not affect operations at study intersections except at North Access/380/101 (intersection #9).

**TABLE 2**  
**AFTERNOON PM PEAK-HOUR VEHICLE TRIP GENERATION**  
**MULTI-MODAL TRANSPORTATION CENTER - FULL BUILDOUT (2008)**

	<u>Existing</u>			<u>Existing + Project</u>		
	<u>Enter</u>	<u>Exit</u>	<u>Total</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<b>Existing Facilities</b>						
MOC-West Lot	140	275	415	140	275	415
Lot DD Garage	295	450	745	30	24	55
Lot D Surface Lot <sup>1</sup>	25	25	50	345	520	865
Other Lots <sup>2</sup>	n/a	n/a	n/a	80	130	210
Rental Car Center <sup>3</sup>	<u>755</u>	<u>740</u>	<u>1,495</u>	<u>985</u>	<u>965</u>	<u>1,950</u>
Subtotal	1,215	1,490	2,705	1,580	1,915	3,495
<b>Proposed Facilities</b>						
New Surface Lot	n/a	n/a	n/a	15	15	30
New MMC Garage	n/a	n/a	n/a	<u>25</u>	<u>25</u>	<u>50</u>
Subtotal	--	--	--	40	40	80
<b>Total</b>	<b>1,215</b>	<b>1,490</b>	<b>2,705</b>	<b>1,580</b>	<b>1,955</b>	<b>3,575</b>

*Notes*

1. Lot D is anticipated to accommodate approximately 4,800 spaces in 2002, and 3,800 spaces in 2008.
2. These are estimated incremental trips not included in background traffic volumes that would use the study area intersections to access employee parking garages along McDonnell Road.
3. The Rental Car Center is expected to open in December 1998.

*Source:* Leigh Fisher Associates, August 1998, and Pittman & Hames Associates, October, 1998.

At full buildout, a total of about 3,575 vehicle trips would be generated during the pm peak hour by existing and planned parking facilities, of which about 1,260 are existing and 1,950 would be due to the new Rental Car Facility nearing completion. Of this total, 30 trips would be generated in the pm peak hour by the new 2,200-space surface lot, and 50 trips by the new 3,000-space MMC garage. At full buildout, both of these facilities would be dedicated to long-term parking use for airport passengers. Long-term parking is used for a minimum of 24 hours, with trips distributed throughout the day. Therefore, relatively few peak trips generated by long-term parking facilities coincide with commuter peak hour trips.

The consolidated Rental Car Center would be the principal generator of vehicle trips in the area. Over half of the trips would be generated by the Center.

### Trip Distribution

For trip distribution, it is assumed that rental cars would follow a prescribed route to enter and exit the consolidated Rental Car Center in Lot D. Airport employees and long-term, public parkers would generally follow regional commute patterns to access the MMC parking facilities. It was assumed that vehicles entering the new MMC surface lot would use an expanded driveway on the north side of the existing Lot DD garage. Vehicles exiting the lot would use the driveway on the south side of the garage, or right-turn only access onto San Bruno Avenue. Trip distribution to and from the study area by rental car patrons, airport employees and airport passengers (i.e., long-term parkers) are shown in Table 3. The majority of the vehicles would use the I-380 off-ramp and San Bruno Avenue to enter the study area, and the North Access Road/I-380/U.S. 101 interchange to exit the study area.

**TABLE 3  
MULTI-MODAL TRANSPORTATION CENTER VEHICLE TRIP GENERATION  
FULL BUILDOUT (2008)**

Trip Type	To Study Area				From Study Area			
	McDonnell Road	San Bruno Avenue	North Access Road	I-380 Off- Ramp	McDonnell Road	San Bruno Avenue	South Airport Blvd./U.S. 101	North Access Rd/ I-380/ U.S. 101
Rental Car	0%	80%	0%	20%	0%	20%	0%	80%
Airport Employees	0%	40%	10%	50%	7%	33%	10%	50%
Airport Passengers	0%	62%	10%	28%	2%	52%	18%	28%

*Source:* Leigh Fisher Associates, September 1998, and Pittman & Hames Associates, October 1998.

### Traffic Impacts

The estimated future traffic conditions at the intersections in the vicinity of the MMC are measured by Levels of Service for traffic volumes. LOS is a qualitative measure used to

describe the operating conditions of traffic flow at an intersection, ranging from excellent conditions (LOS A) to overload or gridlock conditions (LOS F). LOS C is the preferred LOS standard for intersections within the Airport's jurisdiction. However, LOS D is generally considered acceptable by the Airport if no feasible, low-cost improvements are available, particularly for arterial roadways outside of the terminal complex. Vehicle queues that would affect traffic operations are also assessed in the traffic analysis.

AM Peak Hour

At full buildout, vehicle traffic during the morning peak hour would be generated primarily by employees entering the Lot D parking lot, and rental cars approaching and departing the Rental Car Center. The intersection of South Airport Boulevard/San Bruno Avenue would operate at LOS E, unless mitigated. The project would contribute relatively few vehicles to this intersection. Mitigation measures are included that would allow both intersections to operate at acceptable levels of service. The South Airport Boulevard intersections at the I-380 on- and off-ramps would jointly operate at LOS D. All other study area intersections are expected to operate at LOS C or better. See Table 4.

As shown in Table 4, the intersection improvements proposed as part of the MMC project (see Mitigation Measures discussion) would result in all intersections operating at LOS C or better during the am peak hour. The South Airport Boulevard/San Bruno Avenue intersection would improve from LOS E to LOS C, and the South Airport Boulevard intersections with the I-380 on- and off-ramps would improve from LOS D to LOS C.

**TABLE 4  
MULTI-MODAL TRANSPORTATION CENTER  
PEAK HOUR LEVELS OF SERVICE (LOS) - EXISTING AND FULL BUILDOUT (2008)**

Intersection Location	Existing LOS <sup>1</sup>		Cumulative 2008 LOS <sup>3</sup>		Mitigated 2008 LOS	
	AM	PM	AM	PM	AM	PM
	South Airport Blvd./I-380 On-Ramp	E	E	D	D	C
South Airport Blvd./I-380 Off-Ramp	E	E	D	D	C	C
South Airport Blvd./MMC North Driveway	A	A	A	A	A	A
South Airport Blvd./MMC South Driveway	C	D	C	C	C	C
South Airport Blvd. and MOC-West Lot	A	B	A	A	A	A
South Airport Blvd./San Bruno Ave.	C	C	E	F	C	D
San Bruno Ave. U.S. 101 N/B On Ramps <sup>2</sup>	-	-	C	C	C	C
San Bruno Ave. U.S. 101 S/B Off-Ramps <sup>2</sup>	-	-	C	B	C	B
North Access Road and I-380/U.S. 101	B	F	B	F	B	D

*Note:*

1. Assumes Rental Car Center, scheduled for December 1998, is open.
2. Currently under construction.
3. LOS at some intersections would improve in 2008 because rental car traffic from southbound U.S. 101 will use San Bruno Avenue instead of South Airport Boulevard, and there would be less employee parking and more long term parking at the Lot DD garage and MMC.

*Source:* Leigh Fisher Associates, September and November 1998, and Pittman Hames Associate, October 1998

Vehicle queues in the right lane of northbound South Airport Boulevard, primarily rental cars directed to U.S. 101 southbound or I-380, would extend approximately 500 feet from the intersection of North Access Road and the I-380 on-ramp. Due to the short distance between the I-380 on- and off-ramps, this queue would extend through the adjacent I-380 off-ramp intersection, and interfere with vehicles exiting the freeway at this location. A queue of eastbound vehicles entering the Lot D parking lot at the South Airport Boulevard intersection is expected to extend approximately 500 feet on San Bruno Avenue toward the U.S. 101 ramps. The queues in this lane could impede vehicle weaving maneuvers along eastbound San Bruno Avenue. A queue of southbound vehicles entering the Lot D parking lot from South Airport Boulevard is expected to extend approximately 300 feet in the left turn bay.

These queues would occur without the MMC project, and are primarily attributable to other airport related traffic traveling in the study area (e.g., the Rental Car Center). The MMC would contribute roughly two percent of the traffic volume in these queues. However, with mitigation measures proposed as part of the project, vehicle queues would be mitigated and not affect traffic operations of upstream intersections or roadways.

#### PM Peak Hour

During the afternoon peak hour, vehicle traffic would be primarily from employees exiting the Lot D parking lot and rental cars approaching and departing the Rental Car Center. Without mitigation the intersection at South Airport Boulevard/San Bruno Avenue would operate at an unacceptable LOS F. The North Access Road intersection at the I-380/U.S. 101 ramps would also operate at LOS F. Mitigation measures are proposed that would allow both intersections to operate at acceptable levels of service. The South Airport Boulevard intersections at the I-380 on-ramp and I-380 off-ramp would operate at LOS D. All other study area intersections operate at LOS D or better.

As shown in Table 4, intersection improvements proposed as part of the MMC project would improve the South Airport Boulevard/San Bruno Avenue and North Access Road and I-380/U.S. 101 intersections from LOS F to LOS D during the pm peak hour. The South Airport Boulevard intersections with the I-380 on- and off-ramps would improve from LOS D to LOS C during the pm peak hour.

There would be substantial queues at the South Airport Boulevard/San Bruno Avenue intersection, including northbound McDonnell Road traffic extending approximately 450 feet from the intersection, and westbound traffic from the Lot D parking lot entrance extending approximately 400 feet from the intersection into the lot. Vehicle queues in the right lane of northbound South Airport Boulevard, consisting primarily of rental cars directed to U.S. 101 or I-380, are expected to extend approximately 650 feet from the intersection of North Access Road and the I-380 on-ramp. These queues would extend through the adjacent I-380 off-ramp intersection. These same vehicles are expected to queue on southbound North Access Road at the I-380/U.S. 101 on-ramps, extending approximately 350 feet northwest from the intersection. Due to the unmitigated LOS F conditions at this intersection, vehicle

queues on westbound North Access Road approaching the I-380/U.S. 101 ramps would extend approximately 1,000 feet from the intersection.

These queues would occur without the MMC project. The MMC would contribute roughly two percent of the traffic volume in these queues. However, with mitigation measures proposed as part of the project, vehicle queues and unacceptable levels of service would be mitigated and traffic operations of upstream intersections or roadways would not be affected.

### **Relationship to SFIA Master Plan Final EIR**

The San Francisco International Airport Master Plan FEIR discusses regional cumulative traffic conditions during the am and pm peak hour (pp. 295-319). The FEIR analysis evaluated overall project impacts of the SFIA Master Plan on freeway ramp levels of service in the year 2006 for Project + Forecast Growth + List-Added Project Growth (known planned and proposed development that would increase traffic volumes on affected freeways). The Airport Master Plan program for parking development analyzes construction of parking facilities associated with the proposed MMC improvements as an extension of the Lot DD parking facility analyzed in the SFIA Master Plan Final EIR.

For the MMC facility, that analysis included a maximum of 6,000 new parking spaces, to be contained within the (existing) Lot DD garage and the proposed second garage, and did not consider the addition of a 2,200-space surface lot as currently proposed. The traffic analysis discussed in this Negative Declaration is based on a total of 8,418 parking spaces (not including the 1,000-space MOC lot) consisting of: 1) 3,218 existing spaces in the Lot DD garage; 2) 3,000 new spaces in the proposed MMC garage; and 3) 2,200 new surface lot spaces.

The 2,200 additional parking spaces are not expected to substantially change the conclusions and adopted mitigation measures in the Airport Master Plan FEIR. The 2,200 space surface lot would be used as long-term public parking for airport passengers, but would not affect the demand for air travel and therefore would not affect the numbers of passengers traveling to the Airport. It is possible that some passengers who might otherwise take a taxi to and from the airport or be dropped off and picked up by another driver, thereby requiring two round-trip vehicle trips, would instead drive directly to the MMC, requiring only one round-trip.

Furthermore, the peak number of vehicles entering and exiting this lot would not coincide with commuter peak hour traffic. Vehicles would park at this long-term lot for one or several nights (i.e., a minimum of 24 hours), so the parking turnover and distribution of vehicles entering and exiting the lot would be distributed throughout the day and would constitute about one percent of total trips generated in the study area during the AM and PM peak hours. As indicated in Table 3 and Table 4, airport passengers using these lots would generate a total of 30 trips during the pm peak hour, these vehicles would primarily use San Bruno Avenue to enter and exit the study area. All of the intersections with San Bruno Avenue and the U.S. 101/I-380 interchange are expected to operate at Level of Service C or

better with mitigation. Furthermore, intersection improvements have been incorporated in the project that would result in all affected freeway intersections on U.S. 101 and I-380 operating at acceptable levels of service (i.e., Level of Service D or better). See discussion of proposed intersection improvements that have been incorporated into the MMC project, in the Mitigation Measures section, on page 74.

It should be noted that even at full buildout, levels of service would improve over existing conditions at certain intersections in the study area during the AM and PM peak hours. This would occur primarily because: 1) rental car traffic from southbound U.S. 101 will be directed to use San Bruno Avenue, thus reducing traffic on South Airport Boulevard, and 2) peak hour vehicle traffic will decrease at the existing Lot DD garage and the new MMC parking facilities as employee parking is replaced by long-term public parking.

### **SFIA Transportation Management Program**

Development of the MMC project would implement the policies and objectives of the SFIA Transportation Management Program (June 1996). Specifically, the Multi-Modal Center would support Policy #5 which calls for promoting rail as a viable transportation alternative for both air passengers and Airport employees. The extension of the AirTrain system and stations meets the objectives of this policy. The AirTrain extension would provide a transit link to the MOC, which employs over 10,000 people and is the second largest employment concentration at SFIA.

The project would also further the objectives of Policy #9 to support expanded transit service to the Airport from all Bay Area locations through the construction of the AirTrain system and bus/shuttle center. Policy #11 calls for supporting the development of new and/or expanded transportation modes of access to/from the Airport, such as waterborne transportation and bicycles. The incorporation of a Bay Trail link and bicycle parking facilities into the project would support this policy.

### **Construction Traffic**

Detailed plans are not available for the MMC or Airfield Safety Improvements projects. Therefore, construction effects are addressed at a general level of detail. Although no detailed construction plan has been established, the size and scale of the Airfield Safety Improvements are not expected to generate a substantial number of construction vehicle and worker trips, and construction effects of these improvements are not discussed further.

The construction period for the MMC and the expansion of the long-term parking facilities is estimated to take a total of 26 to 30 months. Site preparation, including utilities, roadway, earthwork and fill, is assumed to take approximately six months. SFIA estimates that a maximum of 90,000 cubic yards of fill would be required for site preparation. During this phase of construction, there would be an average of 60 truck trips per day to the site (see Table 5). The actual number of truck trips from off-site locations would likely be considerably less, as fill material from existing SFIA Master Plan excavation/construction

projects has been stockpiled near the proposed MMC and would be used for preparation of the site.

Additional truck trips and construction worker trips would also be generated during subsequent phases of construction such as foundation, structure, and finishing. However, there are no detailed plans for construction and, therefore, no truck traffic estimates have been calculated for these phases of project construction.

**TABLE 5  
TRUCK OPERATIONS  
SITE PREPARATION PHASE OF CONSTRUCTION**

<u>Construction Phase</u>	<u>MMC</u>
Duration of Site Preparation (months)	6
Average Truck Capacity (Cubic Yds)	12
Average Number of Daily Truck Trips <sup>1</sup>	60

<sup>1</sup> SFIA has estimated a maximum of 90,000 cubic yds of fill for the project.  
Source: Pittman & Hames Associates, SFIA

South Airport Boulevard and North Access Road would be the primary connector between the U.S. 101/I-380 interchange and the construction site because it provides the most direct access to the site from U.S. 101 and the external road system. Due to construction of the San Bruno Avenue/U.S. 101 southbound on-and off-ramps, southbound U.S. 101 traffic, which would normally use the San Bruno Avenue exit to access South Airport Boulevard, is currently being diverted to the off-ramp at North Access Road. The U.S. 101/San Bruno interchange will not be fully complete until after the Phase 1 surface lot is completed; however, key new ramps providing direct site access from U.S. 101 will be in service in June 1999. Therefore, until June 1999, construction truck trips for this phase would be required to use North Access Road which has turning radii that could be difficult for construction trucks to maneuver. Any truck traffic from 7:00 to 9:00 am or from 4:00 to 6:00 pm would coincide with peak period traffic, and could temporarily worsen service levels. No road closures are anticipated to occur during the construction period.

Overall, the impact of construction-related traffic would be a temporary and intermittent lessening of capacities on access streets and haul routes because of the slower movements and larger turning radii of construction trucks. This would not be a significant impact, and therefore, no mitigation measures are required. Construction mitigation measures have already been adopted by the Airport as part of the SFIA Master Plan that would be included in the project. In addition, the following project-specific recommendations would further lessen construction period traffic impacts:

- Once the construction plans for the project have been developed, SFIA should identify a truck access plan to minimize disruption to background traffic flow, especially during peak periods of travel.
- At locations where construction will substantially interrupt traffic flow, SFIA should require contractors to implement additional traffic controls, such as signals or flaggers to direct traffic, avoid congestion, and minimize vehicle conflicts.
- During the construction period, adequate signage should be installed to inform the public and employees of parking and transit changes. Transit stops that may be temporarily relocated during the construction period, such as shelters for the SamTrans 3B or airport shuttle bus operations, should be clearly marked and transit operators should be notified in advance of any changes. SFIA should monitor and ensure the construction period changes are reflected in the signage.
- SFIA should inform employees and the public about parking and transit changes during the construction period by updating existing outreach formats, including their web page, newsletters, radio station (AM 1610) and telephone hot line.
- SFIA should consult with the City of South San Francisco to identify potential impacts during construction and operation on major South San Francisco arterials, such as South Airport Boulevard. SFIA and South San Francisco should jointly develop mitigation measures for any identified impacts.

## NOISE

The noise setting is presented on pp. 153 to 170 of the FEIR. The FEIR indicated that U.S. 101 bounding the SFIA property is the largest source of noise from motor vehicles. At 50 feet from the centerline, peak-hour noise levels along U.S. 101 are about 80 dBA, Leq.<sup>9</sup> The closest sensitive receptors to the proposed project are the residences in San Bruno located directly west of U.S. 101 from the site of the MMC.

The San Francisco Noise Ordinance (Article 29 of the City Police Code, Section 2907b) regulates powered construction equipment other than impact tools. The ordinance limits construction noise to 80 dBA at 100 feet. Impact tools and equipment with intake and exhaust mufflers recommended by the manufacturer and approved by the Director of Public Works as best accomplishing maximum noise attenuation are exempt from this requirement.

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<sup>9</sup> Environmental noise usually is measured in A-weighted decibels (dBA). Environmental noise typically fluctuates over time, and different types of noise descriptors are used to account for this variability. Typical noise descriptors include the energy-equivalent noise level (Leq) and the day-night average noise level (Ldn). The Ldn is commonly used in establishing noise exposure guidelines for specific land uses. Generally, a three-dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment, and an increase of 10 dBA is perceived as a doubling of loudness.

Pavement breakers and jackhammers equipped with acoustically attenuating shields or shrouds are also exempt. The ordinance also prohibits construction work at night from 8:00 PM until 7:00 AM if noise from such work would exceed the ambient noise level by five decibels at the property line, unless a special permit is authorized by the San Francisco Department of Public Works. In the absence of a specific maximum noise level, the ordinance states that "a noise level which exceeds the ambient noise level by 5 dBA or more when measured at the nearest property line ... shall be deemed a prima facie violation of this Article." The San Mateo County Noise Ordinance (No. 2803 of the San Mateo Code, Section 4956) regulates general construction activity and limits construction noise to 85 dBA at the nearest receiving property line. This ordinance restricts general construction hours from 7:00 AM to 6:00 PM, Monday through Friday, and from 9:00 AM to 5:00 PM on Saturday; and no construction activities on Sunday, Thanksgiving, and Christmas.<sup>10</sup>

Noise impacts of the SFIA Master Plan are analyzed in the FEIR on pp. 331 to 352. Noise impacts associated with vehicular traffic following completion of the Airport Master Plan projects, including those associated with the new parking facilities are addressed in the FEIR, which shows traffic-related noise increases of 2 dBA or less. This change would not be noticed by most people, therefore traffic noise is not discussed in this Negative Declaration. However, due to the location of the proposed MMC along the east side of U.S. 101, construction associated with the proposed project components would temporarily increase noise in the site vicinity, and construction noise may potentially affect residences located west of U.S. 101. Construction of the MMC is the only project component that could potentially affect the ambient noise environment outside of the Airport boundaries. The construction period, including grading, would last approximately 3 to 4 months for the surface parking lot and about 22 to 24 months several years later for the related parking structure.

Construction noise impacts were analyzed in the FEIR and are presented on pp. 331 to 332. Typical noise levels for construction activities and the distances of various noise contours from the construction site are presented. Typical construction noise sources range from about 76 to 85 dBA at 50 feet for most types of construction equipment, with slightly higher levels of about 88 to 89 dBA for certain types of earthmoving (scrapers, pavers). The highest noise levels would be generated by rock drills and pile drivers, which can generate noise peaks of approximately 98 and 101 dBA at 50 feet, respectively. The rate of attenuation is about six decibels (dBA) for every doubling of distance from a point source.

Construction equipment to be used for the proposed project could include: pile drivers, backhoes, bulldozers, dump trucks, soil compactors and related compaction machinery, concrete trucks, asphalt pavers, cranes, watering trucks, and various delivery and haul trucks. Construction of the boatshed in the water would most likely be carried out from barges delivered by tugboat, including driving the support piers using a diesel-driven pile

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<sup>10</sup> Alan Dare, Environmental Specialist, San Mateo County Environmental Health Department, telephone conversation with EIP Associates, November 13, 1998.

driver on a barge-mounted crane. Other construction materials for this project component are expected to be delivered by barge.

The existing Lot DD parking structure was under construction for 22 months and had approximately 1800 end-bearing piles that were driven into the ground 40 to 65 feet. It is assumed that the MMC would involve a similar level and type of construction. It is also assumed that pile driving would be limited to the general construction hour limitations defined by the San Mateo County Noise Ordinance, as discussed above, in order to reduce noise disturbance to neighboring communities.

Pile driving would be required as part of foundation construction of the parking structure as well as for the boatshed. Hammering of piles would likely occur during a five- to eight-minute period for each pile. Conventional unmuffled, unshielded pile drivers generate noise peaks of 101 dBA at 50 feet each time the driver strikes the pile. Depending on the proximity of pile driving to the adjacent sensitive receptors, noise levels could exceed construction noise limits specified in the San Francisco Noise Ordinance. Pile driving associated with boatshed construction would not be in proximity to any sensitive receptors, but pile driving for the MMC could be noticeable to some residences in San Bruno under worst case conditions.

The nearest homes in San Bruno are located approximately 700 feet west of the proposed MMC parking structure. Sound waves from pile driving would be attenuated through spherical spreading by 23 dB from their 101 dBA reference level at 50 feet. Intervening structures such as the U.S. 101/I-380 connecting ramps and overpasses would provide partial screening from direct line-of-sight noise propagation. Peak noise levels during each impulse from the driver hammer would therefore be reduced to approximately 70 dBA at the nearest homes for conventional unmuffled, unshielded pile drivers.

Background noise levels at the nearest homes are dominated by traffic noise on U.S. 101 and I-380, and single event noise during aircraft takeoffs is also audible at these residences under existing conditions. Roadway line source noise decays more slowly with distance than does point source noise such as from a pile driver. The roadways are also closer to the homes than the proposed construction activity. Roadway noise, adjusted for propagation and partial shielding is estimated to be 67 dBA, Leq, at the nearest San Bruno residences. As described above, peak noise levels from pile driving would be approximately 70 dBA at the nearest homes, or approximately 3 dB higher than ambient background levels. Average hourly noise levels associated with pile driving would be lower than background conditions. Individual impacts from the hammer would be audible at these residences because the percussive impulse is slightly louder and more frequency-dominant than the "white noise" freeway hum, but not at levels that would be considered highly intrusive. Some pile holes for the AirTrain and MMC may be predrilled near the existing sewer force main; insofar as this technique is used, it would reduce some noise from pile driving. If vibratory pile drivers were used, peak noise levels would be less than ambient background conditions. Restricting the contractor to daytime periods, as called for in the San Mateo County Noise Ordinance, for pile driving would reduce pile driving noise impacts to the nearest residences to within acceptable tolerances (see Mitigation Measure 2, below).

Based on the relatively short-term nature of pile driving (considerably less than the 22-24 months of construction for the parking structure, for example), on the distances from residential uses, and on the construction noise mitigation measures described in the Mitigation Measures discussion, below, construction noise would not be a significant impact.

### AIR QUALITY

The air quality setting for the airport area is discussed on pp. 171 to 177 of the FEIR. More recent air quality monitoring data for San Francisco indicate that San Francisco's air quality remains among the least degraded of all developed portions of the Bay Area. Monitoring data for the 1991 to 1996 (1997 data are not yet available) indicate that there were no violations of the one-hour or eight-hour for carbon monoxide (CO) and that ozone, nitrogen dioxide and particulate sulfate measurements were within allowable maximum concentrations. However, recent monitoring data indicate that San Francisco does experience occasional local exceedances of the state PM<sub>10</sub> standards. Since publication of the FEIR, there has been a redesignation of the air basin as an attainment area for CO and a nonattainment area for the federal ozone (O<sub>3</sub>) standard and unclassified for inhalable particulates (PM<sub>10</sub>). In addition, the U.S. Environmental Protection Agency has adopted a new ambient air quality standard for fine inhalable particulate matter (PM<sub>2.5</sub>) based on recent scientific studies on potential public health effects. Updated air quality planning efforts have also been conducted, with the most recent Clean Air Plan updated and adopted in 1997; this plan presented new and revised control measures that apply to stationary sources, mobile sources, and transportation control measures. The closest sensitive receptors to the proposed project are the residences in San Bruno located directly west of Highway 101 from the site of the MMC.

The air quality impacts of the SFIA Master Plan are analyzed on pp. 353 to 365. The FEIR concluded that project-related surface traffic associated with the SFIA Master Plan would contribute to existing violations of roadside CO and would probably lead to an increase in the frequency of violations in the project area. The FEIR also found that the SFIA Master Plan project would contribute more than one percent of transportation-related emissions resulting from development in San Mateo County, which would create emissions that would exceed threshold levels established by the Bay Area Air Quality Management District (BAAQMD).

The proposed Multi-Modal Transportation Center and Airfield Improvements would result in both long-term effects associated with changes in vehicular travel patterns and short-term impacts from construction activity. The BAAQMD CEQA Guidelines (1996) identifies thresholds of significance for determining whether the project's total operational emissions could result in a significant air quality impact. Thresholds of significance for air quality impacts include: ~~localized vehicle emissions of CO exceeding 550 lb./day; project operations emissions of reactive organic gases (ROG) exceeding 80 lb./day; project operations emissions of ROG exceeding 80 lb./day; project operations emissions of ROG exceeding 80 lb./day;~~

Construction activities would temporarily affect local air quality. Grading, and construction activities would result in temporary increases in inhalable particulates (PM<sub>10</sub>) and equipment exhaust emissions. The BAAQMD does not require quantification of construction emissions

(BAAQMD, 1996), but considers any project's construction-related impacts to be less-than-significant if required dust-control measures are implemented. Construction sites greater than four acres in area would require "enhanced" dust control measures, which would apply to the Lot DD area (22 acres) and the end of runway area (15 to 18 acres). Construction air quality control measures for particulates and equipment emissions are listed in the Mitigation Measures section.

With the possible exception of the MMC, none of the components of the proposed project would be anticipated to result in changes in vehicular patterns that would affect air quality emissions beyond the analysis provided in the SFIA Master Plan EIR. The project would result in no additional regional daily vehicular traffic emissions from those estimated in the SFIA Master Plan EIR (see Transportation discussion, above). However, operation of the MMC would result in re-distribution of traffic patterns, which in turn may result in localized increases in air quality emissions.

A microscale impact analysis was conducted near nine roadway intersections in the project vicinity. Traffic levels of service (used as an indicator of travel speed) at these intersections were calculated as part of the transportation analysis in this report. A BAAQMD Guidelines screening approach, which is based on the CALINE4 model, was then used to estimate CO concentrations. Carbon monoxide concentrations were calculated at the edge of each roadway to determine impact potential based on worst-case conditions (peak hour traffic and theoretical minimum atmospheric mixing). The estimated one-hour CO exposure at these intersections are shown in Table 6, and the corresponding eight-hour CO exposure is summarized in Table 7.

For 1999 conditions, eight-hour CO levels may slightly exceed the ambient air quality standard at one intersection (North Access Road and I-380/U.S. 101 Ramps). There are no sensitive receptors near the edge of this roadway. With a continuing decline in CO background levels plus year-to-year on-going vehicular emissions improvements, all future year CO levels (2002 and 2008) would be less than in 1999. Any local increases in traffic volumes or congestion effects thus would be more than off-set by factors leading to improved air quality. One-hour and eight-hour CO concentration at all other intersections analyzed would be below the applicable air quality standard for the years analyzed. Because there are no future "hot spots" at the edge of any locally impacted roadway, the proposed project would not result in microscale air quality impacts at any sensitive receptor away from site access roadways. Thus, the project would not cause significant air quality impacts.

### UTILITIES/PUBLIC SERVICES

The public utilities and services setting is discussed on pp. 232-241 of the FEIR; related impacts of the SFIA Master Plan were analyzed on pp. 400-406. An existing sanitary sewer forced-flow pipeline operated by the City of Millbrae, traverses the eastern side of Lot DD

**Table 6**  
**Microscale One-Hour CO Concentrations Near Local Intersections**  
**(Parts per million, ppm)**

<u>Intersection</u>	<u>1999</u>		<u>2002</u>		<u>2008</u>	
	AM	PM	AM	PM	AM	PM
<b>South Airport Boulevard</b>						
At I-380 On-Ramp	10	12	7	8	6	6
At I-380 Off-Ramp	10	12	8	8	6	6
At Lot DD Driveway (N)	7	8	6	7	5	5
At Lot DD Driveway (S)	7	10	6	7	5	6
At MOC Surface Lot	7	8	6	7	5	5
At San Bruno Avenue	8	9	8	14	7	11
<b>San Bruno Avenue</b>						
At U.S. 101 NB Ramps	--	--	7	7	5	5
At U.S. 101 SB Ramps	--	--	7	6	5	5
<b>North Access Road</b>						
At I-380/U.S. 101 Ramps	7	15	6	11	5	8
Background CO Level /a/	5 ppm		5 ppm		4 ppm	
California Standard	20 ppm					

Source: Orion Environmental Associates, 1998. Based on Bay Area Air Quality Management District CEQA Guidelines, 1996.

/a/ Background level is included in the calculated CO level

**Table 7**  
**Microscale Eight-Hour CO Concentrations Near Local Intersections**  
**(parts per million, ppm)**

<u>Intersection</u>	<u>1999</u>		<u>2002</u>		<u>2008</u>	
	AM	PM -	AM	PM	AM	PM
<b>South Airport Boulevard</b>						
At I-380 On-Ramp	6.1	7.0	4.4	5.0	3.4	3.8
At I-380 Off-Ramp	6.3	7.0	4.7	5.1	3.6	3.9
At Lot DD Driveway (N)	4.4	4.8	3.8	4.1	3.0	3.2
At Lot DD Driveway (S)	4.5	5.8	4.0	4.5	3.2	3.5
At MOC Surface Lot	4.1	4.7	3.7	4.0	3.0	3.2
At San Bruno Avenue	5.0	5.7	5.0	8.4	4.5	6.5
<b>San Bruno Avenue</b>						
At U.S. 101 NB Ramps	--	--	4.0	4.1	3.2	3.3
At U.S. 101 SB Ramps	--	--	4.1	3.9	3.3	3.3
<b>North Access Road</b>						
At I-380/U.S. 101 Ramps	4.5	9.1 /b/	3.7	6.9	3.0	5.0
Background CO Level /a/	3.1 ppm		2.8 ppm		2.4 ppm	
California Standard			9 ppm			

Source: Orion Environmental Associates, 1998. Based on Bay Area Air Quality Management District CEQA Guidelines, 1996.

/a/ Background level is included in the calculated CO level.

/b/ May exceed the California 8-hour standard at the roadway edge.

and continues under I-380.<sup>11</sup> The force main conveys secondary treated effluent to a discharge point on the Bay in South San Francisco, and would be left in place under the proposed MMC parking garage and parking lot. In addition, it is expected that some pile holes for the AirTrain supports and garage structure piles may be pre-drilled to limit vibration effects on this existing force main. SFIA would conduct an engineering evaluation

<sup>11</sup> Dale Blount, Environmental Planner, SFIA Planning and Environmental Affairs, telephone conversation with EIP Associates, October 21, 1998.

to determine if piles to be placed in the vicinity of the force main should be pre-drilled to prevent damage to the force main. An active 12-inch diameter underground jet fuel pipeline owned and operated by Santa Fe Pacific Pipeline Partners, L.P. (SFPPP) traverses the proposed location of the Alternative Fuel Station, a component of the MMC project. This pipeline runs through the City of South San Francisco, under U.S. 101, through the proposed fuel station location running parallel to the North access road, to the Airport's fuel tank farm. The Airport's tank farm stores fuel for Chevron and Shell.<sup>12</sup> The SFPPP pipeline would be left in place and properly marked by SFIA to detour construction activity contact. Given these precautionary measures implemented by SFIA to avoid disturbance of the sewer force main and SFPPP pipeline, changes to the expansion of long-term parking from what was analyzed in the FEIR and the inclusion of the four Airfield Safety Improvement projects not analyzed in the FEIR would not adversely affect existing or proposed utilities or infrastructure capacity.

However, the increase in impervious surfaces from construction of the proposed MMC and Runway Safety Zone would cause an increase in surface runoff into the downstream SFIA stormwater collection facilities and the Bay, respectively.

SFIA utilizes three wastewater collection systems for separate on-site treatment of industrial wastewater, sanitary sewage and stormwater runoff. The proposed Runway Safety Zone and MMC project components lie within SFIA's industrial stormwater collection system. SFIA's on-site industrial stormwater collection facilities are a detention ponding system, with pumping stations and culverts that collect first flush flow for treatment at the on-site industrial wastewater treatment plant; therefore, during wet periods, the collection of first flush stormwater runoff in the on-site detention system detains mobile soluble and suspended surface contaminants. The detention system is closed upon reaching capacity with first flush waters, and these flows drain to the SFIA industrial treatment plant. Additional site runoff, meeting federal and state water quality requirements, is pumped directly to the Bay. To ensure that RWQCB requirements, are met, this runoff is monitored under General National Pollutant Discharge Elimination System (NPDES) Permit No. CA0038318.<sup>13</sup> According to SFIA, previous water quality studies conducted by SFIA on flows discharged directly into the Bay after first flush have indicated that the contamination level is very low and the RWQCB has deemed these flows acceptable.<sup>14</sup>

Under existing conditions, runoff from the proposed Runway Safety Zone area drains into the on-site detention facilities, the South Airport Canal and South First Flush Detention Basin.

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<sup>12</sup> Dale Blount, telephone conversation with EIP Associates, October 23, 1998.

<sup>13</sup> U.S. Department of Transportation FAA, *Draft Environmental Assessment, Volume - Documentation, Airport Master Plan Improvements, SFIA*, April 1998.

<sup>14</sup> Houshang Esmaili, Civil Engineer, Lee Inc./Brown and Caldwell, and Dale Blount, Environmental Planner, SFIA Planning and Environmental Affairs, telephone conversation with EIP Associates, October 21, 1998.

which discharge into the SFIA stormwater collection system.<sup>15</sup> First flush flows are treated at the SFIA industrial wastewater treatment plant. The South Airport Canal and South First Flush Detention Basin are proposed to be filled. SFIA proposes to construct other detention facilities, but their location has not been determined. These proposed detention facilities would be similar in size and functionality to the existing detention facilities and would also be connected to the SFIA stormwater collection system. Runoff from the proposed Runway Safety Zone project would be collected in the proposed new detention facilities, and therefore the proposed filling of the existing detention facilities would not alter the drainage into the Bay and would avoid ponding of water in the vicinity. The proposed detention facilities would be designed to provide sufficient storage capacity to accommodate both the current project vicinity runoff and the proposed increase in runoff from the Runway Safety Zone, and therefore the SFIA wastewater treatment plant would not receive any increases in first flush stormwater runoff (first flush discharge from the new detention facilities would be equal to that of pre-project discharge from the South First Flush Detention Basin). The proposed Runway Safety Zone project would not require additional capacity of the existing industrial wastewater treatment plant.

In regard to post first flush flows, that are discharged directly into the Bay, given that the majority of the SFIA outer runway area is paved with impervious surfaces, the increase in runoff associated with the proposed Runway Safety Zone would be negligible in comparison to existing outer runway runoff into the Bay.

Currently, the proposed MMC development area south of the North Channel drains into the SFIA stormwater collection system. The area of the proposed alternative fuel station drains into the Bay via the North Channel. The downstream stormwater collection facilities consist of the recently constructed and upgraded West Field detention facilities which discharge "first flush" runoff to the SFIA industrial wastewater treatment plant. Proposed MMC development would include the design of an internal stormwater system which would divert all of the MMC project site runoff (no project site runoff would be discharged into the Bay via the North Channel) into either: 1) the downstream West Field first flush detention facilities; or, 2) the adjacent CalTrans stormwater collection system. All SFIA stormwater discharge would meet current NPDES requirements.

The new West Field detention facilities have triple the capacity of the previous detention facilities; detention capacity is 6 million gallons.<sup>16</sup> Under existing conditions, the wastewater treatment plant operates between 50 and 75 percent of capacity.<sup>17</sup> The existing West Field detention basin provides sufficient storage capacity for the proposed increase in runoff from the MMC site, and therefore the SFIA wastewater treatment plant could handle this

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<sup>15</sup> Dale Blount, personal communication to EIP Associates, November 2, 1998.

<sup>16</sup> Dale Blount, telephone conversation with EIP Associates, Oct. 21, 1998, op. cit

<sup>17</sup> FEIR, pp. 235.

associated increase.<sup>18</sup> The proposed MMC and Airfield Safety Improvement projects would not require additional capacity at the existing industrial wastewater treatment plant.

Given that the MMC and Airfield Safety Improvement projects would not affect passenger forecasts analyzed in the FEIR, the projects would not result in an increase in demand for domestic water or sewer service, solid waste generation, and ultimately, would not substantially increase electricity and natural gas usage. In addition, the proposed projects would not result in an increase in estimated population or long-term employment, and as such, would not result in increased demand for schools, recreation, or other public facilities or services.

## **BIOLOGY**

The primary biological issues associated with the proposed project are (1) the potential for direct impacts to wetlands and other waters of the U.S. (lakes, rivers, streams, seas), and (2) the potential for direct impacts to plant and animal life.

### **Vegetation**

Multi-Modal Transportation Center (MMC). The vegetative characteristics of the MMC site, including Lot DD and adjacent parcels, were documented by LSA Associates in March 1998.<sup>19</sup> The MMC site supports several distinct plant communities: annual grassland, seasonal wetland, freshwater/brackish marsh, and saltmarsh. The higher elevations are dominated by annual grassland vegetation while the lower elevations are dominated by a relic saltmarsh plant community. The upland areas contain plant species such as Italian ryegrass, Mediterranean barley, and wild oats. Lower elevations and depressions are dominated by pickleweed and salt grass. Plant species in the wetlands, ditches, and marshes include cattail and brass buttons. Vegetation on the banks of the ditches and wetlands consists of alkali bulrush, velvet grass, and marsh baccharis. The road berms are dominated by weedy grasses, ornamental shrubs, and a few scattered native shrubs such as coyote brush.

Runway 19R Safety Overrun Zone. The vegetative characteristics of the 19R Safety Overrun Zone were documented by CH2M Hill in January 1996 and by LSA in August 1996.<sup>20</sup> This site is characterized by uplands interspersed with seasonal wetlands and drainage channels. Vegetation in this area was found to consist of mowed or low-growing weedy, non-native "grassy" plant species in the upland areas, and native and non-native wetland plants in the

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<sup>18</sup> Dale Blount, telephone conversation with EIP Associates, Oct. 21, 1998, op. cit.

<sup>19</sup> LSA, *Delineation of Potential Corps Jurisdiction in The Adjacent Parcels to Lot DD, SFIA*, 1998(a); LSA, *Delineation of Potential Corps Jurisdiction at Lot DD, SFIA*, 1998(b); and, LSA, *Special-Status Species Report for the Lot DD and Adjacent Parcels Study Area, SFIA*, 1998(d).

<sup>20</sup> CH2M Hill, *Jurisdictional Waters and Wetlands Report, SFIA South Field Area*, 1996, and LSA, *Final Special-Status Species Report, SFIA*, 1996(b).

seasonal wetlands and drainage channels. Plant species commonly found in the upland areas include wild oats, ripgut brome, and yellow star-thistle. Transitional areas between wetlands and uplands contained plant species such as velvet grass, salt grass, and ice plant. Plant species in the wetlands, ditches, and ponded areas includes cattail, Mediterranean barley, and cutleaf plantain, and annual rabbit-foot grass.

Runway 1R Flood Protection Area. The vegetative characteristics of the Runway 1R Flood Protection area were documented by LSA in July 1996.<sup>21</sup> This site is characterized by a mosaic of upland areas and bare ground interspersed with seasonal wetlands. Vegetation in this area was found to consist of non-native "grassy" plant species in the upland areas, and native and non-native, salt-tolerant wetland plants in the wetlands. Plant species commonly found in the upland areas include wild oats, Italian ryegrass, and rip-gut brome. Plant species found in the wetlands includes marsh gumplant, cordgrass, and halberd-leaf saltbush.

Emergency Boat Launch Sites. The two Emergency Boat Launch Sites include the proposed No-draft boat ramp and the emergency boatshed. The vegetative characteristics of the No-draft boat ramp area were documented by LSA in April 1998.<sup>22</sup> The No-draft boat ramp site is characterized by patchy upland vegetation, bare ground with shell debris, gravel shoreline, seasonal wetlands, and open water. Vegetation in the No-draft boat ramp area was found to be weedy grassland vegetation in the upland areas, and native and non-native salt-tolerant wetland plants in the wetlands. Plant species commonly found in the upland areas include wild oats, rip-gut brome, and mallow. Plant species found in the wetlands and shoreline areas include pickleweed, salt grass, and English plantain. The proposed emergency boatshed would not involve the fill of any wetlands; the emergency boatshed site was therefore not evaluated during surveys for SFIA. The emergency boatshed would be placed over open water in an area that is devoid of vegetation. The floating walkway that would connect the boatshed to the mainland would be placed above the mean high water line over an area composed mostly of rip rap, bare ground, and scattered stands of cordgrass.

### Common Wildlife

The wildlife characteristics of the proposed project area were documented during field surveys by LSA.<sup>23</sup> The majority of the proposed airfield projects sites are extensively disturbed, both physically and from ambient noise levels created by aircraft activities. However, there are portions of these sites that contain suitable nesting, cover, and foraging habitat for a number of wildlife species. Since the diversity of wildlife between the different project sites is similar, the following animal characteristics can be used to characterize both the MMC site and the Airfield Safety Improvement locations.

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<sup>21</sup> LSA, *Delineation of Corps Jurisdiction for the Dike Repair Project*, SFIA, 1996(a).

<sup>22</sup> LSA, *Delineation of Potential Corps Jurisdiction - Proposed Emergency Boat Dock Facility*, 1998(c).

<sup>23</sup> LSA, 1996(b), op. cit.; and, LSA, 1998(d), op. cit.

Uplands. Wildlife species observed in the upland portions of the project sites include California slender salamander, western fence lizard, red-tailed hawk, killdeer, Black-tailed jackrabbit, and Botta's pocket gopher.

Wetlands. Wildlife species observed in the wetlands, ditches, detention ponds, intertidal areas, and open water areas include Pacific chorus frog, western toad, great egret, Canada goose, American avocet, ring-billed gull, and red-winged blackbird.

### **Special-Status Species**

Surveys for special-status species were conducted by LSA in August 1996 and March 1998 to determine presence/absence and on-site habitat suitability.<sup>24</sup> The following are descriptions and site suitability assessments for the special-status plants and animals that were found to occur, or have the potential to occur in the vicinity of SFIA. Status levels that were assessed by LSA include federally endangered (FE), federally threatened (FT), federally proposed endangered (FPE), state endangered (SE), and state threatened (ST).

Plants. Twelve special-status plant species occur, or have the potential to occur at or in the vicinity of SFIA, based on range, historical occurrences, and typical habitat associations: San Mateo thorn mint (FE, SE), Presidio manzanita (FE, SE), San Bruno Mountain manzanita (SE), Pacific manzanita (SE), robust spineflower (FE), fountain thistle (FE, SE), San Mateo woolly sunflower (FE,SE), Marin western flax (FT, ST), San Francisco lessingia (FE, SE), white-rayed pentachaeta (FE, SE), Hickman's cinquefoil (FPE, SE), and California sea blite (FE). None of these species were observed during field surveys by LSA in 1996. Furthermore, none of these plant species are expected to occur on the project site because of the existing extent of disturbance, the presence of introduced fill material, and the absence of necessary habitat characteristics such as chaparral, serpentine soil, cismontane woodland, and suitable coastal salt marsh. The probability that these plant species reside in habitats impacted by the proposed project is very low.

### Wildlife

Twelve special-status wildlife species occur, or have the potential to occur at or in the vicinity of SFIA, based on range, historic occurrences, and typical habitat associations: Bay Checkerspot Butterfly, Mission Blue Butterfly, San Bruno Elfin Butterfly, Callippe Silverspot Butterfly, Tidewater Goby, Steelhead, California Red-legged Frog, San Francisco Garter Snake, California Clapper Rail, Least Tern, Western Snowy Plover, and Salt Marsh Harvest Mouse. The following are brief species descriptions, including specific habitat requirements, and the ability of the project site to support these special-status species.

Bay Checkerspot Butterfly. Status: FT. The Bay Checkerspot is restricted to native grasslands that occur on serpentine outcrops in San Mateo and Santa Clara Counties. Bay

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<sup>24</sup> LSA, 1996(b), op. cit.; and, LSA, 1998(d), op. cit.

Checkerspots were not observed on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. Bay Checkerspots are not expected to occur on the project sites due to the extent of existing disturbance, the lack of native grasslands and serpentine outcrops, and the absence of dwarf plantain, the host plant of Bay Checkerspots.<sup>25</sup> The probability that Bay Checkerspots reside in habitats impacted by the proposed project is negligible.

Mission Blue Butterfly. Status: FE. The Mission Blue inhabits grasslands on the San Francisco Peninsula and the Marin Headlands. Mission Blues were not observed on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. Mission Blues are not expected to occur on the project sites due to the extent of existing disturbance, lack of suitable grassland habitat, and the absence of native lupines, the host plant of Mission Blues.<sup>26</sup> The probability that Mission Blues reside in habitats impacted by the proposed project is negligible.

San Bruno Elfin Butterfly. Status: FE. The San Bruno Elfin is found only near patches of stonecrop plants, on steep north facing slopes within the fog belt, on San Bruno Mountain, on the Milagra Ridge area, and on Montara Mountain, in San Mateo County. San Bruno Elfins were not observed on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. San Bruno Elfins are not expected to occur on the project sites due to the extent of existing disturbance, lack of native grassland habitat on steep north-facing slopes, and the absence of stonecrop, the host plant of San Bruno Elfins.<sup>27</sup> The probability that San Bruno Elfins reside in habitats impacted by the proposed project is negligible.

Callippe Silverspot Butterfly. Status: FE. The Callippe Silverspot is restricted to the northern coastal scrub community in the San Francisco Peninsula. Callippe Silverspots were not observed on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. Callippe Silverspots are not expected to occur on the project sites due to the extent of existing disturbance, lack of coastal scrub habitat on steep north-facing slopes, and the absence of golden violet, the host plant of Callippe Silverspots.<sup>28</sup> The probability that Callippe Silverspots reside in habitats impacted by the proposed project is negligible.

Tidewater Goby. Status: FE. The Tidewater Goby occurs in brackish shallow lagoons and lower stream reaches along the California Coast from San Diego to Del Norte County. Tidewater Gobys were not observed on either the Airfield Safety Improvement sites or the

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<sup>25</sup> LSA. 1996(a), op. cit.; LSA. 1996(b), op. cit.

<sup>26</sup> LSA. 1996(a), op. cit.; LSA. 1996(b), op. cit.

<sup>27</sup> LSA. 1996(a), op. cit.; LSA. 1996(b), op. cit.

<sup>28</sup> LSA. 1996(a), op. cit.; LSA. 1996(b), op. cit.

MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. Tidewater Gobys are not expected to occur on the project sites due to the poor water quality in the wetlands and ditches on site and because the wetlands and ditches are not connected to natural streams and lagoons.<sup>29</sup> The probability that Tidewater Gobys reside in habitats impacted by the proposed project is negligible.

Steelhead (Central California Coast ESU). Status: FT. The Central California coast steelhead ESU (Evolutionarily Significant Unit) contains winter steelhead that occupy river basins from the Russian River to Soquel Creek, Santa Cruz County, and the drainages of San Francisco and San Pablo Bays (excluding the Sacramento-San Joaquin River Basin). Steelhead were not observed on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. Steelhead are not expected to occur on the project sites (in the North Channel) due to the extent of disturbance and the absence of records of steelhead in the canal.<sup>30</sup> The probability that Steelhead reside in habitats impacted by the proposed project is negligible.

California Red-legged Frog. Status: FT. The California Red-legged frog occurs in permanent and semi-permanent water bodies in the Coast Ranges of California from Sonoma County to northern Baja California and east into the central Sierra Nevada. Marginally suitable California Red-legged frog habitat exists on the project site, especially in the MMC area wetlands and in the Runway 19R safety overrun area wetlands. However, California Red-legged frogs were not observed or captured on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during surveys by LSA in 1996 and 1998. California Red-legged frogs are not expected to occur on the project sites due to a number of factors that make the project site unlikely to support this species, including poor water quality, high salinity, short water-retention periods, and the presence of small ditches and wetlands that are isolated from other extant populations of California Red-legged frogs.<sup>31</sup> The probability that California Red-legged frogs reside in habitats impacted by the proposed project is low.

San Francisco Garter Snake. Status: FE, SE. The SF Garter Snake occurs along the edges of freshwater ponds, pools, creeks, and canals on the San Mateo Peninsula. According to a habitat survey conducted in 1993, suitable SF Garter Snake habitat exists on the project site, especially in the MMC area wetlands and in the Runway 19R safety overrun area wetlands.<sup>32</sup> In addition, the project site is in proximity of a known population of SF Garter Snakes at the West-of-Bayshore property. However, SF Garter Snakes were not observed on either the

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<sup>29</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.

<sup>30</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.

<sup>31</sup> LSA, 1996(b), op. cit.; and, LSA, 1998(d), op. cit.

<sup>32</sup> McGinnis, *An Evaluation of a Property Owned by United Airlines at the SFIA as a Potential Habitat for the Endangered San Francisco Garter Snake*, November 12, 1993.

Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. An extensive trapping survey was conducted on the MMC site in 1994, which also resulted in no SF Garter Snakes captured or observed.<sup>33</sup> SF Garter Snakes are not expected to occur on the project sites due to a number of factors that make the project site unlikely to support this species, including a possible lack of historical colonization, formidable barriers to current colonization (e.g., U.S. 101), high salinity, limited suitable prey base, interspecies competition, and the presence of small, isolated habitat fragments.<sup>34</sup> The 1994 trapping survey discussed above concluded that the United Airlines property (part of the MMC site) does not support the SF Garter Snake. The probability that SF Garter Snakes reside in habitats impacted by the proposed project is low.

Salt Marsh Harvest Mouse. Status: FE, SE. The Salt Marsh Harvest Mouse is typically associated with mid-to higher-elevation tidal wetlands and upland transition zones. These habitats are typically dominated by pickleweed communities and a network of open areas. Salt Marsh Harvest mice were not observed on either the Airfield Safety Improvement sites or the MMC areas of the proposed project during field surveys by LSA in 1996 and 1998. Salt Marsh Harvest mice are not expected to occur on the project sites due to the extent of existing disturbance and the absence of suitable tidal marsh and pickleweed plant communities. The existing pickleweed band around the airfield is too narrow, discontinuous and isolated to support Salt Marsh Harvest mice.<sup>35</sup> The probability that Salt Marsh Harvest mice reside in habitats impacted by the proposed project is low.

California Clapper Rail. Status: FE, SE. The California Clapper Rail is a non-migratory bird, typically associated with tidal saltgrass and brackish water marshes in San Francisco and San Pablo Bays that are dominated by Pacific cordgrass, pickleweed, saltgrass, and gumplant, and have an extensive system of tidal sloughs. California Clapper Rails were not observed during field surveys on either the Airfield Safety Improvement sites or the MMC areas of the proposed project by LSA in 1996 and 1998. California Clapper Rails are not expected to occur on the project sites due to the extent of existing disturbance and the absence of suitable tidal salt and brackish marshes with associated cordgrass and pickleweed plant communities. The existing cordgrass band around the airfield is too narrow, discontinuous and isolated to support California Clapper Rails.<sup>36</sup> The probability that California Clapper Rails reside in habitats impacted by the proposed project is very low.

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<sup>33</sup> McGinnis, *The Status of the San Francisco Garter Snake on Property Owned by United Airlines at the SFIA San Mateo County, CA*, August 4, 1994.

<sup>34</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.

<sup>35</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.; LSA, 1998(a), op. cit.; LSA, 1998(b), op. cit.; LSA, 1998(c), op. cit.; LSA, 1998(d), op. cit.

<sup>36</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.; LSA, 1998(a), op. cit.; LSA, 1998(b), op. cit.; LSA, 1998(c), op. cit.; LSA, 1998(d), op. cit.

California Least Tern. Status: FE, SE. The California Least Tern is a migratory bird typically associated with white sand beaches and alkali flats. In the San Francisco Bay estuary, California Least Terns can be found occupying Bay fill sites, abandoned salt ponds, and aircraft runways. California Least Terns are known to inhabit such Bay locations as the Alameda Naval Air Station and the Oakland International Airport. California Least Terns were not observed during field surveys on either the Airfield Safety Improvement sites or the MMC areas of the proposed project by LSA in 1996 and 1998. California Least Terns could potentially nest in bare portions of the No-draft boat launch and Runway 1R flooding protection sites near the Bay. However, the extensive disturbance at the airport, including the confirmed presence of domestic cats, may have prevented their colonization and nest establishment at SFIA.<sup>37</sup> The probability that California Least Terns reside in habitats impacted by the proposed project is low.

Snowy Plover. Status: FT. The Snowy Plover is a migratory bird typically associated with shorelines, upper beaches, and back-dunes with little or no vegetation. In the San Francisco Bay Estuary, Snowy Plovers can be found nesting on salt pond levees, islands in salt ponds, and on the bottoms of dried salt ponds. Snowy Plovers were not observed during field surveys on either the Airfield Safety Improvement sites or the MMC areas of the proposed project by LSA in 1996 and 1998. Snowy Plovers could potentially nest in bare portions of the No-draft boat launch and Runway 1R flooding protection sites near the Bay. However, the extensive disturbance at the airport, including the confirmed presence of domestic cats, may have prevented their colonization and nest establishment at SFIA.<sup>38</sup> The probability that Snowy Plovers reside in habitats impacted by the proposed project is low.

### **Potential Biological Impacts**

Nesting Birds. California Department of Fish and Game (CDFG) Code Section 3503 states that it is "unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." There is potentially suitable nesting habitat for ground-nesting birds such as red-winged blackbirds in the MMC area. Construction-related activities such as wetland filling could result in disturbance to and/or destruction of nests in these areas, with resulting loss of reproductive effort. The project would include measures to avoid these potential impacts.

SFIA would require that the construction contractor would not remove or bury any vegetation during the nesting season (March 1-August 1) unless a survey by a qualified biologist, no sooner than 2 weeks prior to construction, demonstrates that there are no active nests in the vegetation to be removed or buried. Should the survey find that there are active nest(s) in the vegetation to be removed or buried, the vegetation would not be removed or buried until

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<sup>37</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.; LSA, 1998(a), op. cit.; LSA, 1998(b), op. cit.; LSA, 1998(c), op. cit.; LSA, 1998(d), op. cit.

<sup>38</sup> LSA, 1996(a), op. cit.; LSA, 1996(b), op. cit.; LSA, 1998(a), op. cit.; LSA, 1998(b), op. cit.; LSA, 1998(c), op. cit.; LSA, 1998(d), op. cit.

a qualified biologist has determined that the chicks in the nest(s) have fledged, or until appropriate consultation has occurred with the California Department of Fish and Game.

Disturbance that causes nest abandonment and/or loss of reproductive effort is also illegal under Section 3503. However, birds nesting adjacent to an existing airport and major highway have most likely become accustomed to the high background noise levels associated with these features, as well as vehicle and human disturbance, so that a short-term construction project like that proposed should not result in nest abandonment and/or loss of reproductive effort.

Aquatic Wildlife. No special-status or otherwise protected aquatic wildlife species (fish, amphibians, aquatic invertebrates) are expected to occur in the vicinity of SFIA. The wetlands on site provide relatively low-quality habitat for fish and other aquatic organisms (most of the wetlands are not suitable for fish). During the course of the special-status species surveys conducted by LSA at SFIA in 1996 and 1998, Pacific chorus frogs, mosquito fish, and several common aquatic insect species were the only aquatic organisms observed. Construction of the emergency boatshed would require open-water construction activities in the Bay, which would most likely be conducted from a barge. Of particular concern would be pile-driving activities and resulting turbidity. Turbid water can impact fish and their eggs in a number of ways, including asphyxiation of eggs and toxemia from re-suspended contaminated sediments. There are species such as the Pacific herring that spawn in the Bay, and which could be present in the waters surrounding SFIA. Pile-driving would likely create short-term turbidity in the immediate vicinity of the piles; however, this effect is not expected to result in significant impacts to spawning fish, considering the small area of influence and the brief time period in which the waters are expected to be turbid. Construction activities associated with the proposed project are therefore not expected to have significant impacts on aquatic wildlife species.

Terrestrial Habitat. Terrestrial habitat on SFIA is highly disturbed and is dominated by common wildlife species that have adapted to human disturbance, weedy plants, and annual grasses. Implementation of the proposed project would not impact terrestrial habitat except at the margins of the wetlands. This impact at the wetland edges is not considered significant in either extent or quality.<sup>39</sup>

Based on the results of previous biological assessments conducted at SFIA, no permanent or temporary habitat exists on the project sites to support the above potentially occurring special-status species. Impacts to special-status species are therefore not expected. Furthermore, the isolation and poor habitat quality of the project sites prohibits the use of on-site habitats as migration corridors. Habitats at SFIA do support common wildlife and plant species which may be impacted as a result of the proposed airfield safety improvements and development at the MMC site. However, these impacts would be less-than significant.

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<sup>39</sup> USACE, *U.S. Army Corps of Engineers Draft Public Notice and Preliminary Environmental Assessment*, 1998.

or can be reduced to be less than significant with mitigation measures included in the proposed project, as specified below.

### **Wetlands and Other Waters of the U.S.**

Wetlands and other waters of the U.S. would be affected by development of the Airfield Safety Improvement sites and the MMC areas of the proposed consolidated project. Other waters of the U.S. include coastal and inland waters (i.e., lakes, rivers, streams, tributaries, wetlands, prairie potholes, mudflats, and shallows). Construction of the proposed project would result in the fill of 14.11 acres of wetlands and other waters of the U.S., 2.04 acres from the Airfield Safety Improvements, and 12.07 acres from the construction of the MMC. Implementation of the proposed project would affect several wetland types, including seasonal wetland, freshwater/brackish marsh, and relic saltmarsh/seasonal wetland. Other waters of the U.S. that would be impacted include stormwater drainage channels and open Bay water. Anticipated impacts include fill, degradation of water quality, and sedimentation due to grading and other construction activities. Table 8 lists the types and amounts of wetland fill expected from implementation of the proposed project. Impacts to wetlands would be reduced to less-than-significant by implementing Mitigation Measure #4, which is included in the proposed project, as specified in the Mitigation Measures section, below.

Multi-Modal Transportation Center. The wetland characteristics of the MMC site were documented by LSA in 1998.<sup>40</sup> Implementation of the MMC component of the proposed project would result in the fill and subsequent loss of 12.07 acres of wetlands and other waters of the U.S. The types of wetlands and other waters of the U.S. that would be impacted as a result of this fill consist of freshwater/brackish marsh, seasonal wetlands, drainage ditches, and relic saltmarsh. The relic saltmarsh/seasonal wetland at the MMC site is the largest wetland type to be filled as a result of the proposed project. The construction of the access roadway crossing over the North Channel would involve pilings in open water areas but would not involve the fill of any wetlands.

Runway 19R Safety Overrun Zone. The wetland characteristics of the Runway 19R Safety Overrun Zone were documented by CH2M Hill in 1996.<sup>41</sup> Implementation of the safety overrun component of the proposed project would result in the fill and subsequent loss of 1.87 acres of wetlands and other waters of the U.S. One wetland type would be impacted as a result of this fill: seasonal wetland. Other waters of the U.S. that would be impacted consist of stormwater drainage channels.

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<sup>40</sup> LSA, 1998(a), op. cit.; LSA, 1998(b), op. cit.

<sup>41</sup> CH2M Hill, 1996, op. cit.

**TABLE 8**  
**LIST OF CONSOLIDATED WETLAND FILL PROJECTS**

<u>Project</u>	<u>Water Dependent?</u>	<u>Acres of Fill</u>
<u>Airfield Safety Improvements</u>		
Runway Safety Zone	NO	0.78 Wetland 1.09 Other Waters of U.S.
Emergency Boatshed	YES	0.01 Other Waters of U.S.
No Draft Boat Ramp	YES	0.01 Wetland 0.08 Other Waters of U.S.
Runway 1R Flooding Protection	YES	0.07 Wetland
<u>Multi-Modal Transportation Center</u>		
AirTrain Extension, MMC Station, Bay Trail, and Long-Term Parking	NO	11.05 Wetland
Access Roadway	NO	0.01 Other Waters of U.S.
Shuttle Bus Base Expansion	NO	0.61 Wetland
Alternative Fuel Vehicle Station	NO	

*Source: SFIA Consolidated Wetland Fill Permit, Section 404(b)(1) Alternative Analysis, June 1998. Page 10.*

Runway 1R Flood Protection Area. The wetland characteristics of the Runway 1R Flood Protection Area were documented by LSA in 1996.<sup>42</sup> Implementation of the Runway 1R flood protection component of the proposed project would result in the fill and subsequent loss of 0.07 acre of seasonal wetland.

Emergency Boat Launch Sites. The wetland characteristics of the Emergency Boat Launch sites were documented by LSA in 1998.<sup>43</sup> According to the U.S. Army Corps of Engineers' definition of fill, which only includes materials that are actually being placed into the wetlands or other waters of the U.S., implementation of the emergency boat launch components of the proposed project would result in the fill and subsequent loss of 0.1 acre of wetlands and other waters of the U.S. According to the San Francisco Bay Conservation and Development Commission's definition of fill, which includes materials that are not only placed into wetlands and water, but over them as well, implementation of the emergency boat

<sup>42</sup> LSA, 1996(a), op. cit.

<sup>43</sup> LSA, 1998(c), op. cit.

launch components of the proposed project would, in addition to the Corps' acreage, result in the fill and subsequent loss of approximately 7,200 to 8,000 additional square feet (0.17 - 0.18 acre) of the Bay, consisting of deck and building materials placed over the bay waters. One wetland type would be impacted as a result of fill at the No-draft boat launch site: seasonal wetlands. Other waters of the U.S. that would be impacted at both the emergency boatshed and the No-draft boatshed consist of the open water and shoreline area bayward of the established mean high tide line.

Potential Indirect Impacts to Wetlands and Other Waters of the U.S.. Grading and other construction activities, as well as activities associated with operation of the proposed project, could increase the potential for sedimentation, turbidity (see aquatic wildlife, above), erosion, contamination, and plant and animal destruction in the drainages, wetlands, and other waters of the U.S. that are near or adjacent to those areas on SFIA that would be directly impacted by the proposed project. SFIA would implement mitigation measures as specified in the Mitigation Measures section to reduce any potential construction effects on wetlands, vegetation, and wildlife in these areas to a less-than-significant level.

## GEOLOGY/TOPOGRAPHY

The geological and seismic setting of SFIA is discussed on pp. 192-199 of the FEIR; geological impacts of the SFIA Master Plan were analyzed on pp. 374-379. The geology and seismic impact analysis focused on geological and soil conditions in relation to project facility design, excavation, construction-associated erosion, and seismic hazards. The FEIR discussion is applicable to the SFIA MMC and Airfield Safety Improvement sites.

The project sites are located on the western shore of the San Francisco Bay. The MMC, Runway Safety Zone, and Runway 1R Flooding Protection project sites and the inland portions of the Emergency Boat Launch and No-draft Boat Ramp projects are underlain by fill overlying Bayland. In the SFIA project area, Bayland was historically filled and drained to create a broad relatively flat (0-2 percent in slope) area just above sea level. The groundwater table is approximately 5 feet below ground surface.<sup>44</sup> Bayland is composed of three types of sedimentary deposits: the most recent layer is bay mud; under the bay mud are relatively dense silty sands; the lower deposits are older bay muds.<sup>45</sup> The older bay muds are preconsolidated and are generally suitable for foundation support.<sup>46</sup>

As stated in the FEIR (pp. 375), prior to any building construction, a site-specific soils or geotechnical investigation would be conducted to provide detailed soils information and specify design and construction guidelines. Substantial load-bearing structures proposed by the MMC and Airfield Safety Improvements (including the long-term parking expansion,

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<sup>44</sup> FEIR, pp. 192.

<sup>45</sup> FEIR, pp. 192.

<sup>46</sup> FEIR, pp. 192.

AirTrain extension, and boatshed) would be supported on pile foundations which would be engineered on a project-specific basis to conform to state and local building requirements. To avoid subsurface obstructions and rupturing identified subsurface pipelines or tanks (e.g., existing sewer force main traversing the MMC project site), geophysical surveys could be conducted prior to excavation.

Currently, soils associated with existing Master Plan excavation/construction are being stockpiled next to some areas proposed to be filled as part of the project. In addition to exposed soils associated with the proposed fill stockpiles, soil would also be temporarily exposed to erosion during construction and could result in sediment entering the on-site storm drainage system and/or the Bay, especially in the case of the Runway 1R flood protection and emergency boat launch and boat ramp facilities construction immediately adjacent to the Bay. Erosion control plans would be prepared and implemented for any construction activities during the wet season that involve grading or other activities that would expose soil to erosion. The plans would provide protection of embankments and excavations from erosion, and prevent materials disturbed under project construction from entering drainage or sanitary sewer systems, or from directly or indirectly entering Bay waters. The disturbance of Bay soils associated with the in-water construction of the emergency boat launch and boat ramp facilities will be discussed in the Water section below.

The wetlands and other waters of the U.S. proposed for fill would most likely require dewatering prior to filling. This effluent could contain substantial sedimentary loads entering the on-site storm drainage system and/or the Bay. If dewatering is required, the waters would be temporarily retained in a holding tank before discharge, allowing the suspended particles to settle.

The San Francisco Bay Area is a region of relatively high seismic activity. Major historically active fault zones in the project sites vicinity are the San Andreas, Seal Cove-San Gregorio, Hayward and Calaveras. According to San Mateo County's 1976 Geotechnical Hazards Synthesis Map, the potentially active Serra fault is located 2.3 miles west of the project area. The active San Andreas fault is located approximately 3 miles west of the project area. Major earthquakes on these faults would be expected to produce strong ground shaking at the project sites. To prevent seismic damage, the proposed project components would be designed to withstand potential high ground accelerations.

The non-Master Plan project components of the MMC and Airfield Safety Improvements would not expose additional people to major geologic hazards because the forecast use of SFIA by passengers and employees would not change. The project site has no unique geologic or physical features. Therefore no significant environmental impacts would result from the proposed projects.

## WATER

Impacts of the SFIA Master Plan related to the high groundwater table in the area were not analyzed in the FEIR because it was determined that previous construction activities at the

Airport were able to proceed without resulting in significant impacts (refer to FEIR Volume III, Appendices, Appendix A, Initial Study). Impacts related to potential groundwater contamination were analyzed as part of the Hazardous Materials section of the FEIR (pp. 201-227 and 227-393; see also the Hazards discussion, below). As previously identified in the Geology/Topography section above, impacts related to project site erosion were analyzed as part of the Geology and Seismicity section of the FEIR (pp. 192-199 and 374-379). Impacts related to treatment of surface runoff were analyzed as part of the Utilities section (FEIR, pp. 403; see also above Utilities/Public Services section). Although the discussions provided in these sections would apply to the project sites, the FEIR did not evaluate water impacts related to Bayside and in-water construction associated with the proposed Airfield Safety Improvement projects adjacent to and within San Francisco Bay.

Groundwater and surface water would be encountered during grading, filling and other construction activities associated with construction of the MMC and Airfield Safety Improvement projects. Proper construction methods, including dewatering, would be employed. Dewatering activities would comply with applicable RWQCB regulations for handling and disposal, and with mitigation measures discussed in the FEIR (pp. 432), and adopted as part of the Master Plan approval.

As discussed in the above Utilities/Public Services section, construction of proposed MMC components and the Runway Safety Zone would increase the total amount of impervious surface area on Airport property; although the projects would result in an increase in the amount of surface runoff, the downstream on-site drainage system has the capacity to handle the increase in augmented runoff from the proposed MMC development, and the increase in runoff related to the proposed Runway Safety Zone would be negligible in comparison to the existing runoff draining from the mainly paved outer runway area. In order to ensure that surface runoff would not stand or collect on the site, proposed project development would:

- be graded and designed so as to drain the MMC area into the on-site storm drainage system. Stormwater would then drain into the SFIA's stormwater system which would be treated at the SFIA industrial wastewater treatment plant or the CalTrans stormwater collection system (Refer to related discussion under the Utilities/Public Services section, above).
- be graded to drain the Runway Safety Zone and disperse runoff into the adjacent runway area before discharging into the Bay.

Bayside and in-water construction includes pile-driving activities and construction material delivery for the boatshed and installation of the No-draft Boat Ramp. Bayside and in-water construction associated with the proposed Airfield Safety Improvement projects could result in disturbance of Bay soils, increasing turbid conditions within Bay waters and degrading water quality and aquatic ecology of the Bay. Turbidity is a condition in which the concentration of particles suspended in the water is increased, making water appear cloudy. Turbidity may reduce dissolved oxygen levels in water and may decrease light penetration into the water, which could temporarily reduce the amount of photosynthesis by algae in the

surface waters of the Bay, and may impact the quality of the local habitat for certain beneficial uses, such as the suitability of the habitat for benthic (bottom-dwelling) organisms and for sessile (attached; not free to move about; e.g., sponges and anenomes) organisms attached to the surfaces of pilings and Airport-related equipment (e.g., guidance lights/Clear Zones) in the area. Mitigation measures are included in the project that would limit this construction-related water quality impact.

Photosynthesis is a plant process during which light energy is converted to chemical energy. Algae (one-cell plant organisms) produce their own food by performing photosynthesis in water environments such as San Francisco Bay. Algal photosynthesis generally takes place at or near the water surface where light penetration is greatest. Turbid waters reduce the amount of light penetrating the water, thus reducing the survival of algae. Because algae is an important food source for fish and other organisms that inhabit upper aquatic zones, turbidity may reduce the amount of algae available for those organisms.

Increased turbidity in the Bay could affect organisms which obtain their food by filtering suspended particulate matter from the water column. Such organisms are referred to as "suspension-feeders," and include barnacles, clams, mussels, and aquatic worms. Increased concentrations of suspended material in the water could be beneficial if it included organically rich particulate matter of a size suitable for use by benthic and attached organisms. However, suspended material also could include concentrated toxic and potentially toxic materials that could result in increased accumulation of chemical toxicants in the biota. Please see the discussion of resuspension of contaminated sediments, below.

Species such as the Pacific herring (*Clupea harengus pallasii*) that spawn in the Bay, could be present in the Bay waters surrounding SFIA (refer to Biology Section). Turbid water can impact fish and their eggs in a number of ways, including asphyxiation of eggs and toxemia from re-suspended contaminated sediments.

Barges delivered by tugboats would be used for the construction of the proposed boatshed and delivery of boatshed construction materials. Due to the shallow depth of Bayside waters, the propellers of the tugboats would create currents (propwash) that could scour material from the bottom of the Bay and resuspend it, increasing turbidity. The implications for aquatic life would be the same as those previously described for turbidity caused by Bayside and in-water construction.

The amount of propwash that would induce resuspension of Bay material depends on the speed of the propeller and its depth below the surface of the water. Most resuspended sediments would be carried away by currents and would re-deposit in areas of reduced current flow, in nearby areas of San Francisco Bay.

Resuspension of sediment by propwash would be greatest when tugboat(s) would be required to position and withdraw the barge(s) from the boatshed project site. The degree of sediment resuspension could be reduced through the use of shallow-draft tugboats moving at slow

speeds. Shallow-draft tugboats float higher in the water than deep-draft tugboats, so that the propeller would be farther away from the bottom of the Bay.

Construction effects would be limited in extent and temporary, and would not be considered significant. In addition, the use of in-water construction mitigation measures, as outlined below in the Mitigation section, would ensure that turbid water does not migrate beyond the immediate impact zones. Therefore, the proposed projects would have a less-than-significant impact on local surface water and groundwater resources.

## **ENERGY/NATURAL RESOURCES**

The energy requirements for the MMC and Airfield Safety Improvement projects would be met by San Francisco's Hetch Hetchy Water and Power. The energy setting of SFIA is discussed on pp. 178-182 of the FEIR; the impacts associated with energy production required for construction and operation of SFIA Master Plan projects were analyzed in the FEIR on pp. 366-370. Impacts of construction energy usage are discussed generally in the FEIR on p. 366. The MMC changes to the Lot DD project (as analyzed in the FEIR) and construction of the non-Master Plan project components involving the MMC and Airfield Safety Improvements could result in additional construction energy usage, but the discussion in the FEIR would remain generally applicable.

Because the changes or additional project components would not be expected to result in additional vehicle trips, these components would not result in increases in energy use by traffic (refer to Traffic discussion). The AirTrain System would consume energy but it would also reduce fuel consumption by traffic circulating within the Airport passenger areas for pickup and dropoff. Construction of buildings that are part of the proposed projects would consume energy, as explained in FEIR on pp. 366; these structures would be relatively small compared to the nearly 3 million square feet of new construction analyzed in the FEIR and would not constitute a wasteful use of energy. The parking garage would use additional electricity for lighting; the additional energy for this facility was included in the overall energy calculations in the FEIR, as the FEIR addressed 6,000 parking spaces for Lot DD, 3,200 of which have been built and 3,000 of which are proposed as part of the present project. Additionally, the proposed development of alternative fuel use would be a net benefit to long-term energy use.

## **HAZARDS**

Much of the general background information provided on pp. 201-227 of the FEIR regarding hazardous materials is relevant to the Lot DD and Airfield Safety Improvement projects. Similarly, the approach and conclusions regarding the hazardous materials impacts of the SFIA Master Plan (presented on pp. 381-393 of the FEIR) also apply to the current projects, as noted below.

The following regulatory framework and soils and groundwater contamination information is summarized from the Consolidated Wetlands Fill Project Hazardous Materials Study

Summary prepared by AGS, Inc./The Ellington Group for the SFIA Facilities, Operations and Maintenance Division (October 1998).

### Regulatory Framework for SFIA

The California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB), adopted Site Cleanup Requirement Order 95-018 for SFIA in January 1995. The Order provides a guideline for the investigation, characterization, remediation and in-place management of contaminants at SFIA. In accordance with the Order, SFIA has been divided into five risk-based Remediation Management Zones (RMZs) for distinguishing different soil and groundwater cleanup objectives appropriate to the risk to water quality, public health, and the environment. The five RMZs are comprised of: 1) Saltwater Ecological Protection Zone (SEPZ); 2) Freshwater Ecological Protection Zone (FEPZ); 3) Migration Management Zone 1 (MM1); 4) Migration Management Zone 2 (MM2); and, 5) Human Health Protection Zone (HHPZ). The applicable RMZ for each of the proposed SFIA improvement projects is presented below.

<u>SFIA Improvement Project</u>	<u>Remediation Management Zone (RMZ)</u>
MMC	FEPZ
Emergency Boat Launch	SEPZ
No-draft Boat Ramp	SEPZ
Runway 1R Flooding Protection	SEPZ
Runway Safety Zone	FEPZ, HHPZ, and MM1

RWQCB Order 95-136 established "Tier 1" cleanup standards for each of the RMZs. Tier 1 standards are risk-based cleanup standards calculated by using default values to determine the maximum acceptable concentration of each chemical that could be present in project site soils and groundwater. These Tier 1 cleanup standards are currently under review by the RWQCB and it is estimated that revised RWQCB cleanup standards would be adopted by the end of 1998.<sup>47</sup>

In a letter to the SFIA Consolidated Tenant Group dated July 16, 1998, the RWQCB proposes the elimination of the FEPZ at the Airport and specific modifications to Order 95-136 Tier 1 cleanup standards for the MM1, MM2, SEPZ and HHPZ and their target levels. MM1 and MM2 are proposed to be combined into one migration management zone to derive more responsive location-specific cleanup decisions in terms of environmental protection.<sup>48</sup>

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<sup>47</sup> AGS, Inc./The Ellington Group, *Consolidated Wetlands Fill Project Hazardous Materials Study Summary*, October 1998, pp. 9-10.

<sup>48</sup> Loretta Barsamian, Executive Officer, and Stephen Morse, Chief Toxic Cleanup Division, RWQCB, San Francisco Bay Region, *Staff's Comments on the Proposed Task 3B and 3D Report Submitted in Compliance with RWQCB Order No. 95-136 Adopted for SFIA, San Mateo County, CA*, July 16, 1998.

The FEPZ is proposed to be eliminated due to the filling in of the existing freshwater wetlands within this RMZ; however, within 300-feet of the North Channel the FEPZ standards would remain applicable. Additionally, the new migration management zone (MMZ), is proposed to be expanded (around the 300-foot FEPZ along the North Channel) to include the MMC project site.<sup>49</sup> These proposed specific modifications strengthen the standards of characterization of, and resulting remediation requirements for contaminated soils and groundwater at SFIA.

## Existing Soil and Groundwater Contamination at Project Sites

### Multi-Modal Transportation Center

The MMC is located within the Freshwater Ecological Protection Zone (FEPZ). Several investigations have been performed in the area of the proposed MMC and the adjacent area to the east (Lot DD). Soil borings taken along the western boundary of the existing Lot DD garage, immediately adjacent to the proposed garage and parking lot expansion of the MMC, did not reveal any contaminants detected at or above their respective detection limits.<sup>50</sup> Based upon this data, it is assumed that the site for the proposed garage and parking lot expansion of the MMC would have similar soil characteristics.

However, soil and groundwater contamination has been documented in the northern region of the MMC project area, in the area of the proposed Alternative Fuel Station. In the 1996 investigation by Levine-Fricke, concentrations of soil total petroleum hydrocarbons quantified as diesel and jet fuel (TPHd and TPHj) were detected above Order 95-136 Tier 1 standards at one sampling location along the Santa Fe Pacific (SFP) Pipeline, which traverses the proposed location for the Alternative Fuel Station.<sup>51</sup> The detected TPHd and TPHj concentrations were 230 parts per million (ppm) and 140 ppm, respectively. The Order 95-136 Tier 1 standard for TPHd in soil in this area of contamination in the FEPZ is exceeded at this site.

According to the 1996 Levine-Fricke investigation, groundwater TPHd concentrations were at or above Order 95-136 Tier 1 standards in three sampling locations along the SFP Pipeline. The detected TPHd concentrations ranged between 0.1 to 0.5 mg/L. The Order 95-136 Tier 1 standard for TPHd in this area of contamination in the FEPZ is 0.1 mg/L, and is exceeded at this site.

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<sup>49</sup> Dale Blount, personal communication with EIP Associates, November 12, 1998.

<sup>50</sup> AGS, Inc., *North Lot DD Environmental Soil and Groundwater Analysis Final Report*, February 15, 1994.

<sup>51</sup> AGS, Inc./The Ellington Group, October 1998, pp. 9-10, op. cit.

As previously identified, the MMC is located in the designated FEPZ, which according to the proposed RWQCB modifications to the Remedial Management Zones (RMZs), is to be eliminated; however the remaining 300-foot FEPZ along the North Channel would continue to apply and the proposed new Migration Management Zone (MMZ) would be expanded to include the MMC. Under the proposed RWQCB modifications, the MMC site is located in the expanded MMZ and the retained 300-foot FEPZ along the North Channel. According to SFIA, any contaminants encountered at the MMC site would be remediated in accordance with existing or proposed revised standards for the MMZ and FEPZ.<sup>52</sup>

#### Emergency Boat Launch

The Emergency Boat Launch is located within the Saltwater Ecological Protection Zone (SEPZ). Site specific information about the presence of hazardous materials in soil and groundwater within the area of the proposed boatshed is not available. In September 1994, near-shore sediment sampling was conducted in the Seaplane Harbor by Versar-Sierra EnviroGroup to compare the presence of chromium, copper, nickel, lead, zinc and mercury in harbor sediments to metals concentration data collected by Versar-Sierra EnviroGroup in June 1994 on adjacent SFIA property.<sup>53</sup> Special Tier 1 values for metals in soil have not been established by the RWQCB.

The sediment samples revealed the following ranges in concentrations: 1) Chromium: 110-140 ppm; 2) Copper: 38-53 ppm; 3) Nickel: 46-67 ppm; 4) Lead: 34-46 ppm; 5) Zinc: 120-160 ppm; and, 6) Mercury: 0.32-0.37 ppm. According to Title 22 Environmental Health Standards Hazardous Waste § 66261.24, these metal concentrations do not exceed the Department of Toxic Substances Control's (DTSC's) Total Threshold Limit Concentration (TTLC) for hazardous waste disposal; however, it is unknown if these metal concentrations exceed the DTSC's Soluble Threshold Limit Concentration (STLC).

#### No-draft Boat Ramp

The No-draft Boat Ramp is located within the SEPZ. No data on sediment characterization are available for this area. The sediment, however, is expected to be similar to the Emergency Boat Launch area in the Seaplane Harbor.

#### Runway 1R Flooding Protection

The Runway 1R Flooding Protection is located within the SEPZ. Carbon disulfide was the only chemical detected in the proposed area of the seawall structure in the 1996 investigation conducted by Sierra Environmental Services.<sup>54</sup> Chemical analyses for volatile organic

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<sup>52</sup> Dale Blount, personal communication with EIP Associates, November 2, 1998.

<sup>53</sup> AGS, Inc./The Ellington Group, October 1998, pp. 11, op. cit.

<sup>54</sup> AGS, Inc./The Ellington Group, October 1998, pp. 12, op. cit.

compounds (VOCs) detected carbon disulfide at a concentration of 0.034 ppm in one soil sample immediately adjacent to the Bay. No Tier 1 value has been established for carbon disulfide by the RWQCB. According to the 1996 investigation, no active remediation is required under the current and anticipated revised RWQCB cleanup order.

### Runway Safety Zone

The Runway Safety Zone is located in the FEPZ (proposed for elimination), Human Health Protection Zone (HHPZ) and the Mitigation Management Zone 1 (MM1). Soil TPHj concentrations were above FEPZ Tier 1 standards at four sampling locations in the South Airport Canal during the 1997 LEE Inc./Brown & Caldwell (LEE/BC) investigation.<sup>55</sup> The South Airport Canal, which bisects this project improvement site, would be filled for the Runway Safety Zone and associated taxiway reconfiguration. The detected TPHj concentrations ranged from 270 ppm to 2,700 ppm. The Order 95-136 FEPZ Tier 1 standard for TPHj in soil in the area of contamination is 68 ppm, and is exceeded on the site. Although the FEPZ is proposed to be eliminated by the RWQCB, soil total petroleum hydrocarbons as gasoline (TPHg) and TPHj concentrations exceed the Order 95-136 MM1 and HHPZ Tier 1 standards for soil at two sampling locations detected during an additional 1997 LEE/BC investigation of the drainage sump in the stormwater collection ponds north of Pump Station A.<sup>56</sup> The detected TPHg concentrations were 920 ppm and 1,900 ppm, and TPHj concentrations were 4,500 ppm and 31,000 ppm.

Groundwater TPHj concentrations were above Order 95-136 Tier 1 standards at one sampling location during the 1996 VSE investigation<sup>57</sup> of the Pacific Southwest Trading (PST) jet fuel pipelines in the project area. The detected TPHg concentration was 970 mg/L. The MM1 Order 95-136 Tier 1 standard for TPHg in groundwater in the area of contamination is 700 mg/L, and is exceeded on this site.

Based on available data and the exceedance of Order 95-136 Tier 1 cleanup standards, including the proposed RWQCB Tier 1 modifications and elimination of the FEPZ, active remediation would be required by the RWQCB in accordance with revised standards for the MM1 and HHPZ and would be carried out by SFIA at several locations including the storm drain sump and possibly the South Airport Canal within the Runway Safety Zone area.

### **Soil and Groundwater Contamination Impacts and Mitigation**

Project construction would involve some excavation and grading. As indicated in the above summary of soil and groundwater conditions, total petroleum hydrocarbons are of concern in

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<sup>55</sup> AGS, Inc./The Ellington Group, October 1998, op. cit., pp. 15.

<sup>56</sup> AGS, Inc./The Ellington Group, October 1998, op. cit., pp. 15.

<sup>57</sup> AGS, Inc./The Ellington Group, October 1998, op. cit., pp. 14.

the proposed Alternative Fuel Station and the Runway Safety Zone project sites. Additionally, the site-specific soils of Seaplane Harbor have not been characterized.

As discussed in the FEIR (pp. 381-384), construction workers or the public could be exposed to contaminated soil and groundwater, and to dust containing chemicals, during construction. As identified in the FEIR (pp. 430-432) and adopted by SFIA as part of the Final Mitigation Monitoring Plan, mitigation measures were identified to avoid exposure of construction personnel or the public to contaminated soils and groundwater. These mitigations include: conducting a Phase I site investigation and, if necessary, remediation; implementing a health and safety plan; implementing a dust control program; conducting groundwater testing before dewatering is performed; submitting reports to appropriate agencies; and, certifying the completion of remediation.

According to the Mitigation Measures on pp. 430-431 of the FEIR, SFIA would conduct any needed investigation and remediation of soils and groundwater in the proposed Alternative Fuel Station and the Runway Safety Zone project sites under the auspices of San Mateo County and the RWQCB. Any sediment removed from the San Francisco Bay in regard to construction of the Emergency Boat Launch, No-draft Boat Ramp, and the Runway IR Flooding Protection would be characterized and handled in accordance with the Mitigation Measures on pp. 430-431 of the FEIR. The construction contractor would conform to Federal, State and SFIA health and safety requirements including Cal OSHA requirements, as reflected in the SFIA's Construction Contracts, Contaminated Soil, Sludge and Water Removal Health and Safety Sections 01120 and 01320, relevant to hazardous materials/waste site workers and emergency response in areas of suspected or known soil and groundwater contamination. As required by dewatering mitigation measures identified in the FEIR (p. 432, Measure I.F.1.k in Mitigation Monitoring Plan), dewatered groundwater encountered during construction activities would be tested for contamination and stored in Baker tanks (above-ground tanks that can be used for temporary storage and then moved from the site). Based upon the constituents and associated contamination levels, the groundwater would be treated if necessary, to ensure that all discharges meet applicable water quality requirements as determined by the RWQCB and wastewater treatment plant operates. Mitigation identified in the FEIR would apply to the project; therefore, the project would not result in any new significant environmental impacts related to exposure of construction personnel and the public to soil and groundwater conditions.

### **Hazardous Materials**

The majority of the MMC and Airfield Safety Improvement components do not have the potential to use, produce or dispose of substantial quantities of hazardous materials. The exception is the fueling of the emergency boats at the boatshed in the proposed Emergency Boat Launch. However, fuel would not be stored in the boatshed. It is proposed that trucks be used to convey fuel to the boats, using a fuel hose from the trucks to the boatshed. To avoid the potential for fuel spills, SFIA proposes to utilize emergency boats which incorporate a secondary fuel containment system or utilize absorbent material around the fueling point itself to provide containment.

Existing safety programs (discussed on pp. 390-393 of the FEIR) would be applicable to the proposed Emergency Boat Launch. These include: monthly inspections; monitoring the condition of the fueling area; appropriate fuel containment and capture facilities in case of accidental damage of the truck equipment or spill; and, enforcement of spill-response measures.

On the basis of importing the fuel to the boatshed area via trucks and the precautions listed above, the risk of release of hazardous materials from the Emergency Boat Launch facility would be low with implementation and enforcement of these safety programs; therefore, the potential impact of the project due to the mishandling of hazardous materials would be less-than-significant.

### **Emergency Response Plans**

The MMC and Airfield Safety Improvement projects would not interfere with emergency response plans or evacuation plans. MMC development would affect traffic at local intersections. To avoid congestion at local intersections, mitigation measures are proposed as part of the project to improve service levels. Therefore, the project would not significantly affect emergency response plans. The proposed emergency boat launch facilities along the Bay and in Seaplane Harbor would improve SFIA emergency response, in that these projects would provide more immediate emergency access to potential aircraft landing within the waters of the Bay than is currently available.

### **Fire Hazards**

Fuel storage, distribution and spills at SFIA are discussed in the FEIR, pp. 210-214. Using fuel trucks to fuel the boats at the boatshed in the proposed Emergency Boat Launch facility constitutes use of ignitable substances and would pose a potential fire hazard. The SFIA Fire Department, in coordination with the SFIA Facilities, Operations and Maintenance Division, regulates the use and storage of hazardous materials including ignitable substances. The Fire Department would conduct regular inspections of the proposed fueling facilities and the Facilities, Operations and Maintenance Division would follow up on any suspected violations in hazardous materials handling.

As cited in the FEIR (pp. 391), to avoid potential fuel spills, SFIA would continue to monitor the condition of related distribution pipelines by requiring pressure tests and inventory the reconciliation on the distribution lines. Spill-response measures would continue to be enforced. SFIA proposes to utilize emergency boats which incorporate a secondary fuel containment system or utilize absorbent material around the fueling point itself to provide containment, to ultimately avoid fuel spills. The implementation of fuel facility operations monitoring, adherence to spill-response measures, and incorporation of proposed fuel facilities mitigation related to the emergency boats/truck fueling area would result in a low risk of a project-related fire in the area.

The Alternative Fuel Station would involve the storage, distribution and use of potentially hazardous materials (e.g., compressed natural gases). Any tanks, pipelines and associated distribution facilities would be controlled, operated and maintained in accordance with applicable laws and regulations.

## CULTURAL RESOURCES

Existing cultural resources at SFIA are described on pages 183 to 191 of the SFIA Master Plan Final Environmental Impact Report (FEIR); cultural resources impacts of the SFIA Master Plan were analyzed on pages 371 to 373. The FEIR analyzed cultural resources impacts for the property east of U.S. 101 managed by SFIA.

### **Architectural Resources**

The FEIR did not identify any significant architectural or historic resources within the proposed project area. However, the proposed project site area is adjacent to the U.S. Coast Guard Air Station (Air Station San Francisco), a property which has been evaluated as eligible for listing on the National Register of Historic Places as an historic district.<sup>58</sup> Because the proposed Emergency Boatshed, part of the Airfield Safety Improvements, would be located at the water's edge adjacent to the Air Station San Francisco, its potential to affect the historic district is discussed here.

Air Station San Francisco is considered to be significant to the historical development of the SFIA, to the Coast Guard Air Stations on the Pacific Coast, and to the history of the Coast Guard and its war effort in search and rescue during World War II. The District's period of significance is 1941 to 1947, from the time the initial structures were erected to the end of the first building campaign at that site. Many of the structures are utilitarian and the architectural styles are typical of production housing and military housing of the period. The Administration Building, Building B, is Streamline-Moderne in style with irregularly shaped flat roof-lines, stucco facing, and horizontal strip and porthole windows.

The Emergency Boatshed would be designed in keeping with architectural design features (i.e. character, scale, massing and materials) which would be compatible with the adjacent historic district. Refer to pertinent analysis and conclusions in the preceding Visual Quality section.

### **Archaeological Resources**

~~Records indicate that SFIA has been surveyed for cultural resources. The Multi-Modal Transportation Center and Airfield Safety Improvements Project would involve surface or~~

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<sup>58</sup> Carey & Company, "Cultural Resources Survey, U.S. Coast Guard Air Station San Francisco, San Francisco, California", July 31, 1998.

near-surface construction in areas that have not been previously subjected to construction activities.

The proposed project area is situated on former salt marsh and Baylands that were filled beginning in 1880 (see FEIR, pp. 183-185 and 192-193). In this portion of San Mateo County, Native American archaeological sites tend to be situated on alluvial flats, historic bay margins, and near the margins of former marsh lands. Some of the sites of the proposed projects include environments near the margins of former marsh lands. As part of the cultural resources analysis, a review of records and literature on file at the Northwest Information Center was performed and other resources were reviewed. No records of Native American or historic cultural resources within the SFIA project area are listed with the Historical Resources Information System. While there is evidence of Native American activity to the west of SFIA, there is no evidence of any such activity on SFIA property. There is also evidence of Chinese Shrimp fishing camps along the Bay shore in the late 1800s, with one known site about one-half mile north of the northern Airport boundary (FEIR, p. 371).

The proposed MMC and Airfield Safety Improvements would fill approximately 13 acres of existing wetland with limited intrusion into bay mud for the construction of the Emergency Boatshed. Almost no excavation, other than that carried out for pre-drilling some of the pile holes for the new parking structure and AirTrain, is expected. Therefore, there would be a very low potential that construction of the project would uncover or affect any unidentified Native American, historical, archaeological or historic cultural resources. However, should such artifacts be encountered, the project sponsor would implement the mitigation measures specified in the Mitigation Measures section.

### OTHER

The attached environmental checklist was used to evaluate the potential for changes in the proposed projects (from what was analyzed in the FEIR) to result in impacts not already identified in the FEIR. Where an item in the checklist is marked "No", it reflects the conclusion that the SFIA MMC and Airfield Safety Improvement projects would result in no *additional* adverse impacts. The conclusion is based on a review of the impact analysis in the FEIR and a consideration of the changes from the proposed projects from what was analyzed in the FEIR. For each item that is marked "Discussed," the discussion is presented in the above Environmental Impacts section.

### CUMULATIVE IMPACTS

Implementation of the proposed project is not expected to contribute to the cumulative loss of wetlands since the airport proposes to offset the loss of wetlands on-site by enhancing, creating and restoring a greater amount of off-site wetlands that are of higher habitat value. In BCDC Permit No. 2-96, Amendment No. Three, BCDC authorized, among other projects, an emergency boat house in a slightly different location from the one now proposed. BCDC discussed possible cumulative fill effects from the boat house in

combination with a potential harbor dock facility in Seaplane Harbor near the U.S. Coast Guard facility that could be used for ferry service to and from SFIA in the future. This harbor ferry dock was included in the SFIA Master Plan and FEIR (see, e.g., pp. 56, 259 in the FEIR). The BCDC Permit, on pp. 2 - 21, notes that the combined projects would cover about 9,500 square feet, less than 1/4 acre of the Bay or just over 5% of all fill approved annually. In addition, fill at the Coast Guard dock in an amount about 1/3 of the combined total of the boat house and harbor dock was required to be removed in 1990. In summary, the resulting cumulative fill was not found to require mitigation. (The boat house as approved by BCDC was located at the southeast end of Seaplane Harbor and would have required dredging of over 200,000 cubic yards; this dredging was not approved in Permit No. 2-96. The present location for the boatshed would include approximately the same amount of fill but would require no dredging.)

The traffic impact analysis accounts for traffic from the proposed MMC in combination with traffic from existing parking facilities adjacent to the project site and in the existing long-term parking Lot D, and from the new Rental Car Center under construction nearby. Other nearby development was taken into account as appropriate. As local Airport roads are used mainly by Airport-related traffic, this analysis constitutes an appropriate assessment of cumulative traffic through the year 2008 at intersections near the MMC site. Because the project would not cause any change in employment or passenger travel at SFIA, the cumulative regional transportation analysis provided in the FEIR remains applicable.

No other cumulative impacts are anticipated.

### **REQUIRED PERMITTING REVIEW AND APPROVAL**

Each of the proposed MMC and Airfield Safety Improvement projects would require approval by the San Francisco Airport Commission, following consideration and approval of a Final Negative Declaration. In addition, U.S. Army Corps of Engineers (Corps) and the San Francisco Bay Conservation and Development Commission (BCDC) will need to consider some or all of the proposed projects. Construction of the access road under I-380, modification to the intersections of I-380 ramps with North Access Road and South Airport Boulevard, and reconfiguration/restriping of U.S. 101 freeway ramps, would encroach on Caltrans right-of-way or would otherwise directly change Caltrans facilities. These actions would require encroachment permits or are subject to Caltrans review and approval. In addition, SFIA proposes to provide construction information and construction truck routing plans to Caltrans for its information and review, as has been done for many SFIA Master Plan construction projects.

The Corps has been requested to issue a permit to discharge fill material into 2.04 acres of jurisdictional wetlands and other waters of the U.S. in and around the runway system, and 12.07 acres of jurisdictional wetlands and other waters of the U.S. in the MMC. During the course of the Section 404 permit process for the West Field/South Field Project at SFIA, the agencies requested that SFIA consolidate anticipated future wetland fill projects into one combined application. Thus, SFIA has submitted a consolidated application for discharge of

fill material at the airport, pursuant to the provisions of Section 404 of the Clean Water Act (33 U.S.C. 1344). For purposes of this permit, the project is referred to as the SFIA Consolidated Wetland Fill Project.

As part of the permit approval process, SFIA must demonstrate to the Corps that no other practicable, less environmentally damaging alternatives exist that would still meet the project

objectives. To this effect, SFIA has submitted an Analysis of Alternatives to the Corps<sup>59</sup>, which would be reviewed for compliance with EPA guidelines under Section 404(b)(1) of the Clean Water Act. Under Section 404(b)(1), the Corps determines whether the project is water-dependent and whether no other practical alternatives exist. Preliminary conclusions of the Airport's Alternatives Analysis indicate that although the basic purpose of the project is not water-dependent, most of the airfield safety components included in the consolidated project are water dependent.

In their Analysis of Alternatives report, SFIA investigated several off-site and on-site alternative locations for project features such as the long term parking site, the MMC site, and the airfield safety improvements. The airport found that there were no other feasible locations for these facilities, and concluded that their proposed project is the least environmentally-damaging alternative. SFIA also demonstrated that they have historically minimized impacts on Airport property wetland resources by avoiding sensitive habitats such as the tidal marshes north of North Access Road, and the West of Bayshore wetlands. SFIA also documented the fact that there are approximately 100 acres of undisturbed wetlands remaining on SFIA property. The final decision to issue a Corps permit would be based on an evaluation of the probable environmental impacts (e.g., water quality, endangered species) of the proposed project and its intended use on the public interest, and on consideration of comments submitted by the public and other interested parties in response to a public notice issued by the Corps.

SFIA has notified the Regional Water Quality Control Board (RWQCB), San Francisco Bay Region, of the proposed discharge of fill materials to determine the need for State water quality certification. If the Board determines that this consolidated project is consistent with the California Water Quality Control Plan, requirements adopted by the Regional Board, and Sections 301, 303, 306, 307 and 401 of the Federal Clean Water Act, the State would issue a Certificate of Conformance with Water Quality Standards to SFIA. The proposed MMC and Airfield Safety Improvement Projects have been highly disturbed by human activity over a span of many years. Existing water quality varies from fair to poor. SFIA has been collecting information on specific contamination sources throughout the Airport property and clean-up operations are underway. Given existing conditions on the Airport, adverse impacts on water quality associated with the proposed project are expected to be insignificant.

The proposed Emergency Boat Launch facilities (including the Boatshed and No-draft Boat Ramp) and the Runway IR Flooding Protection Projects would require authorization from the San Francisco Bay Conservation and Development Commission (BCDC). Under Permit No. 2-96, issued on September 10, 1996 and amended through August 17, 1998, by BCDC, the City and County of San Francisco is granted permission to implement several near-term Master Plan projects at SFIA, including an emergency boatshed (Emergency Response Facility #4) and a separate floating dock near the No-draft boat launch. The floating dock is in place at this time. The boatshed, as permitted by the BCDC, was proposed in a different

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<sup>59</sup> SFIA, *SFIA Consolidated Wetland Fill Permit Section 404(B)(1) Alternatives Analysis*, 1998.

location in Seaplane Harbor. Therefore, further BCDC review will be required; it is expected that the features in the existing permit, or similar features, would apply in the new location. Under Permit 2-96, SFIA is authorized to place fill in the Bay and within the 100-foot shoreline band for construction of the emergency boatshed. BCDC has found that these uses can be classified as water-oriented uses as defined by Section 66605 of the McAteer-Petris Act, and as such, are consistent with the public trust and the legislative grant under which SFIA was granted the tidelands and submerged lands. BCDC assigned several conditions to the authorization of fill for the emergency boatshed. These include, but are not limited to, the following:

- Prior to construction of the boatshed, SFIA must submit its proposed engineering criteria to BCDC's Engineering Criteria Review Board for review and approval.
- Construction activities associated with the emergency boatshed and the No-draft boat ramp must be performed so that construction materials do not fall into the Bay, and in a manner that would prevent any significant adverse impact on any tidal marsh or other sensitive wetland resources. Unforeseen adverse impacts to any such area(s) shall be rectified by restoring the disturbed area(s) to their original condition.
- All construction debris shall be removed to a location outside of BCDC's jurisdiction.

BCDC has determined that, as conditioned, mitigation to offset the individual or cumulative (see Mitigation Measures section, below) impacts associated with the construction of the emergency boatshed and the floating dock is unnecessary.<sup>60</sup> However, mitigation measures outlined in this document, and as stated by any other agency having permitting approval over the proposed project (e.g., the Corps), would still be implemented by SFIA.

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## MITIGATION MEASURES

Mitigation Measure 1. Transportation. Transportation mitigation measures proposed as part of the MMC are described below. Implementation of these measures would mitigate traffic impacts to a less-than-significant level. With implementation, it is anticipated that intersections in the vicinity of the MMC would operate at acceptable levels of service (LOS D or better) and that vehicle queues would not affect traffic operations of upstream intersections or roadways. SFIA also would be implementing all applicable measures identified in the Final EIR and adopted by SFIA as part of its Master Plan approval. These measures, as well as measures proposed as part of this Negative Declaration are summarized below.

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<sup>60</sup> BCDC, *San Francisco Bay Conservation and Development Commission Permit No. 2-96, As Amended Through August 17, 1998*, 1998.

## **Intersection Improvements Proposed As Part of the MMC Project**

(refer to intersections listed on pp. 27-29)

Intersections serving the I-380 and U.S. 101 on- and off-ramps (Intersections 1, 2, and 9)

- Install free-flow right-turn on northbound South Airport Boulevard from south of the intersection of South Airport Boulevard and I-380 off-ramp to the intersection of South Airport Boulevard and I-380 on-ramp (requires restriping, removal of raised median, and adjustments to traffic signals)
- Reconfigure/restripe westbound North Access Road approach to South Airport Boulevard to provide an exclusive left-turn lane and a shared left-through lane
- Restripe eastbound North Access Road to provide two through lanes between the intersections of (1) South Airport Boulevard and I-380 on-ramp and (2) North Access Road and I-380/U.S. 101 on- and off-ramps
- Modify traffic signal at the intersection of North Access Road and I-380/ U.S. 101 freeway ramps to provide for a southbound right-turn green arrow
- Reconfigure/restripe southbound North Access Road at I-380/U.S. 101 freeway ramps to provide a right-turn and shared left-right lane
- Reconfigure/restripe lanes from eastbound I-380/U.S. 101 freeway off-ramps to provide left-turn, shared left-through, and through lanes
- Reconfigure westbound North Access Road approach to I-380/U.S. 101 freeway ramps to provide an exclusive right-turn lane and two through lanes
- Monitor traffic operations after the opening of the Rental Car Center to confirm the timing plan and need for future improvements (on going as needed)

Intersection of South Airport Boulevard and San Bruno Avenue (Intersection 6)

- Reconstruct intersection to increase capacity by providing an additional through-lane on each approach. Realign southbound, northbound and eastbound approaches to provide sufficient right-of-way for widenings.
- Remove and replace pedestrian bridge on South Airport Boulevard to accommodate additional lanes (in conjunction with AirTrain extension to the MMC)
- Monitor traffic operations after the opening of the Rental Car Center to confirm the timing and need for future improvements (on-going as needed)

Intersection of San Bruno Avenue and U.S. 101 northbound on- and off-ramps (Intersection 7)

- Reconfigure U.S. 101 northbound off-ramp as a yield-controlled right-turn lane to increase weaving distance on eastbound San Bruno Avenue.

**Other Transportation Mitigation Measures**

- During construction of the new ramps proposed for U.S. 101 and construction of the MMC, the Airport will maintain safe conditions in and out of the Airport that minimize congestion of U.S. 101 and surrounding roads, and will maintain the maximum lanes feasible during peak periods that exist today to mitigate traffic conditions. Safely marked, temporary sidewalks and pedestrian paths may be used in association with lane closures. This measure has been adopted by the Airport Commission for the proposed ground transportation center (*SFIA Final EIR, Section V.A, p. 421, as modified by Section VI (B) of CEQA Findings*), and is directly applicable to construction of the MMC. This measure has been incorporated into the MMC project.
- Construction activities could involve closure of travel lanes, sidewalks, parking lanes, and transit-taxi staging areas, especially during construction of the MMC. It is imperative that during construction of the MMC lane closures on Airport Boulevard, San Bruno Avenue, and Old Bayshore Highway be kept to minimum, especially during peak travel periods. Safely marked, temporary sidewalks and pedestrian paths may be used in association with lane closures. (*SFIA FEIR, Vol. 1, Section V.A, p. 421*)
- The inventory of public and employee parking should be maintained at all times during lot, garage and building construction. When a building or garage replaces an existing parking lot, make replacement parking spaces ready for use and, if necessary, shuttles available for easy access to the terminal and employment sites. (*SFIA FEIR, Vol. 1, , Section V.A, p. 421*)
- The Airport will reallocate parking spaces in the proposed new parking facilities in favor of air passengers, as TSM program elements could be expected to reduce employee parking more than air passenger parking demand. The expansion of parking supply at SFIA will be phased to allow evaluation of the effectiveness of expanded TSM programs and transit improvements before the addition of parking. The Airport will monitor parking demand in the garage, Lot D, Lot DD and the MMC and direct motorists to currently available parking locations through changeable message signs. (*SFIA Final EIR, Section V.A, pp. 418-419*)
- To alleviate year-to-year occurrence of parking deficits, the Airport will use vacant land for temporary overflow parking pending and during the construction of lots and garages. (*SFIA Final EIR Section V.A, p. 419*)
- The Airport will incorporate into the MMC design safe and convenient walkways, amenities, easy access for inter-modal transfers, and other measures that facilitate safe

pedestrian movements. This measure was adopted for the ground transportation center (*SFIA Final EIR Section V.A., pp. 418-418a, as modified by Section V.I.(B) of the CEQA findings*), and remains directly applicable to the MMC. It has been incorporated into the MMC project.

Mitigation Measure 2. Noise. As part of its approval of the SFIA Master Plan, the Airport adopted several mitigation measures related to construction noise impacts. The measures applied to this project include requiring the construction contractor to limit the hours of pile driving activity based on the requirements of the San Mateo County Noise Ordinance. For the MMC, SFIA has agreed to limit the hours of pile driving from 7:00 AM to 6:00 PM, Monday through Friday, and from 9:00 AM to 5:00 PM on Saturday. All construction activities would cease after 6:00 PM on Monday through Friday, and 5:00 PM on Saturday. No construction activities would occur on Sunday, Thanksgiving, and Christmas.<sup>61</sup> These measures would be implemented during construction of the MMC.

Mitigation Measure 3. Air Quality. As part of its approval of the SFIA Master Plan, the Airport adopted several mitigation measures related to construction air quality impacts. Measures to reduce dust impacts include: (1) require the contractor to sprinkle demolition sites with water continuously during demolition activity; (2) sprinkle unpaved construction areas with water at least twice per day; (3) cover stockpiles of soil, sand, and other material; (4) cover trucks hauling debris, soils sand or other such material; and (5) sweep streets surrounding demolition and construction sites at least once per day to reduce particulate emissions. Measures to reduce construction equipment emissions include requiring the project contractor to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period. These measures would be implemented, as applicable, for construction of the Multi-Modal Transportation Center and the Airfield Safety Improvements, and would reduce construction air quality impacts.

However, to be consistent with BAAQMD recommended measures, the following additional measure would be included: Pave, apply water three times daily (instead of two), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. For construction activities which disturb more than four acres, such as at the MMC and the Runway Safety Zone, these additional measures would be included to meet BAAQMD standards:

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).

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<sup>61</sup> Dale Blount, personal communication with San Mateo County Environmental Health Division, November 13, 1998.

- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

In addition, as discussed in the Transportation section, the Airport has adopted a Transportation Management Program to mitigate the transportation impacts of the Master Plan expansion, which would contribute to long-term reductions in regional vehicular air pollutant emissions.

Mitigation Measure 4. Biology. The anticipated impacts to wetlands and other biological resources are considered to be less-than-significant with the mitigation measures included as part of the proposed project, as specified below.

#### **Direct Wetlands**

SFIA would enhance, create and/or restore wetlands achieving the “no-net-loss” policy of the federal government. Specifically, SFIA has proposed to the U.S. Corps of Engineers to create, enhance, and restore wetlands or develop wetland mitigation credits through investment in the South and North San Francisco Bay regions with the following three separate components:

- Implementation of an Enhancement Plan on 324 acres owned by the Hayward Area Recreation District. This mitigation component would consist of four interrelated wetland enhancement projects on San Francisco Bay in the City of Hayward, including the former Oliver Brothers Salt Ponds, the Hayward Area Recreation and Park District (HARD) Marsh, the Interpretative Center Marsh, and the Salt Marsh Harvest Mouse Preserve;
- Provision of \$500,000 to fund the restoration/creation of wetlands in an area of filled former wetlands at the Candlestick Point State Recreation Area in San Francisco County. A 32 acre parcel has been designated for this use and is expected to provide 15 to 20 acres of new wetlands; and,
- Wetland enhancements on approximately 8.5 acres on site at the SFIA West of Bayshore area.

The final mitigation will be determined with continuing consultation with the Corps and RWQCB to ensure regulatory compliance.

## **Aquatic Wildlife**

- SFIA would require that the contractor would either monitor the turbidity of the water and install silt curtains around the emergency boatshed construction site for the pile driving and other in-water activities if established turbidity levels were exceeded, or would carry out no in-water construction between December 1 to March 1 to avoid impacting the Pacific herring spawning season.

## **Adjacent and Other Wetlands and Habitats**

- Prior to construction activities within or adjacent to preserved wetlands, the limits of the construction zone would be clearly marked and fenced to protect vegetation outside of the established construction zone by a qualified member of the SFIA staff. The project manager for the construction project would make regular site inspections to ensure that the fence remains in place and that construction activities are confined to the delineated impact areas.
- SFIA would require that Best Management Practices be implemented by the contractor. These include, but are not limited to, the following:
  - limit vehicles and equipment within wetlands to those essential for construction;
  - avoid spillage or drip of oil, grease, and other vehicular fluids within the wetland construction area;
  - avoid construction during periods of rain;
  - install erosion control measures, such as silt fences and straw bales, to reduce migration of sediment-laden runoff into wetlands and waters, and to prevent accidental damage to habitat due to construction activities;
  - re-seed graded or excavated areas with low-habitat value grasses such as Bermuda grass once construction is complete;
  - avoid storing fuel and other vehicular fluids in the emergency boatshed; and
  - ensure first-flush runoff from additional impervious surfaces such as the proposed long-term parking area is conveyed to SFIA's first flush detention basin for subsequent treatment at SFIA's industrial wastewater treatment facility and not to the wetlands and other waters of the U.S. on and adjacent to the airport.
- SFIA would comply with Regional Water Quality Control Board requirements for State water quality certification under the Clean Water Act.

- SFIA would implement Mitigation Measure 1.E.1.c from the Mitigation Monitoring Program SFIA Master Plan Mitigation Measures. Mitigation Measure 1.E.1.c states that SFIA would prepare and implement erosion control plans for any construction activity during the wet season that involves grading or other activities which expose soil to erosion.
- SFIA would ensure that contractors follow the procedures for the control of storm water, silt, and debris at construction sites by complying with the requirements outlined in the State Water Resources Control Board's (SWRCB) General Permit for Construction Activities, as well as requirements of the SFIA's Stormwater Pollution Prevention Plan. The contractor would also comply with the terms and conditions of the airport's general NPDES permit, to be detailed in the Stormwater Pollution Prevention Plan that would be prepared for the proposed project; as well as all other procedures outlined in SFIA's Construction Contracts, Stormwater Pollution Prevention, Erosion and Sediment Control Section 01561.

Mitigation Measure 5. Geology/Topography: As identified in SFIA's Construction Contracts, Stormwater Pollution Prevention, Erosion and Sediment Control Section 01561, the construction contractor would prepare and submit for approval a Stormwater Pollution Prevention Plan (SPPP). The SPPP would be approved by SFIA prior to initiation of any ground disturbing activities. In addition, the SPPP would serve as the Soil Erosion and Sediment Control Plan required as a condition of the Airport's issuance of a General Permit for Construction Activities outlined by the SWRCB and RWQCB. Issuance of this Construction Permit is required prior to initiation of any project construction.

Mitigation Measure 6. Water. To prevent turbidity and sediment resuspension caused by tugboat activity, SFIA would require the construction contractor to use shallow-draft tugboats. Shallow-draft tugboats float higher in the water than deep-draft tugboats. Because they float higher, the tugboat propellers are not as deep under the water surface, and therefore are farther away from the bottom of the Bay. This arrangement has less potential to disturb bottom sediments because the local currents created by the propellers would not extend as deeply into the water column.

SFIA also would require the construction contractor to operate the tugboats at the minimum speed necessary and during appropriate tidal conditions to maintain maneuverability and safety of the barges. Slower speeds would reduce the spin of tugboat propellers, thus minimizing turbidity and sediment resuspension.

~~In order to prevent temporarily suspended sediments occurring with the sub-marine pile-driving activities for the proposed boatshed from affecting the spawning of the Pacific herring which could occur between December 1 and March 1: SFIA would require the contractor to use a turbidity monitor to observe the amount of temporary silt and sediment suspension within the area.~~

Monitor water quality during construction to assure compliance with Regional Water Quality Control Board standards. Turbidity would be measured by a DRT Turbidimeter before the start of construction to establish a baseline, and baseline measurements would be taken no more than 20 feet away from any in-water construction site. After the start of construction, the site engineer would visually monitor turbidity with an area of 100 feet from the boundaries of any in-water construction site. This would be supplemented by measurements with the DRT Turbidimeter when an increase in turbidity caused by construction activity is evident or when directed by the site engineer. Where baseline turbidity is greater than 50 NTU, increases from normal background light penetration shall not be greater than 10 percent. For example, if baseline turbidity is 50 NTU, increases in turbidity caused by in-water construction activity may not be higher than 5 NTU. Data collected from this monitoring would be given to the site engineer and would be made available to other agencies and individuals upon request. Once turbidity conditions were exceeded for successful spawning habitat, the contractor would install a silt curtain underwater, around the entire in-water construction site which is causing the excessive silt and sediment suspension. The silt curtain would contain suspended sediments within the local construction area and would remain in place throughout the pile-driving activities provided that no spawn of Pacific herring (which could occur between December 1 and March 1) has taken place on the silt curtain itself. If a spawn were to occur on the silt curtain, the curtain may not be removed for 14 days, or until it can be determined that the hatch has been completed and larval herring have left the site.

Alternatively, the contractor may choose to limit sub-marine pile-driving in the boatshed area to occur during the spawning off-season from March 2 through November 30.

In order to prevent temporarily suspended sedimentation within Bay waters from construction of the No-draft Boat Ramp, SFIA also would ensure that an underwater silt curtain be used to surround the No-draft Boat Ramp area during the peak spawning season. The silt curtain would prevent Pacific herring from spawning on the hard substrates of the construction area such as the Ramp itself or any floating platforms that may be used. The curtain may be removed upon completion of construction activities provided that no spawn of Pacific herring (which could occur between December 1 and March 1) has taken place on the silt curtain itself. If a spawn were to occur on the silt curtain, the curtain may not be removed for 14 days, or until it can be determined that the hatch has been completed and larval herring have left the site.

Mitigation Measure 7. Hazards: Prior to project development in the Alternative Fuel Station and Runway Safety Zone sites, SFIA would conduct the necessary remediation of the proposed Alternative Fuel Station and the Runway Safety Zone project sites soils and groundwater through the development and implementation of Remedial Action Plans under auspices of San Mateo County and RWQCB.

Mitigation Measure 8. Cultural Resources. The archaeological mitigation measures from the FEIR pp. 428 to 428a, as included in the Master Plan Mitigation Monitoring Plan, are hereby incorporated into this document and are summarized as follows:

The SFIA project archeologist would review site-specific geotechnical investigations prepared for those projects involving soil disturbance. The project archeologist would give consideration to the potential for coastal prehistoric sites below existing Bay alluvium and remains of Chinese Shrimp camps in evaluating potential sensitivity of individual sites and developing recommendations.

Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO), and would suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources would be suspended for a total of four weeks over the course of construction.

After notifying the ERO, the project archaeologist would assist the ERO in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures may include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, and evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, a copy of the final report would be sent to the California Archaeological Site Survey Northwest Information Center.

The Office of Environmental Review (Major Environmental Analysis Section of the San Francisco Planning Department) would receive three copies of the final archaeological report.

# ENVIRONMENTAL EVALUATION CHECKLIST

(Initial Study)

File No: 98.768E Title: SFIA Multi-Modal Center & Airfield Safety Improvements

Street Address: SFIA, San Francisco, Located in San Mateo County Assessor's Block/Lot: NA

Initial Study Prepared by: EIP Associates

**A. COMPATIBILITY WITH EXISTING ZONING AND PLANS**

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	<u>X</u>	<u>—</u>
*2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>—</u>	<u>X</u>

**B. ENVIRONMENTAL EFFECTS - Could the project:**

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. <u>Land Use</u>			
*a. Disrupt or divide the physical arrangement of an established community?	<u>—</u>	<u>X</u>	<u>X</u>
b. Have any substantial impact upon the existing character of the vicinity?	<u>—</u>	<u>X</u>	<u>X</u>
2. <u>Visual Quality</u>			
*a. Have a substantial, demonstrable negative aesthetic effect?	<u>—</u>	<u>X</u>	<u>X</u>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u>—</u>	<u>X</u>	<u>X</u>

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
c. Generate obtrusive light or glare substantially impacting other properties?	___	<u>X</u>	___
3. <u>Population</u>			
*a. Induce substantial growth or concentration of population?	___	<u>X</u>	<u>X</u>
*b. Displace a large number of people (involving either housing or employment)?	___	<u>X</u>	___
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	<u>X</u>	___
4. <u>Transportation/Circulation</u>			
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	___	<u>X</u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	<u>X</u>	___
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	<u>X</u>	___
5. <u>Noise</u>			
*a. Increase substantially the ambient noise levels for adjoining areas?	___	<u>X</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	___	<u>X</u>	___
c. Be substantially impacted by existing noise levels?	___	<u>X</u>	___

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
6. <u>Air Quality/Climate</u>			
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	<u>X</u>	<u>X</u>
*b. Expose sensitive receptors to substantial pollutant concentrations?	___	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	___	<u>X</u>	___
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	___	<u>X</u>	___
7. <u>Utilities/Public Services</u>			
*a. Breach published national, state or local standards relating to solid waste or litter control?	___	<u>X</u>	___
*b. Extend a sewer trunk line with capacity to serve new development?	___	<u>X</u>	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	<u>X</u>	___
d. Require major expansion of power, water, or communications facilities?	___	<u>X</u>	___
8. <u>Biology</u>			
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	<u>X</u>	<u>X</u>
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	<u>X</u>	<u>X</u>
c. Require removal of substantial numbers of mature, scenic trees?	___	<u>X</u>	___

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
9. <u>Geology/Topography</u>			
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	—	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	—	<u>X</u>	—
10. <u>Water</u>			
*a. Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	<u>X</u>
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	<u>X</u>	—
*c. Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>
11. <u>Energy/Natural Resources</u>			
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	—
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	—
12. <u>Hazards</u>			
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	<u>X</u>
*b. Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	—
c. Create a potentially substantial fire hazard?	—	<u>X</u>	—

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.

		<u>Yes</u>	<u>No</u>	<u>Discussed</u>
13.	<u>Cultural</u>			
	*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	—	<u>X</u>	<u>X</u>
	b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	<u>X</u>
	c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	—	<u>X</u>	—

C. OTHER

Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?

X    —    X

		<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
D.	MITIGATION MEASURES				
	1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	—	—	<u>X</u>
	2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<u>X</u>	—	—	<u>X</u>

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
<b>E. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	___	<u>X</u>	<u>X</u>
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	<u>X</u>	___
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	<u>X</u>	<u>X</u>
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	<u>X</u>	___

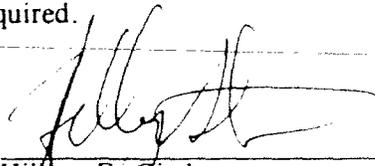
**F. ON THE BASIS OF THIS INITIAL STUDY:**

\_\_\_ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

\_\_\_ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers 1-8, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

\_\_\_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

November 21, 1998  
Date

  
Hilary E. Gitelman  
Environmental Review Officer  
for  
Gerald G. Green  
Director of Planning

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.