



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFO: Boarding Areas F and G Infill and Connector Project		
<b>Case No.</b>		<b>Permit No.</b>
2023-011595ENV		
<input type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b> The City and County of San Francisco, by and through the San Francisco Airport Commission, proposes to construct a new secure connector between Terminal 3 and the International Terminal Building (ITB), at San Francisco International Airport (SFO or the Airport). Under the proposed project, the Airport would replace the existing single-level elevated passenger connector bridge between Terminal 3 and ITB with an expanded connector that would allow provide adequate passenger movements and circulation space and provide additional space for airline tenants and U.S. Customs and Border Protection (CBP) administrative activities. The purpose of the project is to enhance passenger level of service by providing both secure and sterile passenger corridors connecting international and domestic flight passengers, increasing passenger egress and flow areas at both the connector and security checkpoints, and expanding on-site services for passenger amenities.</p> <p>PLEASE SEE FULL PROJECT DESCRIPTION ON PAGE 4.</p>		

### EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input type="checkbox"/>	<b>Class 1 - Existing Facilities. (CEQA Guidelines section 15301)</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction. (CEQA Guidelines section 15303)</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input checked="" type="checkbox"/>	<b>Class 32 - In-Fill Development. (CEQA Guidelines section 15332)</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
<input type="checkbox"/>	<b>Other _____</b>
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment.

## ENVIRONMENTAL SCREENING ASSESSMENT

### Comments:

PLEASE SEE PAGE 4.

**Planner Signature:** Don Lewis

## PROPERTY STATUS - HISTORIC RESOURCE

### PROPERTY IS ONE OF THE FOLLOWING:

<input type="checkbox"/>	<b>Category A:</b> Known Historical Resource.
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age).
<input checked="" type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age).

## PROPOSED WORK CHECKLIST

### Check all that apply to the project.

<input type="checkbox"/>	<b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	<b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	<b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> .
<input type="checkbox"/>	<b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	<b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	<b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	<b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	<b>Addition(s)</b> not visible from any immediately adjacent public right-of-way for 150 feet in each direction; or does not extend vertically beyond the floor level of the top story of the structure, or does not cause the removal of architectural significant roofing features.
<input type="checkbox"/>	<b>Façade or storefront alterations</b> that do not remove, alter, or obscure character -defining features.
<input type="checkbox"/>	<b>Restoration</b> based upon documented evidence of a building's historic condition , such as historic photographs, plans, physical evidence, or similar buildings.

### Note: Project Planner must check box below before proceeding.


<input type="checkbox"/>	Project is not listed.
<input type="checkbox"/>	Project involves scope of work listed above.

## ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

<input type="checkbox"/>	<b>Reclassification of property status.</b> ( <i>Attach HRER Part I relevant analysis; requires Principal Preservation Planner approval</i> ) <input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C <input type="checkbox"/> Lacks Historic Integrity <input type="checkbox"/> Lacks Historic Significance
<input type="checkbox"/>	Project involves a <b>known historical resource (CEQA Category A)</b>
<input type="checkbox"/>	Project does not substantially impact character-defining features of a historic resource (see Comments)
<input type="checkbox"/>	Project is compatible, yet differentiated, with a historic resource.
<input type="checkbox"/>	Project consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
<b>Note: If ANY box above is checked, a Preservation Planner MUST sign below.</b>	
<input type="checkbox"/>	<b>Project can proceed with EXEMPTION REVIEW.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review.
<b>Comments by Preservation Planner:</b>	
<b>Preservation Planner Signature:</b>	

## EXEMPTION DETERMINATION

	<b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> SFO Chief Development Officer approval to issue notice to proceed would be the informal Approval Action.	<b>Signature:</b> Don Lewis 01/25/2024
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a> . Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link.  Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Admin Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or within 30 days after posting on the Planning Department's website a written decision or written notice of the Approval Action, if the approval is not made at a noticed public hearing.	

## **Full Project Description**

The City and County of San Francisco, by and through the San Francisco Airport Commission, proposes to construct a new secure connector between Terminal 3 and the International Terminal Building (ITB), at San Francisco International Airport (SFO or the Airport). Under the proposed project, the Airport would replace the existing single-level elevated passenger connector bridge between Terminal 3 and ITB with an expanded connector that would allow provide adequate passenger movements and circulation space and provide additional space for airline tenants and U.S. Customs and Border Protection (CBP) administrative activities. The purpose of the project is to enhance passenger level of service by providing both secure and sterile passenger corridors connecting international and domestic flight passengers, increasing passenger egress and flow areas at both the connector and security checkpoints, and expanding on-site services for passenger amenities. The project site is currently unused except for the existing passenger connector and would be built-up above an existing airport parking lot.

The project area is located on the northwest side of the SFO terminal complex. The proposed project would include demolition of the existing corridor that provides post-security connection for passengers between Terminal 3 and Boarding Area G of the ITB; and in its current location, provide: 1) post-security passenger corridor with sufficient space for egress and flows; 2) new CBP-cleared sterile access for passengers to connect between Terminal 3 and ITB; 3) accommodate reconfiguration of an existing security screening checkpoint at Terminal 3 near ITB; and 4) enhance passenger level of service by expanding on-site concessions and airline club space.

Under the proposed project, the existing 6,000-square-foot passenger connector, would be replaced with a five-level enclosed connector. Level 1 would be about 12,000 square feet, with Levels 2 through 5 would be about 29,600 square feet each, elevated above the apron level to continue to accommodate airline/airport vehicle access between the terminal loop road and the airfield. Construction of the proposed connector would also include interior reconfiguration of the passenger pre-security checkpoint in Terminal 3 to operate more efficiently and allow additional passenger circulation space and queuing areas.

The proposed project would require demolition of the existing secure connector; an existing airline club; an existing CBP administration and processing area; and a number of associated ancillary terminal support structures. The project would increase passenger level-of-service and allow for more efficient circulation and queuing areas between Terminal 3 and the ITB by expanding the width of the passenger connector corridor. The widened connector would eliminate known pinch-points in pre- and post-security circulation areas for passengers; provide additional space for security checkpoint passenger queuing at the existing checkpoint; and increase administrative office, vendor, and airline club space.

Construction would require foundation pile driving to a depth of up to about 75 feet for structural piles. Construction staging would occur within the immediate area of the project site, where the area would be converted by temporary security fencing to non-secure landside and remote construction staging areas on Airport property. During construction, aircraft would be accommodated at other contact gates. If approved, the Airport could start construction in early 2025 and would continue for 24 months; substantial completion would be anticipated by the end of 2027.

## **Environmental Screening Comments (Continued)**

The proposed project would not result in a change in aircraft operations or an increase in aircraft traffic or number of passengers at SFO.

There are no Cortese List sites within the project site. The nearest known sites are located about 815 feet to the north and 250 feet to the south from the project area extents. During construction and demolition activities, if the Airport's contractor were to discover contaminated soil, the contractor would dispose of contaminated materials in an appropriate off-site facility and the Airport or responsible party would remediate according to the SF Bay Regional Water Quality Control Board's Orders, including No. 99-045.

The proposed project is consistent with the applicable general plan designation and all applicable general plan policies, zoning designations, and regulations. The proposed development would occur on Airport property within an area of less than five acres and would be surrounded by existing, developed Airport uses. Approval of the project would not result in any significant environmental impacts relating to traffic, noise, air quality, hazardous materials and waste, or water quality. The site can be adequately served by all required utilities and public services (California Code of Regulations Title 14 §15332).

On January 24, 2024, planning department staff archeologist determined that the Airport 's Standard Construction Measures for Accidental Discovery, Division 01 - General Requirements: Archeological (Div 01 35 91), is sufficient for the proposed project.