



San Francisco International Airport

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Mr. Brett Bollinger
Environmental Planning
San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103

Planning and Environmental
Affairs

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Subject: *CEQA Environmental Review: Terminal 3 Boarding Area Expansion Project,
San Francisco International Airport*

Dear Mr. Bollinger:

The Airport is seeking EP concurrence that the Terminal 3 Boarding Area Expansion (T3) project is Categorical Exempt under the California Environmental Quality Act. The project would include minor expansion of hold room areas, seismic retrofitting, and relocation and modernization of interior uses in Boarding Areas E and F within the Terminal 3 building (see Exhibit 1).

Project Descriptions

Terminal 3 Boarding Area Expansion Project

The April 2011 opening of Terminal 2 incorporated many LEED and environmentally sustainable design features into the development. The Airport is seeking similarly to update and modernize a portion of the aging Terminal 3 building, specifically Boarding Area E (B/A E) and a Boarding Area F (B/A F). The proposed improvements would accommodate changing passenger and security needs at the Airport. Although the proposed project would relocate certain uses within the proposed T3 work area, the improvements would not result in a significant increase or change in overall use of the Terminal 3 building. Combined, the work proposed for B/A E and F would include an expansion of 30,000 square feet to the approximately one million square-foot T3 building,¹ resulting in a 3.1% increase in new space.

Boarding Area E

The proposed work in B/A E (see Exhibit 1) would consist of minor refinishing to interior spaces and systems, and an addition of roughly 20,000 square feet to the hold room areas, which provides passengers a waiting area before or between flights. The 2,000 square foot increase in

¹ Existing Terminal 3 building is 953,975 square feet.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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EDWIN M. LEE MAYOR LARRY MAZZOLA PRESIDENT LINDA S. CRAYTON VICE PRESIDENT ELEANOR JOHNS RICHARD J. GUGGENHIME PETER A. STERN JOHN L. MARTIN AIRPORT DIRECTOR

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each B/A E hold room, which are approximately 5,300 square feet per aircraft gate, would make the hold room space more consistent with the new Terminal 2 building, designed for 7,300 square feet per aircraft gate. As shown in Exhibit 1, the work would include demolition and relocation of the walls on the departure level (second story) in certain portions of the boarding area. The proposed work would provide more natural light and improve passenger amenities, but would not result in an increase in the number of aircraft gates, or substantial change in capacity at B/A E. The expanded hold room spaces would be supported by new piles to ensure seismic safety standards are met.

Within the boarding area, restrooms and concession space would be relocated; however, no substantial change in capacity or use is proposed. All architectural finishes would be replaced and skylights or clerestory windows would be added to improve natural lighting. Existing restrooms would undergo minor expansion and modernization to accommodate current passenger levels. Additionally, aging mechanical and electrical systems would be updated and minor seismic retrofits would be integrated into the T3 structure.

Boarding Area F

To better facilitate new security checkpoint standards and current passenger levels, the Airport must relocate and expand one of the security checkpoints within the Terminal 3 Concourse. The relocation of the security checkpoint would displace existing concession and hold room spaces in T3, which must be accommodated in or near B/A F. The proposed work in B/A F would result in an approximately 10,000 square foot increase. Two existing holding rooms and existing concession space would be relocated to the proposed B/A F expansion area. Similar to the work proposed for B/A E, the expansion of the structure would require the demolition and relocation of the departure level walls in certain areas. The relocation of these uses would not result in any substantial increase in capacity or change existing uses.

Environmental Determination: The T3 project qualifies for a Categorical Exemption under §15332(Class 32) of CEQA Guidelines, which exempts infill development. The Airport is essentially a campus development and infill projects accommodate the Airport's changing facility needs while maintaining campus continuity. As described, the proposed construction would take place on developed land and serve the same purpose as the existing facilities. All of the proposed expansion areas are post security and would not increase capacity or use beyond current passenger forecasts. Additionally, the work proposed for B/A E is anticipated to attain a LEED Gold standard and will be notably more efficient than the boarding area is currently.

The proposed projects would help the Airport meet current industry standards in security and level-of-service with relatively nominal expansion and minimal effect on Airport operations. The proposed construction would modernize the existing facilities and the additional square footage would not result in an increase in the number of passengers at the Airport. The Airport

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is seeking EP concurrence that the Terminal 3 Boarding Area Expansion project is Categorical Exempt under CEQA.

Please contact Avant Ramsey with any questions or concerns at (650) 821-7836 or avant.ramsey@flysf.com.

Sincerely,



Nixon Lam
Manager of Environmental Affairs

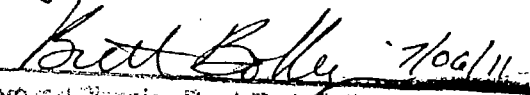
Attachments: Exhibit 1

cc: Bill Wycko
Ivar Satero
Judi Mosqueda
Claudia Luquin
Melba Yee

SAN FRANCISCO DEPARTMENT OF CITY PLANNING
CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW

CLASS 32 - Infill Development

Addition to existing terminal on developed land that will serve the same purpose as the existing terminal buildings.


Approved Planning Dept. Brett Bollinger