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ADDENDUM TO ENVIRONMENTAL IMPACT REPORT

Date of Publication of Addendum: October 24, 2007

Date of Certification of Final Environmental Impact Report: May 28,1992 (Case No. 86.683E)

Lead Agency: Planning Department, City and County of San Francisco
1650 Mission Street, San Francisco, CA 94103

Agency Contact Person: Paul Maltzer **Telephone:** (415) 575-9038

Project Title: 2007.1149E – San Francisco International Airport Master Plan Terminals 1 & 2

Project Sponsor/Contact: Nixon Lam **Telephone:** (650) 821-5347

Project Address:	San Francisco International Airport
Assessor's Block and Lot:	N/A – Unincorporated San Mateo County
City and County:	San Mateo County

Remarks: See Attached Materials

Conclusion

Based on the analysis attached, it is concluded that the analyses conducted and the conclusions reached in the final EIR certified on May 28, 1992 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

10/24/07

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

WILLIAM C. WYCKO
Environmental Review Officer

cc: Distribution List
Master Decision File

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SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN
Final Environmental Impact Report Addendum For The

TERMINAL 2 RENOVATION AND TERMINAL 1 REDEVELOPMENT PROJECTS

October 24, 2007

Addendum File No. 2007.1149E
EIR File No. 86-683E
SCH #90030535

Prepared by
San Francisco Planning Department

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I. INTRODUCTION

A Program EIR (#86.638E) was prepared for the San Francisco International Airport Master Plan in 1991-1992, encompassing landside modifications and Airport expansion projects through 2006. The San Francisco International Airport Master Plan Final EIR was certified on May 28, 1992. The San Francisco Airport Commission approved the Master Plan and accompanying Final Mitigation Program and conditions of approval on November 3, 1992.

The Master Plan focused on the accommodation of facilities through the development of improved land use and circulation patterns for all Airport-owned lands excluding the undeveloped area referred to as the West-of-Bayshore Parcel. The major master plan improvements included in the FEIR analyses were: 1) the new International Terminal; 2) consolidation of cargo facilities in the North and West Field Areas; 3) an Airport People Mover System (AirTrain); 4) roadway/circulation improvements to the International Terminal Building; 5) on-Airport hotel development; 6) Renovation of the former International Terminal (T2) for domestic operations; and (7) Replacement of the South Terminal (T1), Boarding Area B.

Since certification of the FEIR, the Airport has completed many of the projects under the Master Plan Program. However, a number of projects were delayed because of economic conditions and events of September 11, 2001, causing a drop in passenger levels and aircraft operations at SFO. Passenger levels have begun to approach pre-2001 levels, and the Airport is now ready to move forward with two of the remaining Master Plan projects relating to domestic terminal improvement: (1) renovation of Boarding D in the old International or Central Terminal (now called Terminal 2 or T2) to convert the boarding area from its former use as an international terminal to a domestic terminal; and (2) redevelopment of Boarding Area B and the old South Terminal (now referred to as Terminal 1 or T1).

As described in the FEIR (p.50) and presented in Table 1, the T2 Renovation involves the conversion of the former international terminal facilities in T2 into a domestic terminal. Approximately 490,000 s.f. of interior space in Boarding Area D would be renovated for this purpose. In T1, the existing Boarding Area A (185,600 s.f.) and 60,000 s.f. of Boarding Area B would be demolished. In the near-term phase, 400,000 s.f. of new boarding area space would be constructed at T1, Boarding Area B. In the long-term phase, the remaining 32,000 s.f. of existing space at T1, Boarding Area B would be demolished and replaced with 104,000 s.f. of new boarding area space.

As analyzed in the FEIR, the change in domestic terminal space when comparing the T2 and T1 master plan projects with existing space (1990) is summarized in **Table 1**. In sum, the T2 and T1 master plan projects would have resulted in a 15 percent space increase over the existing T2 and T1 facilities in 1990.

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

Table 1: Comparison of Master Plan T2 and T1 Projects

	Existing T2 & T1 Facilities (1990)	Master Plan Near-Term Projects (1996)	Master Plan Long-Term Project (2006)
Terminal 2	610,000 s.f.	610,000 s.f. [1]	610,000 s.f.
Terminal 1	849,00 s.f.	1,003,400 s.f. [2]	1,075,900 s.f. [3]
Total Space	1,459,000 s.f.	1,613,400 s.f.	1,685,000 [4]

Source: SFIA Master Plan FEIR (1992, p.50)

Note:
1. T2 Renovation – Boarding Area D (490,000 s.f.) within the 610,000 s.f. Terminal 2 Facility
2. T1 Redevelopment, Phase 1 – Demolish Boarding Area A (185,000 s.f.) and a part of Boarding Area B (60,000 s.f.); construct new Boarding Area B space (400,000 s.f.)
3. T1 Redevelopment, Phase 2 – Demolish a part of Boarding Area B (32,000 s.f.); construct new Boarding Area B space (104,000 s.f.)
4. 1,685,000 s.f. ÷ 1,459,000 = 115.5%

CEQA requires that individual projects previously evaluated as part of a program EIR be reviewed in light of the information in the program EIR to ensure that the individual project was analyzed in that EIR and no new environmental analysis is required. The evaluation of the two domestic terminal improvement projects is presented in this Addendum to the FEIR, pursuant to State CEQA Guidelines §15164. Section 15164 calls for preparation of an addendum to an EIR when (1) none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred, (2) only minor technical changes or additions are necessary to make an FEIR adequate under CEQA, and (3) the changes do not raise important new issues about significant environmental effects not already discussed in the FEIR. An addendum must be considered by the Airport Commission, or other decision-making body, prior to acting on the proposed projects.

The State CEQA Guidelines §15168 suggests that a written checklist or similar method be used in the determination that the effects of a specific project included in a program have been analyzed in the Program EIR. An environmental issues checklist has been prepared for the proposed Terminal 2 Renovation and Terminal 1 Redevelopment Projects, and is included in this Addendum. The checklist notes the potential environmental impacts of the proposed Terminal projects and indicates whether the potential impacts have been discussed in the SFIA Master Plan Final EIR. Topics from the checklist found to warrant a more thorough assessment are evaluated in more detail in this Addendum.

II. AIR TRAFFIC TRENDS

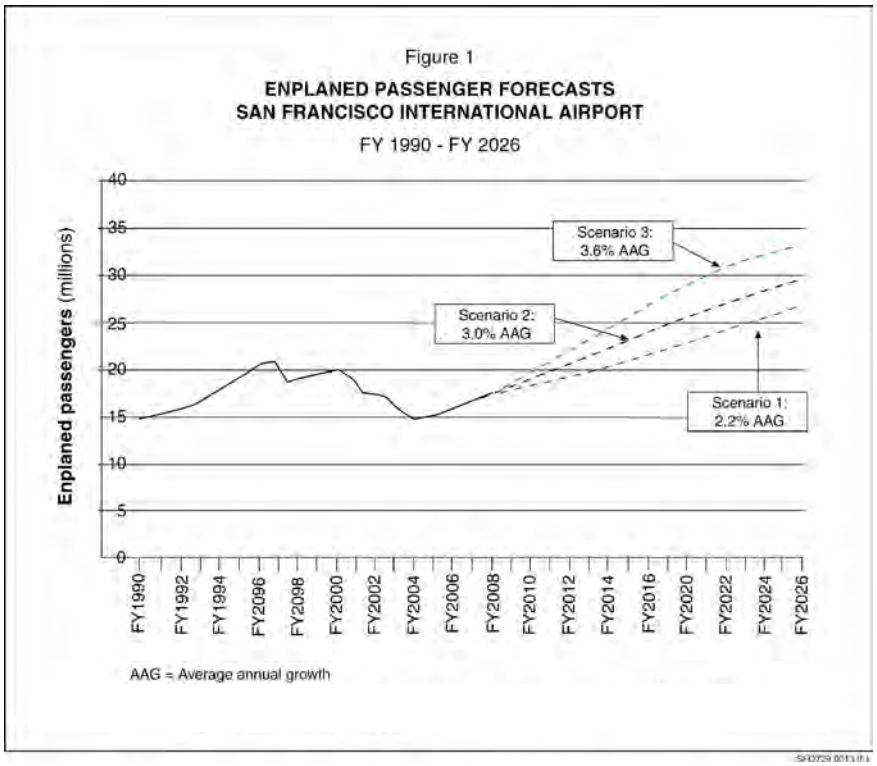
Figures 1 and **2** present historical and forecast passenger enplanement and passenger airline aircraft departure operations volumes at SFO for the historical period 1990-2007 and the forecast period 2008-2026. The Airport is the principal commercial service airport for the San Francisco Bay Area and is the 14th busiest airport in the U.S. in terms of passengers.

In early 2001, shortly following the opening of the new International Terminal Building, the Airport was faced with a local economic downturn associated with the dot.com implosion which coincided with the national economic recession, which began in March 2001. Following an initial

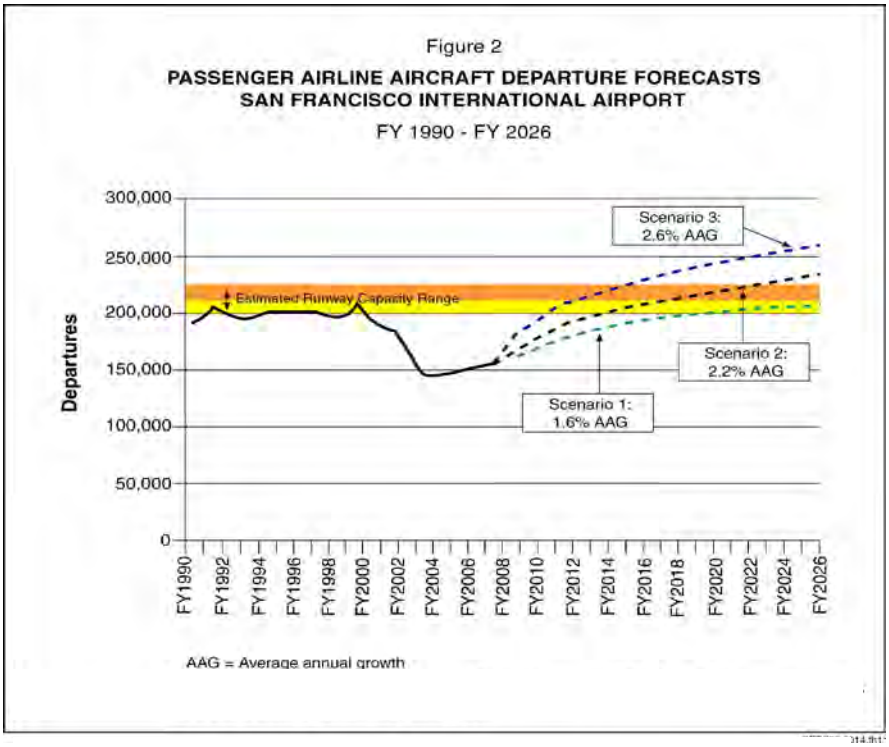
downturn in traffic volumes and passenger levels at SFO, the Airport experienced the cumulative effects of the September 11, 2001 terrorist attacks, the Iraq War and the Asian SARS epidemic in the spring of 2003, and several airline bankruptcies (including United Airlines, the Airport's hub carrier) between 2003 and the present.

Air passenger volume at the Airport declined 28 percent between FY 2000 and FY 2003 from 40.2 million annual passengers to 29.2 million annual passengers. The Airport's domestic traffic decreased 31 percent over this period and international traffic decreased 11 percent. Passenger aircraft operations decreased by approximately 24 percent over this period. At the same time, the Airport's airline cost per enplaned passenger (CPE), an airline industry metric used to compare the cost of operating at one airport to another, rose to among the highest levels in the nation.

As a result of significant traffic declines and increasing airline costs, several Master Plan projects were deferred, including the two terminal redevelopment projects at Terminal 1 and Terminal 2, the hotel development, and the West Field Cargo Redevelopment.



Sources: SFO Bureau of Planning and Environmental Affairs; Forecast: Jacobs Consultancy, March 2007



Sources: SFO Air Traffic Monitoring System; Forecast: Jacobs Consultancy, March 2007

Although still approximately 16 percent below peak FY 2000 passenger levels (as of fiscal year end 2007), the Airport has experienced year-over-year growth in passenger activity since 2003 and is forecast to recover to pre-2001 traffic levels by 2011. By deferring capital expenditures, increasing non-airline revenues, and refinancing the Airport's outstanding revenue bond debt, the Airport's CPE has decreased from approximately $20 in 2003 to less than $14 in 2007.

In 2007, three new low-cost carriers have begun service to SFO: JetBlue Airways in May 2007 and Southwest Airlines and Virgin America in August 2007. Until new domestic terminal capacity is available at Terminal 2, these three airlines will be accommodated within the International Terminal and at Terminal 1. However, after deferring the renovation of Terminal 2 for almost seven years and the redevelopment of Terminal 1, Boarding Area B, the Airport needs to redevelop gates to accommodate growth by new entrants as well as other incumbent carriers.

Recent air traffic forecasts for SFO indicate that new aircraft gate capacity will be required by 2011 or earlier. The 14-gate Terminal 2 renovation would provide new gate capacity for new entrant carriers and also serve as replacement gates for Terminal 1 gates that are expected to be redeveloped following the re-opening of Terminal 2. When Terminal 1 and Terminal 2 are redeveloped, the Airport will have a total of 103 aircraft gates – the same number of gates evaluated in the FEIR for the SFO Master Plan (Table 2.12, *Summary of Near-Term and Long-Term Requirements, SFO Master Plan*, p.2.9, November 1989).

III. PROJECT DESCRIPTION

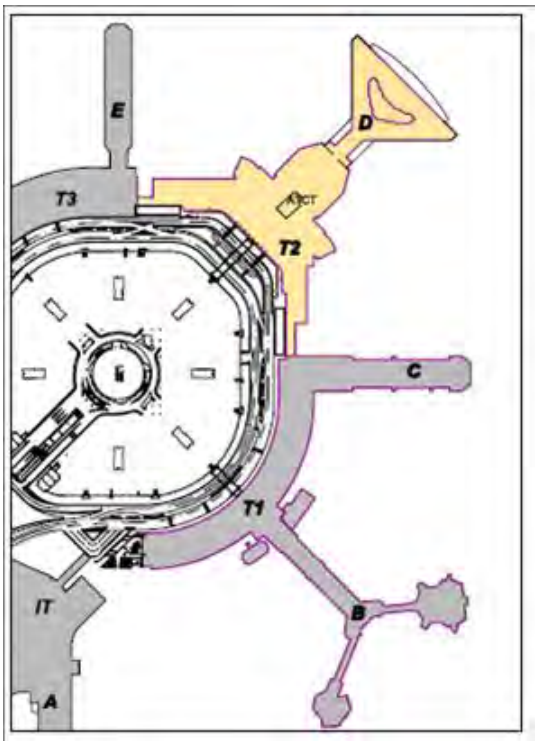
A. Terminal 2 Renovation (Boarding Area D)

As shown in **Figure 3**, Boarding Area D, located in the old Central Terminal, was formerly used and configured as an international terminal. The terminal closed in December 2000 when the new International Terminal Building was opened. Under the Master Plan, this terminal is to be renovated for a domestic terminal.

The renovation of Boarding Area D into a domestic terminal is described in the Master Plan (Master Plan, p.10.4; Figure 10.1), and the Master Plan EIR Project Description in Figure 4 (Final EIR, p.42), and FEIR Appendix B, Table B-1 (vol. III, p.A.18). As described in these documents, the square footage for the existing Boarding Area D is 490,000 square feet (Master Plan, p. 10.2).

The proposed T2 renovation would convert the facility from a 10-gate international wide body aircraft terminal to a 14-gate domestic narrow body aircraft terminal. The renovation project includes the terminal building's interior space, including holdrooms, concession spaces, baggage claim areas, and building systems. It would include renovation of the departures and arrivals levels of the building. As currently planned, the T2 renovation project would include filling in atrium spaces in the connector building and boarding area to provide additional circulation and concession spaces and provide greater structural support and seismic reinforcement for the building. These changes would increase the Boarding Area D square footage from 490,000 square feet as referenced in the FEIR, to approximately 525,000 square feet – an increase of 35,000 square feet or 7%.

Figure 3: Terminal 2 Renovation



Source: SFO Bureau of Planning and Environmental Affairs, September 2007

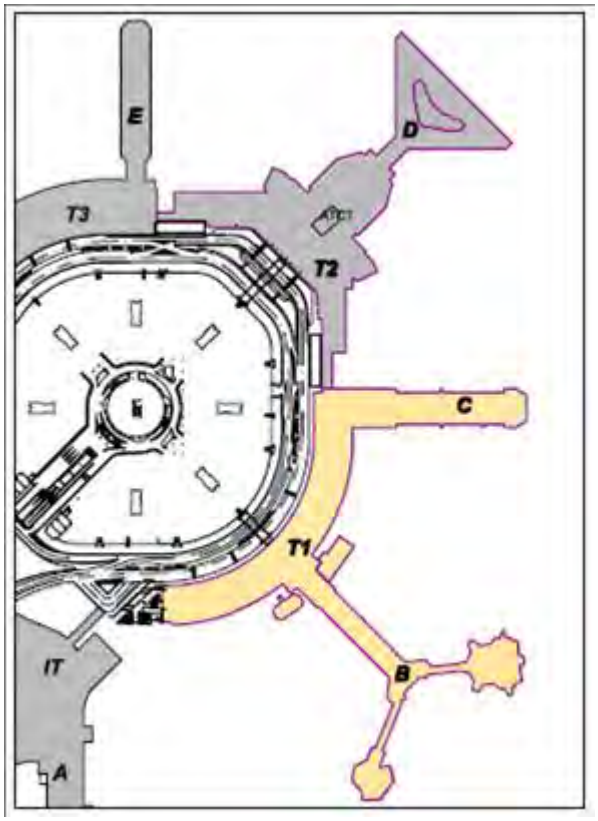
The Terminal 2 renovation project, shown in Figure 3, is consistent with the project described and analyzed in the Master Plan FEIR, and would not increase the total number of aircraft gates beyond that analyzed in the FEIR.

The Airport anticipates a 24-36 month schedule for the completion of design and construction associated with the Terminal 2 renovation project.

B. Terminal 1 Redevelopment

Terminal 1, shown in **Figure 4,** is a 28-gate domestic terminal that accommodates Delta Air Lines, Northwest Airlines, Hawaiian Airlines and Frontier Airlines at Boarding Area C and Alaska, US Airways, Continental, and Southwest Airlines at Boarding Area B. The terminal building and Boarding Area B were built in the 1960s. Boarding Area C was built in the 1980s.

Figure 4: Terminal 1 – Existing Conditions



Source: SFO Bureau of Planning and Environmental Affairs, September 2007

The SFO Master Plan proposed the redevelopment of Terminal 1, Boarding Area B due to the age and condition of the facility, which is not pile-supported and has significant structural, seismic and building code deficiencies. While the Airport has maintained the boarding area and made capital investments to keep the facility operational over the last ten years, Terminal 1 and Boarding Area B are accommodating many more passengers than they were designed to accommodate and passenger level of service is expected to deteriorate as domestic traffic levels increase. The ongoing maintenance requirements of the building and associated building systems are significant due to the continued settlement of the 1960's-era boarding area. Since its opening, the first two sections of the boarding area have settled approximately 40 inches.

The demolition and reconstruction of existing Boarding Area B was to occur in two phases and is described in the Master Plan and in the Master Plan EIR (Master Plan, pp. 10.1, 10.2 (Figure 10.1), 10.5 (Figure 10.3), 10.10, 10.14 (Figure 10.10), 10.33 (Figure 10.22; Master Plan EIR, pp. 42 (Figure 4), 44 (Figure 6), 46 (Table 4), 43 (Figure 5), 45 (Figure 7), 47 (Table 5); Master Plan EIR vol. III, Appendix B pp.A.18 (Table B-1), A.19 (Table B-1).

In the Phase 1 near-term, 60,000 square feet of the total 92,000 square feet Boarding Area B was to be demolished and a 400,000 square feet Boarding Area B would be constructed, resulting in a total of 432,000 square feet for Boarding Area B at the completion of Phase I of the project (FEIR, vol. III, Appendix B p. A.18). In the Phase II long-term, the remaining original 32,000 square feet of the old "satellite" configuration of the Boarding Area B would be demolished and replaced with a 104,000 square feet facility. At the completion of Phases I and II, Boarding Area B would total 504,000 square feet. (FEIR, Volume III, Appendices, Appendix B p. A.19). The Phase I and II configuration of the Boarding Area B would have been similar to that of Boarding Area F in Terminal 3 (formerly the North Terminal), with two piers extending from a central hub (Master Plan, pp.10.10, 10.14 (Figure 10.10).

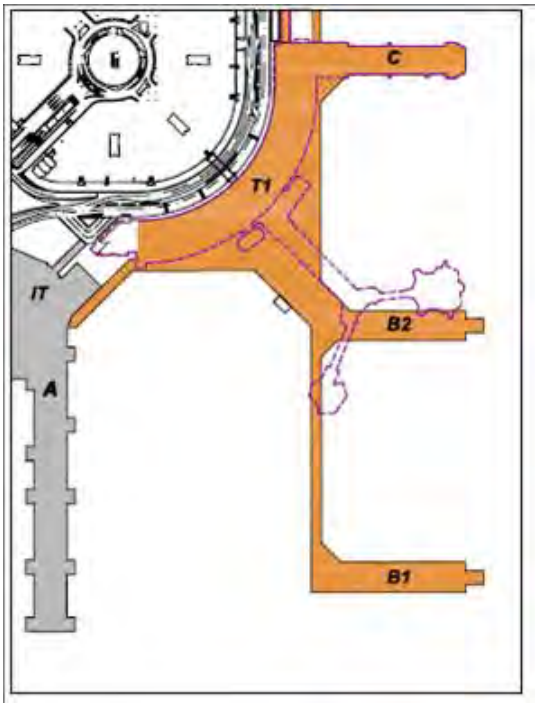
The Airport proposes to move forward with the Terminal 1 redevelopment project when the renovation of Boarding Area D is completed. At this time, the Airport is evaluating two alternative designs for Terminal 1 redevelopment.

In 2006, the Airport initiated a planning study for the redevelopment of Terminal 1 and has identified two alternative redevelopment plans for the terminal building and boarding areas. Both alternatives provide for approximately the same number of aircraft gates – 18 at Boarding Area B and 10 at Boarding Area C – that exist today at Terminal 1, but provide for reconfiguration of the terminal layout to provide improved passenger processing facilities (e.g., ticketing, security screening, holdrooms, and baggage claim areas), airline support facilities, and aircraft operating environment (including improvements to taxilane layouts in the vicinity of the terminal boarding areas to improve the operational capability of the Airport and reduce aircraft delays).

Alternative 1 – the Finger Pier Alternative (as shown in **Figure 5**) – would retain Boarding Area C in its current configuration and redevelop Boarding Area B with two finger piers. The second alternative – the Modified Linear Alternative (as shown in **Figure 6**) – would reconfigure both boarding areas into a single linear concourse consolidating the various passenger processing facilities within Terminal 1 and integrating the terminal building with Terminal 2. Over the next several months, the Airport will identify a preferred Terminal 1 redevelopment alternative.

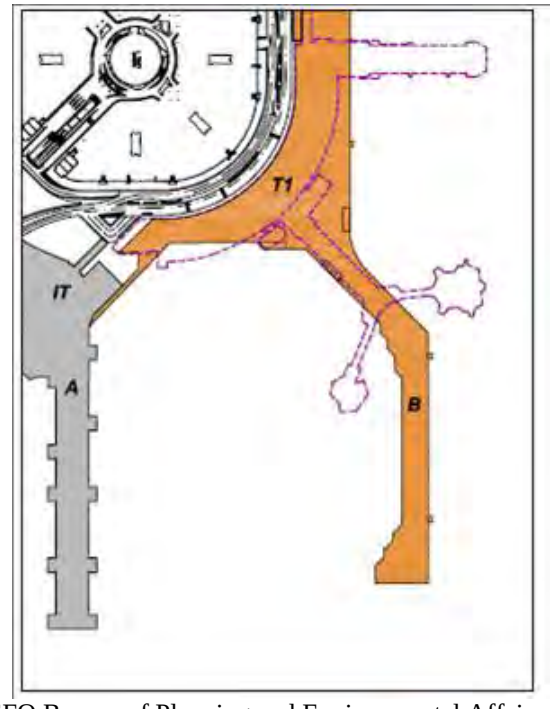
It is anticipated that the redevelopment of Terminal 1 (under either alternative) would be initiated following the completion of the Terminal 2 renovation project. The first phase of construction is anticipated to begin in 2011 and the final phase of construction would conclude in 2018.

Figure 5: Terminal 1 Redevelopment – Finger Pier Alternative



Source: SFO Bureau of Planning and Environmental Affairs, September 2007

Figure 6: Terminal 1 Redevelopment – Modified Linear Alternative



Source: SFO Bureau of Planning and Environmental Affairs, September 2007

The anticipated number of aircraft gates at Terminal 1 is the same as the number proposed to be constructed at the completion of the Master Plan. Although the terminal square footage is expected to increase to account for changes in passenger processing since 2001 (to accommodate new security screening requirements for passengers and baggage), the forecast passenger and aircraft operations levels are consistent with the levels analyzed in the Master Plan FEIR.

IV. ENVIRONMENTAL IMPACT ANALYSIS OF THE PROPOSED PROJECTS

A. Comparison of Proposed Terminal Projects with Projects Analyzed in the FEIR

For the T2 renovation project, there would be no substantial change to the overall footprint of the building or the number of total aircraft gates from what was described in the FEIR, and is essentially the same as the project proposed in the Master Plan and analyzed in the FEIR.. All environmental impacts identified in the FEIR would remain essentially as described, and as explained in further detail below.

For the T1 redevelopment project, the physical layout of the two proposed T1 design alternatives (the Finger Pier and the Modified Linear schemes) differ from the configuration of the T1 project described in the FEIR. However, the design change does not materially affect the total building square footage and number of aircraft gates for the South Terminal from that proposed in the SFIA Master Plan and analyzed in the FEIR.

The specific environmental impacts as discussed in the FEIR when compared to the current Terminal 2 renovation and Terminal 1 redevelopment projects are described below. As shown in **Table 2**, there are no substantial changes in the activity levels or aircraft gates at the Airport between the projects as analyzed in the Master Plan compared with the proposed projects.

At the completion of the Terminal 2 renovation and Terminal 1 redevelopment projects, it is expected that there would be no change in the total number of aircraft gates at the Airport compared with the number of aircraft gates anticipated in the Master Plan. Forecast passengers accommodated by the Airport over the planning horizon generally remain the same, but due to economic conditions since 2000 and for other reasons described previously, the design forecast year has shifted from the 2006 Plan Year shown in the Master Plan (51.3 million annual passengers; Master Plan, p.2.9) to 2026 under the Airport's low forecast scenario (50.6 million annual passengers by 2026) and 2016 under the Airport's high forecast scenario (53.6 million annual passengers by 2016).

Aircraft operations are now forecast to reach between 448,000 and 479,000 between 2016 and 2026, compared with 537,600 aircraft operations forecast in the Master Plan for 2006. The Airport recently completed an airfield capacity study that determined that the Airport's runway capacity is constrained, so it is unlikely that the Airport could achieve the aircraft operations levels previously forecast in the Master Plan.

Table 2: Comparison of Master Plan FEIR and Proposed 2007 Terminal Redevelopment Projects

	Master Plan FEIR (2006)	2007 Proposed Terminal Redevelopment (2016-2026)	% Difference
Passenger Forecast	51.3 million	50.6-53.6 million	-1 to +4%
Aircraft Gates	103	101 – 103	-2 to 0%
Aircraft Operations	537,600	448,000-479,000	-12 to -18%
Terminal 2 Renovation	490,000 s.f. (B\A D)	525,000 s.f. (B\A D) [1]	+7%
Terminal 1 Redevelopment	1,075,900 s.f. (B\A B)	Finger Pier [2] Alternative - 1,183,500 s.f.	+10%
		Modified Linear [3] Alternative - 962,000 s.f.	-11%

Sources: (1) 1989 SFIA Master Plan, (2) 1992 SFIA Master Plan FEIR, (3) SFO Bureau of Design and Construction, (4) SFO Bureau of Planning and Environmental Affairs

Notes: 1. The current T2 project includes filling 9,000 s.f. of interior space in the atrium, and 10,000 s.f. at the narrow concourse area referred to as the "throat. A bump out at the end of the B\A D would add an additional 16,000 s.f. of holdroom – concession space. These improvements were not anticipated in the FEIR's programmatic level of detail.

2. The Finger Pier Alt. includes a refurbished B\A C not contemplated in the FEIR and separates B\A B into two concourses.

3. The Modified Linear Alt. would replace B\A C with frontal gates, and a replace B\A B with a linear concourse.

The following is a summary of the environmental impacts described in the FEIR for the Master Plan projects, including the T2 and T1 projects. When available, the 1996 and 2006 forecast information from the FEIR is compared with actual information for those years. These comparisons indicate that for the topical environmental impact area, and for the reasons described in the project description of this addendum, the levels of forecast environmental impact, such as Highway 101 traffic volume, have not occurred because of economic conditions that have affected air passenger levels and aircraft operations at the Airport, which have had a similar effect on the traffic volumes and other activities in the region as a whole.

B. Traffic and Circulation

The transportation impacts of the Master Plan projects were analyzed on pages 265-330 of the FEIR. Updated passenger forecasts prepared in 2007 show 2016 (high forecast) and 2026 (low forecast) passenger levels are comparable to what the FEIR forecast for 2006.

Although the T2 and T1 projects are not expected to be completed until 2011 and 2018, respectively, the transportation impacts anticipated from these project has been added to year 2006 data for purposes of comparing impacts to those stated in the Master Plan FEIR.

The potential traffic and circulation impacts of the proposed T2 and T1 projects are not expected to deviate from what was analyzed in the FEIR. As shown in **Table 3**, a comparison of peak hour traffic on one Highway 101 mainline segment, between Millbrae Avenue and the SFO, indicate that the FEIR analysis presented higher traffic volume, and therefore, the traffic impacts of the proposed T2 and T1 projects are within the envelope of FEIR traffic analysis. For this mainline segment, the actual Caltrans traffic count for 1996 is 16 percent higher than the 1996 forecast in the FEIR, but by 2006, the actual Caltrans traffic count is 21 percent less than the 2006 forecast in the FEIR. Unlike the straight line forecast used in the FEIR, the actual Caltrans traffic numbers rose higher than

forecast in 1996, but decreased significantly by 2006. However, there is no difference when the MP FEIR forecast for 2006 is compared to the actual 2006 Caltrans traffic volume when you include the estimated net traffic trips for the passengers (i.e., enplanements and deplanements) that are now expected in 2016.

Table 3: A Comparison of Highway 101 Peak Hour Traffic Volume

Hwy 101 Mainline Segment	1990 MP FEIR Existing[1]	1992 Caltrans Actual[2]	1996		2006		
			MP FEIR Forecast[1]	Caltrans Actual [3]	MP FEIR Forecast[1]	Caltrans Actual[2]	Caltrans Actual + 2016 Terminal Area Trips[4]
Millbrae Avenue To SFIA[3]	16,617	16,500	18,430	21,300	20,494	16,200	20,489
% Difference	- 1%[5]		+ 16%		- 21%		0%

Sources: (1) 1992 Master Plan FEIR, (2) Caltrans Traffic Operations web page (2006), (3) Comparative Traffic Reports – August and December 2006, SFO Financial Planning & Analysis Unit, (4) DTRP – Terminal Program Analysis (2016), SFO Planning & Env. Affairs

Notes:
1. The Master Plan FEIR figures are the sum of the weekday peak hour volumes for the northbound direction in the morning, and for the southbound direction in the afternoon.
2. The Caltrans data is reported as a composite annual peak hour volume.
3. Volume is total of all main lines in both the north- and south- bound directions between the Millbrae Avenue interchange and the SFIA ramps. This segment was chosen for consistency in analysis since Caltrans records for the segment between the SFIA ramps and the San Bruno interchange were not recorded in 2006.
4. Comparison of actual 2006 Caltrans trips and 2016 Terminal Area traffic to the FEIR 2006 forecast used the following assumptions – 2016 Peak Hr Passengers (T2 = 2,525. T1 = 3,958 – 3,796 (2007); 1.98 trips per passenger; terminal employees trips are 25% of passenger trips; 64.5% of terminal trips are southbound on Hwy 101. The 2006 FEIR forecast and the 2016 Terminal Area Trips overstates the number of trip because only 75% of total number of passengers are local (origination & destination) and would generate traffic trips. The remaining 25% are transferring passengers who never enter the area vehicular roadway system.
5. The percentage difference is given for the existing 1990 peak hour volume in the FEIR and the closest year found in the Caltrans Traffic Operations Website. For 1996 and 2006, the FEIR forecast numbers are compared to Caltrans actual numbers.

The Master Plan project impacts on 1996 and 2006 Forecast AM and Peak Hour traffic volumes for the 31 Highway 101 and I-380 ramps in the vicinity of the Airport were presented on pp. 315 to 316 of the FEIR. As shown in **Table 4**, the estimated volume of traffic in 1996 attributed to Master Plan projects would account for approximately 13 percent and 17 percent of AM and PM Peak Hour traffic, respectively. By 2006, the FEIR forecast that the Master Plan projects share of AM and PM Peak Hour traffic would increase to 23 percent and 28 percent, respectively.

Table 4: 1996 and 2006 Master Plan Project Impacts on Freeway Ramps

MP Forecast Years	AM PEAK Forecast Increase	AM PEAK + MP Projects	% MP Share	PM Peak Forecast Increase	PM Peak + MP Projects	% MP Share
1996 [1]	30,482	34,565	13%	30,080	35,097	17%
2006 [1]	32,005	39,421	23%	31,289	40,091	28%

Source : (1) SFIA Master Plan FEIR, Table 43, pp. 315 to 316, (2) Traffic Engineering, SFO Bureau of Design and Construction, September 2007.

Notes: 1. The peak hour traffic volume presented for each forecast year is the sum of 31 ramps in the vicinity of the Airport as identified in Table 42 of the FEIR, pp.315 to 316.

Whereas Table 4 presents the Airport's estimated project traffic impacts or contribution to Highway 101 peak traffic volumes, **Table 5** presents the actual results of a 2005 Airport Ramps Traffic Count Survey conducted by the Airport's Traffic Engineering Section. As shown in Table 5, the Airport's share of the average daily traffic on Highway 101 between Millbrae Avenue and I-380 is approximately 24 percent. As a percentage share of Highway 101 traffic, the 24 percent is similar to the 2006 forecast of 28 percent shown in Table 4.

Table 5: Airport Share of Highway 101 Traffic

Highway 101 Mainline Segment	101 Average Daily Traffic	Airport Average Daily Traffic	Airport Share of Highway 101
Millbrae Avenue to SFIA	235,000	49,263	21%
SFIA to I-380	240,000	65,904	27%
Total	475,000	115,167	24%

Source: (1) Caltrans Traffic Operations web page (2006), (2) 2005 Airport Ramp Traffic Count Survey – Traffic Engineering, SFO Bureau of Design and Construction, September 2007.

As Table 3, 4 and 5 indicate, the Airport's Master Plan projects, including the T2 and T1 projects are within the FEIR's envelope of analysis. The actual 2006 Highway 101 mainline traffic volumes are 21 percent less than the FEIR forecast for 2006. The Airport's percentage share of Highway 101 traffic volume in the Airport vicinity is within the range presented in the FEIR traffic analysis. In addition, the following transportation projects and programs that were implemented after the completion of the FEIR have served to encourage the use of alternative transportation options for Airport passengers and employees and resulted in an overall reduction in traffic and circulation impacts:

- The on-Airport **AirTrain** System, a master plan project referred to in the FEIR as the people-mover system, began operations in 2003. AirTrain has eliminated 200,000 annual shuttle bus trips from the terminal roadways;
- The **SFO BART Extension** that began operation in 2003 had a ridership of 215,000 passengers per month in 2005. In 2007 (year to date), average monthly BART ridership to SFO has increased to 241,322 (SFO Landside Operations, September 2007);
- The Airport's Transit-First Program promotes the use of public and private High Occupancy Vehicles (HOV) to and from the Airport. The 2006 Air Passenger Survey indicated that 46 percent of air passengers used public transportation in the form of BART,

CalTrain, SamTrans, door-to-door vans, taxis, limousines, charters, or Airporter bus service to access the Airport; and

- Adopted in 1993, the Airport's **Employee Trip Reduction Program** encourages the more than 18,000 airport tenant and airport employees to take advantage of HOV ground access alternatives to their on-airport job sites. Approximately 53 percent of airport employees surveyed in 2005 did not drive alone and used an alternative form of transportation to reach their place of employment[1] (SFO Landside Operations, September 2007).

C. Air Quality

Air quality impacts of the SFIA Master Plan were analyzed on pp. 171 to 177 and pp. 353 to 365, in the FEIR. The FEIR found that project-related surface traffic would contribute to existing exceedances of roadside CO concentrations and would likely lead to an increase in the frequency of standards violations in the project area. The FEIR also found that the project would contribute more than one percent of transportation-related emissions resulting from development in the San Mateo County, and would create emissions that would exceed BAAQMD thresholds. The range of construction-related impacts was analyzed in the FEIR on p. 353. The construction-related emissions for the proposed T2 and T1 Master Plan projects are expected to remain within the envelope of impacts discussed in the FEIR, because the scale of construction of the currently proposed projects are similar in size and scope as the two projects described and analyzed in the FEIR.

The overall vehicular activity under the current T2 and T1 master plan projects would remain within the general envelope of vehicular trips and associated increases in air pollution as discussed in the FEIR.

The FEIR found air quality impacts were potentially significant impacts. However, the project impacts relating to air quality have been avoided or substantially lessened, to the maximum extent possible, by the implementation of mitigation measures as adopted by the Airport Commission in the *SFIA Final Mitigation Monitoring Program*. These mitigation measures would be incorporated into the construction specifications for the T2 and T1 projects. To the extent that these mitigation measures do not avoid or substantially lessen the impacts of the master plan construction projects, the Airport Commission made the finding that the environmental, economic, social benefits of the Master Plan project would override the remaining impacts related to air quality, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations. (*SFIA Master Plan – Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, pp. 57 to 58).

Since the certification of the FEIR, the Airport has implemented a number of measures that have served to reduce air emission levels at the Airport. These comprehensive air quality enhancements have been organized under the Airport's Environmental Sustainability Program[2], and include the following measures:

[1] 2005 SFO Employee Commute Survey, Monday through Sunday work week (including days off)

[2] (Source: *San Francisco International Airport – 2007 Environmental Sustainability Report*, June 2007, pp.29 to 36; TSM Program, SFO Landside Operations, September 2007)

- The on-airport **AirTrain** System, a master plan project referred to in the FEIR as the people-mover system, began operations in 2003. AirTrain has eliminated 200,000 annual shuttle bus trips from the terminal roadways, reducing both traffic congestion and the associated emissions created by the predominantly diesel shuttle bus fleet.
- The **SFO BART Extension** that began operation in 2003 had a ridership of 215,000 passengers per month in 2005. Assuming an average automobile road trip of 25 miles per passenger to SFIA, the BART Extension to SFO has reduced an estimated 64.5 million miles of vehicle travel in the Bay Area in 2005. The annual gross reductions in air emissions are estimated to be 3,300 tons of carbon monoxide (CO), 250 tons of Nitrogen Oxides (NOx), as well as reductions in Reactive Organic Gases (ROG) and Particulate Matter less than 10 microns (PM_{10}). In 2007 (year to date), monthly BART ridership to SFO has been 241,322 (SFO Landside Operations, September 2007). With this 12 percent increase in ridership between 2007 and 2005, further reductions in estimated annual gross air emissions would be expected.
- Under the Airport's **Transit-First Program**, SFO is a leader among U.S. airports in the use of shared ground transportation for Airport access. The Transit-First Program promotes the use of public and private High Occupancy Vehicles (HOV) to and from the Airport. The 2006 Air Passenger Survey indicated that 46 percent of air passengers used public transportation in the form of BART, CalTrain, SamTrans, door-to-door vans, taxis, limousines, charters, or Airporter bus service to access the Airport.
- Adopted in 1993, the Airport's **Employee Trip Reduction Program** encourages the more than 18,000 airport tenant and airport employees to take advantage of HOV ground access alternatives to their on-airport job sites. All employers with 100 or more employees are required to appoint an employee transportation coordinator (ETC) to prepare and implement a Trip Reduction Program for their employees. Ground transportation information and financial incentive programs (i.e., Commuter Checks) are disseminated to tenant and airport employees. Approximately 53 percent of airport employees surveyed in 2005 did not drive alone and used an alternative form of transportation to reach their place of employment (SFO Landside Operations, September 2007).
- SFO adopted the **Clean Air Vehicle Policy** in 2000. The policy mandated that 50 percent of vehicles in applicable fleets at SFO use clean fuels by 2005 and 100% by 2012. SFO met the 2005 goal for hotel and parking courtesy shuttle vehicles and public transit, and expects to meet the 2012 goal for all categories of regulated vehicles. In 2003, the rental car shuttles were virtually eliminated and replaced by the zero emission AirTrain system. By the end of 2007, there will be 1,237 CNG, propane, electric and other alternative fuel vehicles in use at the Airport.
- SFO has implemented a number of **airside operations procedures** to reduce fuel consumption and emissions associated with aircraft ground operations such the installation of 400 Hz ground power and pre-conditioned air at the International Gates and in Boarding Areas B, E, and F to reduce the use of aircraft auxiliary power units. SFO also encourages airlines and ground service operators to convert to clean fuel service equipment, single-engine taxiing of aircraft, and towing aircraft between terminals and runways.

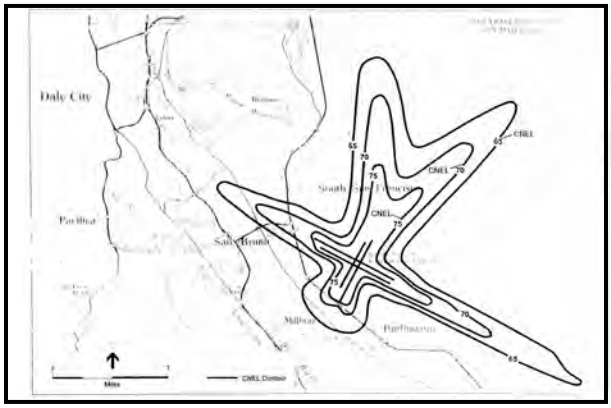
These improvements have resulted in an overall reduction in the level of criteria emissions.

Moreover, there has been a reduction in aircraft emissions resulting from the phase out of older, noisier and more polluting Stage 2 aircraft from the commercial aviation fleet that became effective January 1, 2000. This phase out was not anticipated at the time the FEIR was prepared. In fact, the FEIR noise analysis indicated that 299 of 833 average daily aircraft operations at SFO in 1990 were Stage 2 aircraft (FEIR, Table 17, p. 156). The majority of the new generation Stage 3 aircraft are considerably "cleaner" than the older aircraft included in the FEIR analyses. As older aircraft are phased out of the commercial airlines fleet, aircraft emissions will be further reduced. Therefore, the air quality impacts of the proposed T2 renovation and T1 redevelopment projects would remain within the envelope of analysis in the FEIR.

D. Noise

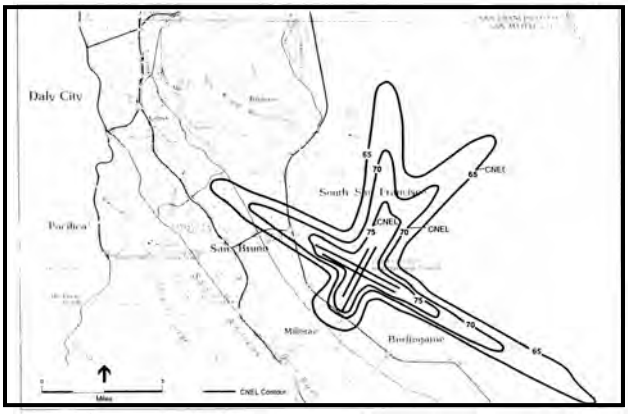
Noise impacts (surface traffic and aircraft related) of the Master Plan projects were analyzed on pages 153-170 and 331-352 of the FEIR. As shown in **Figures 7a – 7c**, the noise impacts of the proposed terminal projects would not change substantially from the original projects analyzed in the FEIR. Although the 2007 65 CNEL contour extends further to the northwest than the 1996 and 2006 forecast noise contours from the FEIR, the discrepancy can be attributed to differences in the distribution of aircraft operations between Runways 1 L/R (over the water) and Runways 28 L/R (through the San Bruno Gap). However, the T2 and T1 projects would have no effect on this discrepancy in aircraft distribution between runways. In the FEIR, the Integrated Noise Model assigned more air operations to Runways 1 L/R than the current noise model used by the SFO Aircraft Noise Abatement Office for their quarterly noise reports.

Figure 7a: Aircraft Noise Contours- 65+ CNEL (1996 – FEIR Forecast)



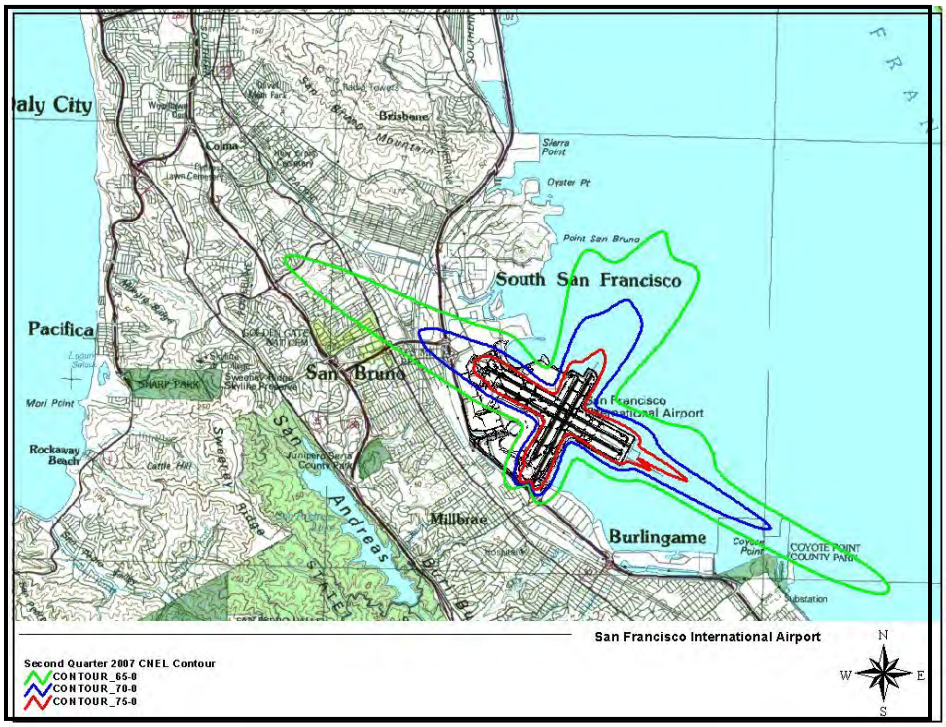
Source: (1) SFIA Master Plan FEIR, Figure 32, p. 340

Figure 7b: Aircraft Noise Contours- 65+ CNEL (2006 – FEIR Forecast)



Source: (1) SFIA Master Plan FEIR, Figure 33, p. 345

Figure 7c: Aircraft Noise Contours- 65+ CNEL (2007- Actual)



Source: (1) SFO Aircraft Noise Abatement Office, September 2007

The forecast aircraft operations are expected to be similar to or lower than the activity levels analyzed in the FEIR. As shown in **Table 6**, the actual population (2007) exposed to aircraft noise levels of 65 CNEL[3] or higher is lower than the 2006 forecast population in the FEIR. In addition,

[3] CNEL has been adopted by the California Department of Transportation, Div. of Aeronautics, for the purposes of the State Noise Standards governing aircraft operations at California Airports. The Noise Standards state, "the standard for the acceptable level of aircraft noise for persons living in the vicinity of airports is hereby established to be a community noise equivalent level of 65 decibels." (FEIR, p. 153)

the proposed improvements to the apron area and taxilanes in the vicinity of T1 under either the Finger Pier or the Modified Linear alternatives will improve aircraft circulation on the airfield. These improvements would reduce aircraft queuing times and reduce aircraft noise and air emission impacts on the airfield and surrounding community. The actual population in the 2007 65+ CNEL noise contour, approximately 4,534 people, is 69 percent less than the 2006 Forecast population of 6,600 shown in the FEIR. In terms of households, the 1,945 households in 2007 are 76 percent lower than the 2,563 households forecast in the FEIR for 2006.

Table 6: Resident Population/Households
Exposed to Aircraft Noise 65 CNEL and Above (1990, 1996, 2006)
FEIR Forecast vs. 2007 Actual

Noise Exposure Range (CNEL)	FEIR Existing Setting		FEIR Forecasts			2007 Pop. (Actual)	% Difference Betw. 2007 & 2006 Pop.	FEIR Forecast	2007 H'hld (Actual)	% Difference Betw. 2007 & 2006 H'hlds
	1990 Population	1990 Household	1996 Pop.	1996 H'hld	2006 Pop.			2006 H'hld		
75+	340	133	0	0	0	0	0%	0	0	0%
70 - 75	1,980	777	1,500	618	760	344	45%	321	145	45%
65 - 70	12,660	4,939	5,500	2,129	5,840	4,190	72%	2,242	1,800	80%
Total 65+	14, 980	5,849	7,000	2,747	6,600	4,534	**69%**	2,563	1,945	**76%**

Source: (1) SFIA Master Plan FEIR, Table 52, p. 341, (2) Aircraft Noise Abatement Office, September 2007

The noise impacts from aircraft operations at SFO have decreased significantly over the years, due primarily to the implementation of the Airport's Noise Abatement Program and the process of phasing out Stage 2 aircraft in the late 1990s. Historically, the number of people who reside in the 65+ CNEL noise contour has decreased 91 percent from 31,500 in 1976 to 3,298 in 2000. In terms of total area, the 65 CNEL noise contour has been significantly reduced from 2.2 square miles in 1986 to 0.41 square mile in 2007 (SFO Aircraft Noise Abatement Office, September 2007). SFO was the first major airport in California to eliminate all incompatible land uses within the 65 CNEL noise contour, primarily through its noise insulation program, and to operate without a variance as defined by California Code of Regulations, Title 21 (2007 *Environmental Sustainability Report*, June 2007, p. 40).

Additional initiatives and programs implemented as part of the Airport's Noise Abatement Program have also contributed to a reduction in airport related noise below the levels predicted in the FEIR. Those measures include:

- **The Fly Quiet Program** - The program encourages individual airlines to operate as quietly as possible at SFO. The program promotes a participatory approach to compliance with noise abatement procedures. A Fly Quiet Report provides airline scores on such noise indicators as noise exceedances, nighttime preferential runway use, shoreline and gap departure frequency, and Foster City arrival ratings;
- **Noise Complaint Program -** A database of all noise complaints is maintained. This information is used to develop operational changes that could reduce or eliminate the nuisance conditions;

- **Aircraft Noise Monitoring** - The Monitoring System keeps track of noise levels in the surrounding communities through the deployment of 29 monitoring stations located around the Bay Area. The information gathered allows Noise Abatement staff to correlate noise events and complaints to individual flight operations and aircraft types;
- **Noise Reduction of Nighttime Operations** - SFO has worked with participating airlines to voluntarily reduce aircraft noise during nighttime hours;
- **Coordination with FAA Air Traffic Control** - The Aircraft Noise Abatement Office works collaboratively with FAA Air Traffic Control to suggest changes to approach and departure procedures such as increasing altitudes for arriving Transpacific aircraft, which reduced noise impacts for southern San Mateo County residents; and
- **Noise Reduction Feasibility Study** - The Noise Abatement Office worked with Boeing Company, the FAA, and United Airlines on "Oceanic Tailored Arrivals" (OTA) to reduce noise from arriving flights from the Pacific Rim. Trials of the proposed procedure were conducted in August/September 2006 and December 2006/January 2007. The procedure could potentially increase glide time upon arrival approach to the Airport. The reduction in altitude changes and engine thrust would simplify the final approach for pilots, save fuel, and result in quieter operations because of reduced power settings and noise associated with drag-inducing settings for flaps, speed brakes, and landing gear.

  (Source: SFO 2007 *Environmental Sustainability Report*, June 2007, p. 41 to 43)

E. Hazardous Materials

Hazardous materials impacts of the Master Plan projects were analyzed on pages 201-227, and 381-393 of the FEIR. The FEIR indicated that excavation work could expose workers and the public to soils, gases or groundwater contaminated with hazardous materials. This exposure relates to the various construction activities including building demolition or renovation, excavation and dewatering. Although chemical compounds could vary, petroleum fuels are the primary soil and groundwater contaminant at the Airport (*FEIR*, p.381).

As stated in the FEIR and adopted in the SFIA Master Plan Final Mitigation Program (November 3, 1992), SFO will conduct Phase I and II environmental assessments of the project sites. If site remediation is necessary, the work would be performed by the responsible party, in accordance with all applicable law and the Hazardous Materials Mitigation Measures identified in the SFIA Master Plan Mitigation Monitoring Program (Airport Commission, November 3, 1992).

Between 1992 and 2006, coinciding with the implementation of the SFIA Master Plan program, SFO and its tenants carried out an extensive program of site investigation, characterization, and remediation of contaminated soil and groundwater to protect human health and safety and to prevent the degradation of environmental resources at the Airport. The $55 million environmental clean up program resulted in the removal and treatment or disposal of approximately 500,000 tons of contaminated soil and more than 20 million gallons of contaminated groundwater. The Airport manages on-going activities such as Hazardous Material Management, Hazardous Waste Materials Disposal, Soil and Groundwater Remediation, and a Materials Substitution Program (2007 *Environmental Sustainability Report*, June 2007, p. 61 to 65).

Through the environmental clean up program, the Airport conducted asbestos and soil surveys of both T2 and T1. These surveys found that both T2 and T1 will require clean up activities for asbestos and petroleum hydrocarbons (SFO Bureau of Design and Construction, Environmental

Remediation Section, September 2007). These adverse environmental impacts would be addressed though the implementation of mitigation measures as adopted by the Airport Commission in the *SFIA Final Mitigation Monitoring Program*. These mitigation measures would be incorporated into the construction specifications for the T2 and T1 projects. This would be consistent with the information presented in the FEIR regarding potential impacts from the T2 and T1 projects.

As shown in **Table 7**, the Airport disposes or recycles a significant amount of hazardous waste material. The Airport closely monitors the release of any fuels and other contaminants, treats contaminated groundwater prior to disposal, and disposes of these contaminated soils in permitted landfills or, if appropriate, collect materials for recycling.

Table 7: Hazardous Waste Materials Disposed or Recycled in 2005

Material Type	Quantity
Solid Hazardous Waste (Recycled)	31,279 pounds
Liquid Hazardous Waste (Recycled)	4,217 pounds
Anti-Freeze (Recycled)	175 gallons
Vehicle Batteries (Recycled)	150 pieces
Contaminated Soil	4,955 tons

Source: 2007 SFO *Environmental Sustainability Report*, June 2007, p. 63

V. ADMINISTRATIVE FINDINGS AND ENVIRONMENTAL CHECKLIST

A. Findings

The SFO Master Plan FEIR analyzed the potential impacts of the Master Plan. The T2 renovation and T1 redevelopment projects were identified as individual projects in the Master Plan. This EIR Addendum was prepared to ensure that the subsequent changes to individual projects were compared to the Master Plan Program FEIR, and it was found that no new additional substantial environmental analysis is required.

Based on the analysis in this Addendum, the proposed activities of the T2 and T1 Master Plan projects that are described and included in the SFO Master Plan program would not require additional environmental analysis.

The proposed T2 renovation project would differ from the T2, Boarding Area D project described in the Master Plan FEIR in terms of the overall square footage of interior space improvement. The FEIR analyzed approximately 490,000 square feet of renovation at Boarding Area D. The current T2 renovation project proposes approximately 35,000 square feet of additional interior improvements. With exception of a 16,000 square foot bump out on the upper level of Boarding Area D, the proposed increase in square footage would be improvements to interior space within the overall 610,000 square foot terminal space identified in the FEIR. The additional 35,000 square feet of interior improvements will be used for concession space to serve the air passengers. Since SFO concessions do not have a separate draw for consumers and are patronized by those already at the Airport for travel purposes, there will be no additional environmental impacts resulting from the additional interior improvements. Therefore, the potential environmental impacts associated with the proposed T2 renovation are comparable to the T2 project analyzed in the FEIR.

The two proposed Terminal 1 redevelopment alternatives differ from the Terminal 1, Boarding Area B project described in the Master Plan FEIR in terms of the overall configuration of the facility and terminal square footage required to accommodate changes in passenger processing facility requirements (e.g., passenger security screening and queuing areas and in-line baggage screening systems) in the post-September 11 airport operating environment. Despite the proposed increase in terminal square footage in the most recent plans compared to the Terminal 1, Boarding Area B replacement project considered in the Master Plan, the number of aircraft gates within the Terminal 1 complex would remain the same. Based on the revised forecast level of aircraft operations that would be accommodated at Terminal 1, the potential environmental impacts associated with the two alternative redevelopment schemes are comparable to the project analyzed in the FEIR.

This Addendum analyzed potential environmental impacts for the T2 and T1 projects and determined findings with respect to the following potential impact categories:

- **Transportation**
- **Air Quality**
- **Noise**
- **Hazardous Materials**

With respect to State CEQA Guidelines §15162, the effects of the proposed T2 and T1 Master Plan projects were fully analyzed in the Program FEIR. It is also determined that a subsequent EIR would not be required for the T2 and T1 Master Plan projects for the following reasons:

1. The current T2 and T1 projects propose no substantial changes to the Master Plan that would require major revisions to the SFIA Master Plan because of new significant environmental impacts or increases in the severity of previously identified significant effects not reviewed and discussed in the SFIA Master Plan FEIR;
2. There have been no substantial changes in circumstance under which the T2 and T1 projects are to be undertaken that would require major revisions in the Master Plan FEIR due to the involvement of new significant environmental effects or increase in severity of identified significant effects; and
3. There is no new information of substantial importance to the Master Plan that would suggest there are new significant environmental impacts not fully analyzed in the SFIA Master Plan Program FEIR.

As explained in the analysis of this Addendum, none of the mitigation measures rejected by the Airport Commission have become feasible, and there are no new mitigation measures related to the T2 and T1 projects that have become available for consideration since certification of the SFO Master Plan Program FEIR that would reduce otherwise significant environmental impacts disclosed in the FEIR.

On the basis of the analysis and discussion contained herein, the environmental impacts of the proposed T2 and T1 projects are within the scope of impacts covered in the Program FEIR for the overall SFIA Master Plan. Therefore, no new substantial environmental analysis is required.

B. Environmental Checklist

This environmental checklist was used to evaluate the potential changes in the proposed T2 and T1 projects (from what was analyzed in the FEIR) to result in impacts not already identified in the FEIR. When an item in the checklist is marked "No", it reflects the conclusion that the proposed 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 impacts of changes in the proposed projects relative to what was analyzed in the FEIR, as summarized in the discussion beneath each topic heading. Further discussion or analysis of items contained elsewhere in the Addendum is referenced, as applicable.

i. Compatibility with Existing Zoning and Plans

	Applicable	***Not Applicable***
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.		X
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.		X
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.		X

Compatibility of the SFIA Master Plan with existing zoning and general plans was analyzed in the FEIR, on pp. 78 to 93a and pp. 250 to 264. In evaluating the environmental impacts of the master plan projects on Land Use and Plans (Page 250 of the FEIR), notes that:

"*The SFIA Master Plan would not alter land use types at the Airport, but would intensify, reconfigure and/or consolidate existing uses.*" (FEIR, p.250)

SFO is located in unincorporated San Mateo County, so changes to the San Francisco County Planning Code and Zoning Map are not applicable. Similarly, the analysis of potential conflicts focused on the plans and policies of the surrounding jurisdictions. The T2 and T1 projects were contemplated in the SFIA Master Plan, therefore no new zoning and/or general plan policy issues would be raised by the proposed T2 and T1 Master Plan projects.

ii. Summary of Environmental Effects

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- **Transportation**
- **Air Quality**
- **Noise**
- **Hazardous Materials**

iii. Evaluation of Environmental Effects

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?				X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	
c) Have a substantial impact upon the existing character of the vicinity?				X	

Land use impacts of the SFIA Master Plan were analyzed on pp. 78 to 93a and pp. 250 to 264, of the FEIR. The currently proposed T2 and T1 projects have been redesigned from that shown in the SFIA Master Plan but would be constructed within the same general areas of the Terminal facilities, and have no substantial land use impacts beyond those identified in the FEIR. The T2 renovation now includes additional infill construction of the interior space but would occupy the same footprint of the existing facility as analyzed in the FEIR. The T1 project now considers redevelopment of both Boarding Areas B and C. The layout of Boarding Areas B and C would differ from the schematic layout presented in the FEIR. These changes reflect the need for additional concourse and ticketing lobby space for new safety and security, baggage system and queuing needs. However, there would be no change to the overall number of gates identified in the Master Plan (Master Plan, p.2.9) and analyzed in the FEIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?				X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which				X	

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
contribute to a scenic public setting?					
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?				X	

Visual quality impacts of the SFIA Master Plan were not analyzed in the FEIR because the Master Projects were determined not to have any significant visual quality impacts (as discussed in the FEIR, Volume III, Appendices, Appendix A, Initial Study). Most of the revisions to the T2 project involve reallocation and design of interior terminal space to maximize the existing of floor plans to convert of the former international terminal to domestic use. The redevelopment of T1 would maximize the interface of the terminal complex and the immediate gate apron areas and adjacent aircraft taxilanes. Changes to the height and bulk of terminal structures would not result in substantial changes to the exterior design and/or architectural fascia of the terminal facility.

The potential for light and glare from the T2 and T1 Master Plan projects would be minimal because of their location situated away form residences and other sensitive receptors. Therefore, no substantial adverse visual, light and glare, or aesthetic effects would expected from the T2 and T1 Master Plan projects.

Scenic views or vistas of the Bay would not be degraded or obstructed, because Highway 101 and the elevated circulation roadway, a Master Plan project already considered in the FEIR, is located approximately 60 feet above the ground. The presence of the constructed elevated ramps and roadway, the intensive lighting already associated with the operation of the Airport, and the potential impacts associated with the proposed T1 redevelopment project would not constitute a substantial change from the T1 – Boarding Area B project analyzed in the FEIR, and therefore, the visual quality impacts would remain minimal.

Night time construction activities would occur on a temporary, intermittent basis, and these activities would require floodlighting. Existing residential uses are located west of Highway 101, away from the project site locations. Therefore, similar to the T1 – Boarding Area B project analyzed in the FEIR, the additional temporary night time light and glare impacts would be negligible.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?				X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	

Population related effects of the SFIA Master Plan were analyzed on pp. 228 to 231 and pp. 394 to 399 of the FEIR. Changes to the T2 and T1 projects from what was analyzed in the FEIR would not result in the need for substantial additional construction employment; the number of employees would likely be within the estimates analyzed in the FEIR (with the modification that the impacts analyzed in the FEIR would apply to the 2007-2018 construction timeframe). The changes to the phasing of the T2 and T1 construction would not otherwise have any additional long-term effects on population, employment, or the demand for housing.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. CULTURAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?		X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
d) Disturb any human remains, including those interred outside of formal cemeteries?		X			

Cultural resource impacts of the SFIA Master Plan were analyzed on pp. 183 to 191, and pp. 371 to 373, of the FEIR. The FEIR found that although impacts to prehistoric and historic resources would be unlikely, the SFIA Master Plan would have the potential to affect unknown archaeological deposits. The mitigation measures identified in the FEIR (p. 428) and adopted by the Airport Commission would apply to the proposed T2 and T1 projects. Therefore, there would be no new impacts to cultural resources not otherwise identified in the FEIR. No significant architectural or historic building or feature would be affected by the proposed T2 and T1 Master Plan projects.

The FEIR found cultural resources impacts were potentially significant impacts. However, the project impacts relating to cultural resources have been avoided or substantially lessened by the implementation of mitigation measures as adopted by the Airport Commission in the *SFIA Final Mitigation Monitoring Program* that ensure that an archaeologist would, if necessary, implement measures to limit the project's impacts on cultural resources to the maximum extent possible. To the extent that these mitigation measures do not avoid or substantially lessen the impacts of the master plan construction projects on cultural resources, the Airport Commission made the finding that the environmental, economic, and social benefits of the Master Plan project would override the remaining impacts related to cultural resources, as stated fully in the Airport Commission's adoption of the Statement of Overriding Considerations. (*SFIA Master Plan – Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, p. 49 to 51).

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?			X		

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?			X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?				X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?				X	
e) Result in inadequate emergency access?				X	
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?				X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?				X	

Transportation impacts of the SFIA Master Plan were analyzed on pp. 125 to 152 and pp.265 to 330 of the FEIR. Increases in traffic, changes in circulation patterns, demand on transit, and parking demand were analyzed. The delay in implementing the T2 and T1 projects presents changes to Highway 101 traffic volumes from those forecasts in the FEIR. In addition, mitigation measures such as that for Transportation System Management (TSM) to encourage vehicular trip reductions to the Airport and the construction of the Airport BART station have substantially increased alternative transportation usage at the Airport. The Master Plan traffic improvements that have been implemented by the Airport are discussed further in the Project Analysis section of this Addendum (see pp. 10 to 13). As a result of successful TSM measures, no substantial new traffic, circulation or parking impacts would result from the T2 and T1 projects, beyond those identified in the FEIR.

The FEIR found that the transportation impacts of the Master Plan projects would contribute to cumulative traffic increases on US Highway 101 in the vicinity of the Airport. However, the project's transportation impacts have been avoided or substantially lessened to the maximum extent possible by the implementation of mitigation measures as adopted by the Airport Commission in the *SFIA Final Mitigation Monitoring Program*. To the extent that these mitigation measures do not avoid or substantially lessen the transportation impacts of the master plan construction projects, the Airport Commission made the finding that the environmental, economic, social benefits of the Master Plan project would override the remaining impacts related to transportation and circulation, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations. (*SFIA Master Plan – Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, p. 28 to 34).

Topics:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***	***Not Applicable***
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X			
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?			X		
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working					X

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
in the project area to excessive noise levels?					
g) Be substantially affected by existing noise levels?			X		

Noise impacts resulting from the SFIA Master Plan were analyzed on pp. 153 to 170 and pp. 331 to 352 of the FEIR. The potential construction or long-term traffic noise impacts of the proposed T2 and T1 Master Plan projects would not change substantially from the T2 and T1 Master Plan projects as described and analyzed in the FEIR. Specific noise mitigation measures were adopted in the Final Mitigation Program for the FEIR. Those mitigation measures would be implemented for the proposed T2 and T1 projects.

Construction noise impacts are described in the FEIR beginning on p. 331. Typical noise levels for construction activities and the distances of various noise contours from the construction site were presented on p. 332. The FEIR identified the Airport Hilton (since demolished in 1998), the Lomita Park Elementary School, the Lomita Park residential neighborhood, and other Millbrae neighborhoods as sensitive noise receptors. The FEIR concluded that "the [Master Plan expansion] project would have a temporary, although significant effect on sensitive receptors during construction" and that this would be a significant unavoidable impact. Noise impacts on Millbrae neighborhoods that could be affected were analyzed in the FEIR, and the proposed T2 and T1 construction activities would be within the same general scope of activities previously considered and analyzed.

As part of the approval of the SFIA Master Plan, the Airport adopted several mitigation measures related to construction noise impacts, including:

- Implementing noise reduction measures for construction equipment (e.g., muffle and shield intake and shrouds);

- Predrillling holes for piles to maximum feasible depth to minimize noise and vibration from pile driving; and

- Require the general contractor to consider construction of barriers around the site (if such barriers would reduce noise level by 5 dBA or more) and to locate stationary equipment in pit areas or excavated areas to serve as noise barriers.

These measures would be implemented, as applicable, for the T2 and T1 Master Plan projects.

The FEIR analyzed potential long-term impacts related to surface traffic and construction-related noise. The changes to the proposed T2 and T1 projects from that analyzed in the FEIR would not result in substantial changes to the noise impact analysis in the FEIR. However, there have been substantial improvements to the Airport's noise exposure when comparing the 1990 and 1996 aircraft noise contours with the current noise contours (2007). In cooperation with the FAA, airlines, and local communities, the Airport's Aircraft Noise Abatement Office has implemented a number of successful programs that have resulted in a significant reduction in aircraft overflight

noise on neighboring communities, as well reduced the population and households within the 65+ CNEL noise contour. These noise improvements are discussed on pp. 17 to 18 of this EIR Addendum.

The Airport Commission, when approving the Master Plan Program and certifying the FEIR in November 3, 1992, made the CEQA finding that the project impacts related to construction would be avoided or substantially lessened by the implementation of the adopted Final Mitigation Plan. The mitigation measures specifically for noise impacts would reduce the impact of the master plan projects because the measures would employ a wide array of equipment specifications, physical barriers, construction methods and scheduling programs that are designed to limit noise impacts on potentially sensitive areas to the maximum extent feasible. To the extent that these mitigation measures do not avoid or substantially lessen the impacts of master plan construction noise, the Airport Commission made the finding that the environmental, economic, and social benefits of the Master Plan project would override the remaining impacts related to construction noise, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations. (*SFIA Master Plan – Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, p. 48 to 49).

Topics:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***	***Not Applicable***
7. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X	
e) Create objectionable odors affecting a substantial number of people?				X	

Air quality impacts of the SFIA Master Plan were analyzed on pp. 171 to 177 and pp. 353 to 365, in the FEIR. The FEIR found that project-related surface traffic would contribute to existing exceedances of roadside CO concentrations and would likely lead to an increase in the frequency of

standards violations in the project area. The FEIR also found that the project would contribute more than one percent of transportation-related emissions resulting from development in San Mateo County, and would create emissions that would exceed BAAQMD thresholds. The range of construction-related impacts was analyzed in the FEIR on p. 353. The construction-related emissions for the proposed T2 and T1 projects are expected to remain within the envelope of impacts discussed in the FEIR, because the scale of construction of the currently proposed projects are similar in size and scope as the two projects described and analyzed in the FEIR.

The overall vehicular activity under the current T2 and T1 master plan projects would remain within the general envelope of vehicular trips and associated increases in air pollution as discussed in the FEIR. However, as discussed on p. 14 of this Addendum, the Airport has administered an expansive TSM program to reduce employee and passenger traffic trips to the Airport. Approximately 40% of employee trips to the Airport are on high occupancy modes of transportation. In addition, AirTrain, the Master Plan people-mover project, has significantly reduced terminal roadway congestion by replacing approximately 200,000 annual vehicle trips (i.e., employee shuttle buses, parking shuttles, etc). In addition, the SFO-BART extension has a monthly ridership of approximately 240,000 passengers and employees at the Airport in 2007. These improvements have resulted in an overall reduction in the level of criteria emissions such that the Master Plan Environmental Assessment prepared for the FAA's NEPA purposes, resulted in a de minimus general conformity determination accepted by the BAAQMD (*SFO Master Plan EA/FONSI*, October 1998).

The FEIR found air quality impacts were potentially significant impacts. However, the project impacts relating to air quality have been avoided or substantially lessened to the maximum extent possible, by the implementation of mitigation measures as adopted by the Airport Commission in the *SFIA Final Mitigation Monitoring Program*. To the extent that these mitigation measures do not avoid or substantially lessen the impacts of the master plan construction projects on cultural resources, the Airport Commission made the finding that the environmental, economic, social benefits of the Master Plan project would override the remaining impacts related to air quality, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations. (*SFIA Master Plan – Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, p. 57 to 58).

Topics:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***	***Not Applicable***
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?				X	
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?				X	

Wind and shadow impacts were not analyzed in the FEIR because it was determined that the Master Plan would not have any significant wind or shadow impacts on public areas (see FEIR Volume III,

Appendices, Appendix A, Initial Study, p. A.9). The proposed T2 and T1 Master Plan projects would not result in any new impacts with respect to wind or shadow effects that would require consideration in this EIR Addendum.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?				X	
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X	
c) Physically degrade existing recreational resources?				X	

The initial study for the FEIR indicated that there would be not be any substantial increase in demand on schools, recreation or other public facilities resulting from the Master Plan projects (Initial Study, FEIR Vol III., p.A.9). No further environmental analyses for recreational impacts were conducted in the FEIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?				X	
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X	

Utilities and services setting and impacts of the SFIA Master Plan were analyzed on pp. 232 to 236 and pp. 400 to 404, of the FEIR. The current T2 and T1 projects as described in this EIR Addendum, are similar in size and scope to the projects analyzed in the FEIR, and would serve a similar number of annual forecast passengers and aircraft operations. Therefore, no increase in demand for water, sewer service or solid waste disposal beyond that evaluated in the FEIR would be required.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?				X	

Public services setting and impacts of the SFIA Master Plan were analyzed on pp. 237 to 241 and pp. 405 to 406, of the FEIR. The current T2 and T1 projects, as described in this FEIR Addendum, are similar in size and scope to the projects analyzed in the FEIR, and would serve the similar a number of annual forecast passengers and aircraft operations. Therefore, no increase in demand for public safety and fire protection beyond that evaluated in the FEIR would be required. For the same reasons, the currently proposed T2 and T1 projects would not increase demand for schools, recreation, or other public facilities beyond what was previously analyzed in the FEIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and				X	

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
Game or U.S. Fish and Wildlife Service?					
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	

Biological impacts of the SFIA Master Plan were not analyzed in the FEIR because it was determined that the Master Plan would not have any significant impacts on plants and wildlife or their habitat (see FEIR Volume III, Appendices, Appendix A, Initial Study, pp. A.9 to A.10). The proposed T2 and T1 projects are located on paved areas of the terminal area complex and would not pose new impacts on plants and wildlife or their habitat.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or				X	

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				X	
ii) Strong seismic ground shaking?				X	
iii) Seismic-related ground failure, including liquefaction?				X	
iv) Landslides?				X	
b) Result in substantial soil erosion or the loss of topsoil?				X	
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?				X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					X
f) Change substantially the topography or any unique geologic or physical features of the site?				X	

Geological impacts of the SFIA Master Plan were analyzed on pp. 192 to 199 and pp. 374 to 379 of the FEIR. The impact analysis explored issues related to geological and soil conditions and facility design, excavation, construction-related erosion, and seismic hazards. The Final Mitigation Program for the FEIR includes specific construction-related geotechnical measures that would be

implemented for master plan projects such as the International Terminal Building and the T2 and T1 projects. These measures would also apply to the proposed T2 renovation and T1 redevelopment projects.

The FEIR found impacts on geology were potentially significant impacts. However, the project impacts relating to geology have been avoided or substantially lessened by the implementation of mitigation measures as adopted by the Airport Commission in the *SFIA Final Mitigation Monitoring Program*, which reduce the risk of erosion of exposed soil during construction and dewatering activities, to the maximum extent possible. To the extent that these mitigation measures do not avoid or substantially lessen the impacts of geology on the master plan construction projects, the Airport Commission made the finding that the environmental, economic, and social benefits of the Master Plan project would override the remaining impacts related to geology, as stated fully in the Airport Commissions adoption of the Statement of Overriding Considerations (*SFIA Master Plan – Findings Related to the Approval of the SFIA Master Plan*, November 3, 1992, p. 51 to 52).

Topics:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***	***Not Applicable***
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?				X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?				X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X	

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X	
f) Otherwise substantially degrade water quality?				X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?					X
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?					X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?				X	

As stated in the initial study for the FEIR, *"The water table in the airport area is approximately five feet above sea level in winter months and drops several feet during the drier summer months. The water table has posed a problem for previous construction activities at SFIA. However, proper construction methods and dewatering of the construction site have permitted previous construction activities to proceed without affecting surrounding structures. Therefore, issues related to SFIA Master Plan Facility Construction will not be addressed in the EIR. Potential contamination and its effect on water quality will be analyzed in the EIR."* (FEIR Volume III, Appendices, Appendix A, *Initial Study*, pp. A.12).

Impacts on the SFIA Master Plan projects related to the high water table in the vicinity of the Airport were generally analyzed on pp. 374 to 376 of the FEIR. Potential for groundwater contamination was analyzed as part of the Hazardous Materials section of the FEIR, on pp. 201 to 227 and pp. 381 to 393. The potential for erosion impacts was analyzed as part of the Geology and Seismicity section of the FEIR, on pp. 192 to 199 and pp. 374 to 379. The proposed T2 and T1 projects would incorporate mitigation measures for dewatering, excavation depth limitations, erosion control plans, and groundwater testing, as described in the Master Plan Final Mitigation Program for the FEIR, as applicable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X		
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X		
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
h) Expose people or structures to a significant risk of loss, injury or death involving fires?			X		

Hazardous materials impacts of the SFIA Master Plan were analyzed on pp. 201 to 227 and pp. 381 to 393 of the FEIR. Impacts related to development of the proposed T2 and T1 projects would be within the envelope of impacts already discussed in the FEIR. Therefore, no additional analysis is necessary. The proposed T2 and T1 projects would implement the site investigation and remediation measures contained in the Final Mitigation Program for the FEIR. The proposed project revisions would have no substantial effect on emergency response plans or result in substantial new fire hazards.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?					X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					X
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?				X	

Energy impacts of the SFIA Master Plan were analyzed on pp. 178 to 182 and pp. 366 to 370 of the FEIR. Construction energy usage is discussed generally on p. 366. The energy impacts of the proposed T2 and T1 projects are considered to be within the envelope of impacts evaluated in the FEIR. The proposed T2 and T1 projects would not result in substantial increases in energy usage beyond that analyzed in the FEIR. In fact, the Airport is implementing energy conservation measures contained in the Final Mitigation Program and the Airport's Sustainability Program.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?					X

There are no agricultural resources within the boundaries of the Airport. The FEIR did not address agricultural resource impacts. The proposed T2 and T1 projects are located within the existing environs of the Airport and would not pose any new substantial impacts for this topical environmental impact area.

iv. Mandatory Findings of Significance

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) 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					X

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
or prehistory?					
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)					X
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?					X

The mandatory findings of significance would relate to the decision to prepare an Environmental Impact Report or a Negative Declaration. This environmental checklist has been prepared in support of an EIR Addendum, which includes administrative findings regarding its adequacy and the need to prepare additional environmental documentation. These administrative findings are discussed on p. 19 of this EIR Addendum. Therefore, no further discussion of this topic is necessary.

VI. REFERENCES

Caltrans, District 4, Traffic Operations Web Page, www.dot.ca.gov/hq/traffops/saferesr/trafdata/.

SFIA, *San Francisco International Airport Final Draft Master Plan*, November 1989.

SFIA, *San Francisco International Airport Master Plan - Highway 101 Interchange Modifications and Roadway Improvements EIR Addendum*, January 26, 1996.

SFIA, *San Francisco International Airport Master Plan - Mitigation Monitoring Program*, November 3, 1992

SFIA, *San Francisco International Airport Master Plan FEIR – Final Revised Staff Report*, November 3, 1992

SFIA, *San Francisco International Airport Master Plan Final Environmental Impact Report, Vol. I to III*, May 28, 1992.

SFO Aircraft Noise Abatement Office, Bert Ganoung, Manager

SFO Bureau of Design and Construction, Edwin Leung, Senior Transportation Engineer

SFO Bureau of Design and Construction, Kathleen Swindler, Associate Transportation Engineer

SFO Bureau of Design and Construction, Ray Quesada, Project Manager

SFO Bureau of Design and Construction, Sam Mehta, Environmental Remediation and Cost Recovery Manager

SFO Bureau of Landside Operations, Elizabeth Mingle, Associate Transportation Planner

SFO Bureau of Planning and Environmental Affairs, Anna Fantoni – Senior Airport Planner

SFO, *2007 SFO Aircraft Noise Contour Map*, Noise Abatement Office.

SFO, *San Francisco International Airport – 2007 Environmental Sustainability Report*, June 2007.

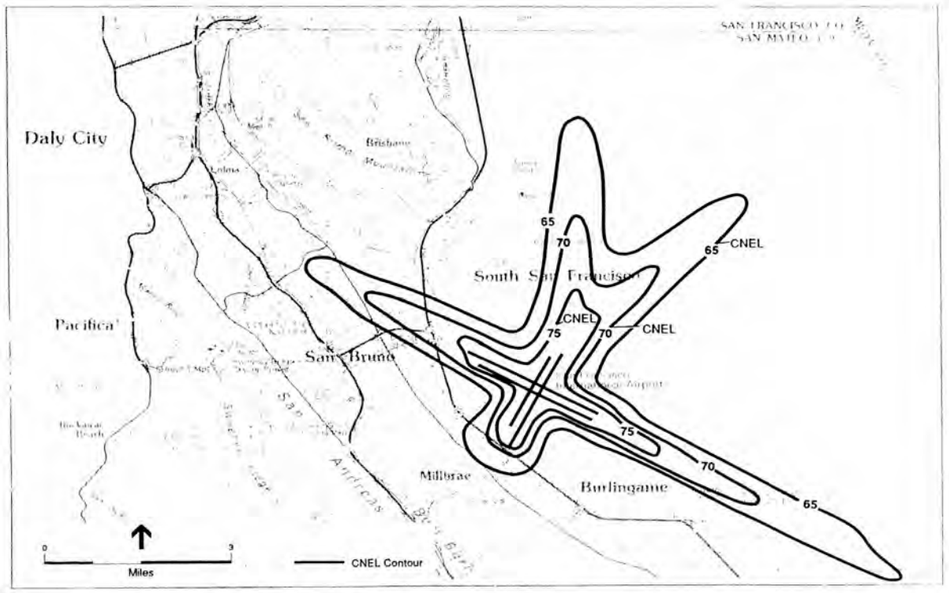
VII. APPENDICES

A. 1996, 2006, 2007 Noise Contours

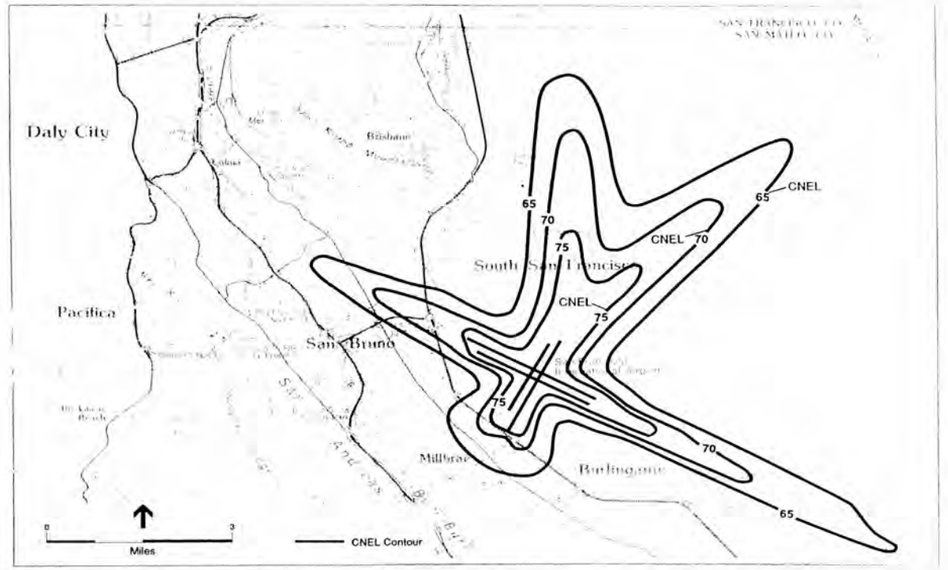
B. 1996 and 2006 Traffic Counts for Highway 101 – Millbrae Avenue to SFO Ramps and SFO to I-380 Ramps

C. San Francisco International Airport - 2007 Environmental Sustainability Report, SFO, June 2007 (Separate Document)

Appendix A: 1996, 2006, 2007 Noise Contours

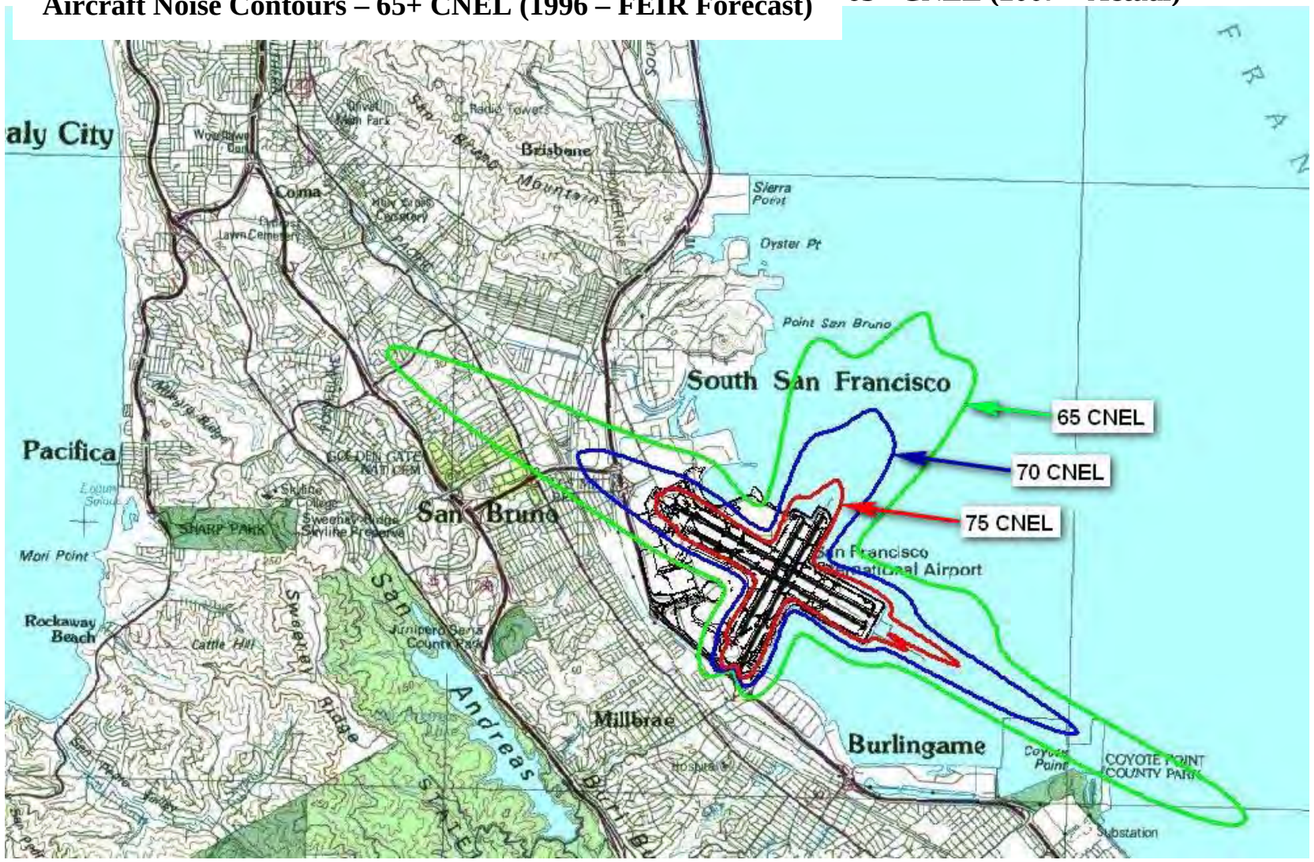


Aircraft Noise Contours – 65+ CNEL (2006 – FEIR Forecast)



Aircraft Noise Contours – 65+ CNEL (1996 – FEIR Forecast)

65+ CNEL (2007 – Actual)



Sources: (1) SFIA Airport Master Plan FEIR, May 28, 1992, (2) SFO Aircraft Noise Abatement Office

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Appendix B: 1996 and 2006 Traffic Counts for Highway 101 – Millbrae Avenue to SFO Ramps and SFO to I-380 Ramps

Airport Share of US 101 ADT

US 101 ADT - 2006	
Millbrae Exit to SFIA Ramps	235,000
SFIA Ramps to I-380	240,000

ADT, US 101 - South of SFO	235,000	ADT, US 101 - North of SFO	240,000
Terminal Area		Terminal Area	
SFO SB 101 On Ramp Dom.	8,714		
SFO NB 101 Off Ramp Arr. Dom.	4,431	SFO NB 101 On Ramp Dom.	12,364
SFO NB Off Ramp Dep. Dom.	5,107	SFO SB 101 Off Ramp Dom.	18,080
	18,252		30,444
SFO SB Out I.T.	3,430	SFO NB Out I.T.	5,038
SFO SB Out North Link	2,846	SFO NB Out North Link	3,370
SFO NB In I.T.	3,585	SFO SB In South Link	3,052
SFO NB In South Link	2,750	SFO SB In I.T.	5,600
	12,611		17,060
Total - Two Way	30,863	Total - Two Way	47,504

North & West Field Area	Both Dir.	ADT - South of SFO (40%)
Long-Term Parking	737	295
Rental Car Center	5,538	2,215
North Access Rd. Cargo Area	4,379	1,752
SB McDonnell Rd.	6,181	2,472
UAL Parking Lot	4,200	1,680
One Way	21,035	8,414
Two Way	42,070	16,828

South Field Area	Both Dir.	ADT - South of SFO
NB S. McDonnell Rd	2,000	800
One Way	2,000	800
Two Way	4,000	1,600

US 101 - South of SFO		US 101 - North of SFO	
SFO Ramps	49,263	SFO Ramps	65,904
US 101 ADT	235,000	NB US 101 ADT	240,000
SFO Share of SB US 101	21%	SFO Share of NB US 101	27%

US 101 - South + North of SFO	
SFO Ramps	115,167
NB/SB US 101 ADT	475,000
SFO Share	24%

Source: 2005 Airport Ramp Traffic Count Survey
Edwin Leung, Manager - Traffic Engineering, BDC 9/19/2007

US Highway 101 - Traffic Volumes for 1992, 1996, and 2006 (Actual)

1992 Highway 101 - Traffic Volumes

District	Route	County	Post Mile Prefix	Post Mile	Description	BackLeg Peak Hr	Peak Mo	AADT	AheadLeg Peak Hr	Peak Mo	AADT
4	101	SM		17.95	MILLBRAE, MILLBRAE AVENUE INTERCHANGE	17,700	216,000	205,000	17,200	217,000	207,000
4	101	SM		19.12	SAN FRANCISCO AIRPORT INTERCHANGE	17,200	217,000	207,000	16,500	221,000	211,000
4	101	SM	R	20.39	SAN BRUNO AVENUE INTERCHANGE						

1996 Highway 101 - Traffic Volumes

District	Route	County	Post Mile Prefix	Post Mile	Description	BackLeg Peak Hr	Peak Mo	AADT	AheadLeg Peak Hr	Peak Mo	AADT
4	101	SM		17.95	MILLBRAE, MILLBRAE AVENUE INTERCHANGE	16,400	237,000	232,000	21,300	270,000	257,000
4	101	SM		19.12	SAN FRANCISCO AIRPORT INTERCHANGE	21,300	270,000	257,000	20,100	269,000	257,000
4	101	SM	R	20.39	SAN BRUNO AVENUE INTERCHANGE						

2006 Highway 101 - Traffic Volumes

District	Route	County	Post Mile Prefix	Post Mile	Description	BackLeg Peak Hr	Peak Mo	AADT	AheadLeg Peak Hr	Peak Mo	AADT
4	101	SM		17.95	MILLBRAE, MILLBRAE AVENUE	15,700	234,000	225,000	16,200	244,000	235,000
4	101	SM		19.12	SAN FRANCISCO AIRPORT INTERCHANGE	16,200	244,000	235,000	16,400	250,000	240,000
4	101	SM	R	20.39	SAN BRUNO AVENUE INTERCHANGE						

Source: Caltrans, District 4, Traffic Operations Web Page,www.dot.ca.gov/hq/trafficops/saferesr/trafdata/