

## ENVIRONMENTAL REVIEW SUMMARY SHEET

### San Francisco International Airport Master Plan Final Environmental Impact Report SFO Airport Hotel Addendum

In Reference to:  
On-Airport Hotel and AirTrain Station Project

#### INTRODUCTION

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

Since certification of the Master Plan Final EIR, the hotel development as envisioned in the Master Plan has been modified. The San Francisco Planning Department, Environmental Planning Division has reviewed the currently proposed on-Airport hotel and AirTrain Station and determined that the project as currently proposed is within the scope of the Final EIR, that the analyses conducted and conclusions reached in the Final EIR remain valid, and no supplemental environmental review is required.

#### MASTER PLAN AND FINAL EIR

The Master Plan focused on the accommodation of facilities through the development of improved land use and circulation patterns for all Airport lands east of U.S. Highway 101. The major Master Plan projects included in the Final EIR analyses were: (1) Construction of the new International Terminal; (2) Consolidation of cargo facilities in the North and West Field areas; (3) Construction of an Automated People Mover System (“AirTrain”); (4) Improvement to roadways and circulation at the International Terminal; (5) Construction and renovation of on-Airport hotel developments; (6) Renovation of the former International Terminal (Terminal 2) to accommodate domestic operations; and (7) Replacement of the South Terminal (Terminal 1), Boarding Area B.

The Final EIR analyzed the transportation, noise, air quality, energy, cultural resources, geology and seismicity, hazardous materials, employment and housing, utilities, public services, aviation safety, and growth inducement impacts resulting from the implementation of the Master Plan. In addition, the Master Plan Initial Study previously analyzed impacts in the areas of visual quality, population, climate, biology, water, and energy/resources. The Final EIR found that the Master Plan would cause the following significant impacts:

1. Cause an increase in levels of service to degrade to “E” or below at certain street intersections, freeway ramps, and freeway sections in the vicinity of the Airport;
2. Cause an increase to air pollutant emissions that exceed Bay Area Air Quality Management District thresholds;
3. Result in exposure to construction workers, other Airport workers or the public to hazardous wastes if hazards are found in soils in and around construction areas;

4. Contribute to cumulative traffic increases on U.S. Highway 101 that would further reduce levels of service on some segments of the freeway; and
5. Contribute to cumulative air quality impacts on San Mateo County and the Bay Area region.

To address these significant environmental impacts, the Airport Commission adopted a Final Mitigation Plan to mitigate, or partially mitigate, the potentially significant environmental effects of the Master Plan projects. The Final Mitigation Plan included the mitigation measures, which have been subsequently implemented by the Airport Commission.

In conjunction with the approval of the Master Plan, the Airport Commission adopted CEQA findings regarding the significant impacts of the Master Plan, the feasibility of alternatives to the Master Plan and mitigation measures to be included as part of the Master Plan approval, and a Mitigation Plan pursuant to Resolution No. 92-0284, dated November 3, 1992. The Airport Commission also adopted a Mitigation Monitoring Program. The Findings recognized that implementation of the Master Plan without mitigation would have the potential for significant environmental effects as identified in the Final EIR. Where adoption of the Final Mitigation Plan would still result in significant unavoidable impacts, the Airport Commission adopted a Statement of Overriding Considerations and found that the following social, economic and other considerations warranted the approval of the Master Plan project notwithstanding any unavoidable or unmitigated impacts of the project:

1. The Master Plan is necessary to respond to project demand on Airport facilities to accommodate forecast passenger growth. As a result, new terminal infrastructure and facilities are necessary to maintain acceptable service levels, reduce delays and congestion and associated environmental impacts, and maintain the Airport's market share of the Pacific Rim business;
2. The Master Plan projects would provide job opportunities for 31,000 airport employees who are residents of San Francisco and San Mateo counties. Over 43,000 jobs in San Francisco and 30,000 jobs in San Mateo County depend on visitors who arrive and depart from the Airport;
3. Construction of the Automated People Mover System (AirTrain), new freeway ramps, and interchange improvements to U.S. Highway 101 would improve the transportation system on and around the Airport; and
4. Construction of facility and ground transportation improvements at the Airport would enhance the Bay Area as a destination business and recreation area.

By Resolution No. 1006-92, the San Francisco Board of Supervisors adopted relevant CEQA Findings by incorporating by reference the Findings adopted by the Airport Commission with respect to findings of significance, adoption and rejection of mitigation measures, and project alternatives identified in the Final EIR, and Statement of Overriding Considerations.

#### **SFO AIRPORT HOTEL ADDENDUM**

The Airport is now moving forward with development of an on-Airport hotel, one of the Master Plan projects, at the site of the former Hilton Hotel on a 4.5-acre of Airport property located at the intersection of South McDonnell Road and South Link Road and known as "Plot 2". Instead of two separate hotel developments (at the International Terminal and renovation of the former Hilton Hotel on Plot 2) as proposed and analyzed in the Final EIR, there would instead be one on-Airport hotel development with a connected pedestrian platform to a new AirTrain Station. The hotel would be designed and constructed to achieve LEED Gold standard per the San Francisco Green Building Ordinance.

On February 5, 2014, the San Francisco Planning Department issued an Addendum to the Master Plan Final EIR to address the modifications to the on-Airport hotel and AirTrain Station. Based on the evaluation contained in the Addendum, the San Francisco Planning Department determined that the project is within the scope of the Final EIR prepared for the Master Plan, the conclusions reached in the Final EIR remain valid, and no further environmental review is required. Further, the San Francisco Planning Department determined that the hotel project would not cause new or more severe significant impacts not identified in the Final EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the 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.

On May 19, 2014, the San Francisco Airport Commission, by Resolution No. 14-0095, adopted CEQA findings and authorized implementation of certain updated mitigation measures as updated through the Airport Hotel Addendum. The updated measures are considered more efficacious and are more detailed than the measures as originally adopted, and their implementation would not alter the impact conclusions reached in the Final EIR. The Airport Hotel Addendum also identifies the Master Plan mitigation measures applicable to and which will be implemented for the hotel project.