

1 [Conditionally Reversing the Final Environmental Impact Report Certification - SFO
2 Recommended Airport Development Plan]

3 **Motion conditionally reversing the Planning Commission's certification of the Final**
4 **Environmental Impact Report prepared for the proposed SFO Recommended Airport**
5 **Development Plan project, subject to the adoption of written findings of the Board of**
6 **Supervisors in support of this determination.**

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8 WHEREAS, San Francisco International Airport (SFO) proposes to implement the
9 Recommended Airport Development Plan (RADP or Proposed Project); and

10 WHEREAS, SFO is geographically located primarily in unincorporated San Mateo
11 County, approximately 13 miles south of downtown San Francisco, with portions within the
12 city boundaries of South San Francisco to the north, Millbrae to the south, and San Bruno to
13 the west; and

14 WHEREAS, The City and County of San Francisco owns and operates SFO, by and
15 through the San Francisco Airport Commission (the Airport Commission); and

16 WHEREAS, The RADP would be implemented at the SFO site, excluding the areas
17 currently occupied by the U.S. Coast Guard Air Station San Francisco and the United Airlines
18 Maintenance and Operations Center; and

19 WHEREAS, The RADP involves a long-range plan to guide SFO's development,
20 serves as a framework for future development at SFO and identifies various projects,
21 including the improvement and development of terminal facilities, modification of certain non-
22 movement areas of the airfield, and improvements to landside facilities to accommodate long-
23 term aircraft operations and passenger activity levels at SFO; and

24 WHEREAS, The RADP provides for long-range development to accommodate activity
25 levels anticipated to reach approximately 506,000 annual aircraft operations, the largest

1 portion of which are passenger aircraft operations, which are anticipated to accommodate
2 approximately 71.1 million annual passengers; and

3 WHEREAS, Implementation of the RADP would not induce passenger demand, nor
4 would the RADP increase the capacity of the airfield, change the configuration of the existing
5 runways, change the number of aircraft operations or aircraft types operating at the Airport
6 (including cargo, private jets, and helicopters), or change the volume of annual passengers
7 that choose to fly into and out of SFO; and

8 WHEREAS, On June 7, 2017, SFO filed a project application for the Proposed Project
9 with the Planning Department for review under the California Environmental Quality Act (Cal.
10 Pub. Res. Code Section 21000 et seq., CEQA), the State CEQA Guidelines (Cal. Admin.
11 Code Title 14, Section 15000 et seq., CEQA Guidelines) and Chapter 31 of the San Francisco
12 Administrative Code (Chapter 31); and

13 WHEREAS, The Planning Department published a Draft Environmental Impact Report
14 (DEIR), including the initial study, for the project on April 16, 2025; written public comments
15 were received during the public comment period from April 16, 2025 through June 2, 2025,
16 and a public hearing was held on the DEIR on May 22, 2025, at which time public testimony
17 was received; and

18 WHEREAS, The Planning Department then prepared a responses to comments (RTC)
19 document to address environmental issues raised through written comments received during
20 the public comment period and oral comments provided at the public hearing for the DEIR;
21 further, the Planning Department prepared revisions to the text of the DEIR in response to
22 comments received, and corrected errors in the DEIR; and

23 WHEREAS, The DEIR and the RTC documents, together, constitute the Final
24 Environmental Impact Report (FEIR) for the RADP; and
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1 WHEREAS, The Planning Commission certified the FEIR on November 20, 2025, by
2 Motion No. 21870, finding that the FEIR was prepared and completed in compliance with
3 CEQA, the CEQA Guidelines, and Chapter 31; that the Proposed Project as set for approval
4 was within the scope of the Proposed Project analyzed in the FEIR, and that no new impacts
5 had been identified that were not analyzed in the FEIR; that the FEIR reflected the
6 independent judgment and analysis of the City and County of San Francisco, that it was
7 adequate, accurate and objective, and contained no significant revisions to the DEIR; and

8 WHEREAS, On December 16, 2025, the Airport Commission adopted CEQA findings
9 and a statement of overriding considerations and approved the RADP at a duly noticed public
10 hearing; and

11 WHEREAS, On December 19, 2025, Rick W. Jarvis, on behalf of the City of Palo Alto
12 (Appellant), filed an appeal of the Planning Commission's certification of the FEIR; and

13 WHEREAS, The Planning Department's Environmental Review Officer, by
14 memorandum to the Clerk of the Board dated December 24, 2025, determined that the appeal
15 had been timely filed; and

16 WHEREAS, On February 3, 2026, this Board held a duly noticed public hearing to
17 consider the appeal of the FEIR certification filed by Appellant and, following the public
18 hearing, the Board of Supervisors reversed the Planning Commission's certification of the
19 FEIR based on the written record before the Board of Supervisors as well as all of the
20 testimony at the public hearing in support of and opposed to the appeal, subject to the
21 preparation of written findings; and

22 WHEREAS, The written record and oral testimony in support of and opposed to the
23 appeal and deliberation of the oral and written testimony at the public hearing before the
24 Board of Supervisors by all parties and the public in support of and opposed to the appeal of
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1 the FEIR certification is in the Clerk of the Board of Supervisors File No. 251277 and is
2 incorporated in this motion as though set forth in its entirety; now therefore be it

3 MOVED, That this Board of Supervisors conditionally reverses the certification of the
4 FEIR by the Planning Commission, subject to the adoption of written findings of the Board in
5 support of this determination.

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7 4919-0234-6379, v. 1
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