

SUMMARY SHEET

CITY AND COUNTY OF SAN FRANCISCO SAN FRANCISCO INTERNATIONAL AIRPORT AIRPORT DEVELOPMENT PLAN

IN REFERENCE TO:

Proposed Ordinance Waiving Fiscal Feasibility Study and Determination Requirements under Chapter 29 of the San Francisco Administrative Code for the Recommended Airport Development Plan (ADP).

INTRODUCTION

The subsequent sections provides background on the Draft Final ADP planning process, and summarizes the Recommended ADP.

BACKGROUND

From late 2014 to 2016, Airport staff prepared the ADP to plan for future passenger and operations growth at SFO. The ADP serves as a roadmap to guide long-term Airport development up to the estimated maximum capacity of the existing runway system and supports SFO's overarching strategic objectives. The Draft Final ADP was completed in September 2016.

The prior Master Plan was certified by the San Francisco Planning Commission and approved by the Airport Commission in 1992. The 1992 Master Plan provided a long-term plan for the Airport's growth up to approximately 51 million annual passengers. A number of significant capital projects were completed or are in the process of being implemented under the Master Plan, including the International Terminal Building, the AirTrain system, Terminal 2 renovation, Terminal 1 redevelopment, hotel development, and administrative office development.

The ADP sets forth a long-range plan to guide the Airport's development while providing the highest level of international and domestic guest service. Building upon ongoing projects at SFO, the ADP defines recommended projects that would accommodate long-term demand at the Airport, forecasted to reach 71.1 million annual passengers at the estimated maximum airfield capacity. Collectively, these projects form the Recommended ADP.

Beginning with a forecast of future passenger and operations activity levels, the study involved a comprehensive inventory of Airport facilities, analysis of facility requirements, development and evaluation of planning alternatives to meet requirements, selection of a recommended long-range plan, and development of an implementation plan. The ADP Executive Summary summarizes the entire study and Recommended ADP. The ADP Technical Report contains more detailed analyses and is organized into the following chapters:

1. **Introduction** – This chapter provides the background for the preparation of the ADP; an overview of the history of SFO; the current planning context; ADP methodology, process and structure; and the goals, objectives, and land use planning principles applied to development alternatives.
2. **Aviation Activity Forecasts** – This chapter presents forecasts of aviation activity, including passenger enplanements, air cargo, aircraft operations, and commercial passenger fleet mix, for four planning activity levels: 2018, 2023, Base Constrained, and High Constrained. Peak period forecasts were derived from design day flight schedules to guide the planning process.
3. **Inventory** – This chapter presents information on existing conditions, including facilities data that was collected for planning analysis. Ongoing projects were considered as part of this process. The areas of airspace operating environment, airfield, passenger terminal, ground access and parking, support facilities, and utilities were inventoried.
4. **Requirements** – This chapter presents the facility capacity required to accommodate forecast growth at the four planning activity levels defined in the forecast. Regulatory criteria and design guidelines were applied to facilities where applicable. The capacity requirements for landside facilities match estimated maximum airfield capacity in the long-term.
5. **Alternatives Development and Evaluation** – This chapter presents the range of alternatives to meet requirements by facility type, and the evaluation of alternatives against criteria to identify a recommended alternative. Criteria were developed for each facility type to account for differences in evaluation metrics. At a minimum, all alternatives were assessed against facility requirements and mandatory design standards. Improvements to guest experience, cost feasibility, operational efficiency, and land use priority were also considered in evaluating alternatives.
6. **Recommended Airport Development Plan** – This chapter presents the collection of recommended ADP Projects resulting from the alternatives analysis and evaluation. These projects are summarized below.
7. **Implementation** – This chapter summarizes all Ongoing and ADP Projects to be implemented in the near-term and long-term timeframes.

RECOMMENDED AIRPORT DEVELOPMENT PLAN

The Recommended ADP is composed of individual projects (“ADP Projects”) that would be required to accommodate long-term passenger and operations demand. The ADP is a demand-driven development plan. Individual ADP Projects would be triggered for implementation when activity thresholds are reached in the future and the need for those projects is identified.

The list below presents a summary of ADP Projects (“Recommended ADP”) organized by major functional area. No runway expansion projects are proposed as part of the Recommended ADP. Rather, the ADP Projects would match the landside and terminal capacity to airfield capacity.

LIST OF RECOMMENDED ADP PROJECTS

AIRFIELD	BRIEF DESCRIPTION
New Parallel Taxilane around Boarding Area G	Construct a second parallel taxilane around Boarding Area G to facilitate aircraft movement.
Taxiway A Realignment	Shift Taxiway A to the northwest to meet Federal Aviation Administration (FAA) taxiway design standards.
Taxiway B Realignment	Shift Taxiway B to the northwest to meet FAA taxiway design standards.
West Field Remain Overnight (RON) Parking and “Race Track”	Construct a new apron to accommodate aircraft parking demand and to provide a relocated “Race Track” (flow-through aircraft parking positions so that passenger aircraft can hold while waiting for an available gate).
PASSENGER TERMINAL	
Boarding Area A (B/A A) and International Terminal Building (ITB) South Baggage Handling System (BHS)	Upgrade the B/A A and ITB South BHS to connect with the individual carrier system (ICS).
B/A F Improvements	To enhance guest experience, reconstruct B/A F and upgrade facilities and services, including airside concessions, public restrooms, and other passenger amenities.
B/A G and ITB North BHS	Upgrade the B/A G and ITB South BHS to connect with the ICS.
B/A H BHS	Extend the BHS backbone and provide baggage makeup area for B/A H.
B/A H Phase 1	Construct a new boarding area with three widebody or five narrowbody swing gates with domestic and international arrivals capability and create an additional domestic and preclear bag claim area.
B/A H Phase 2	Extend B/A H Phase 1 to provide an additional three widebody or five narrowbody contact gates.
B/As A and G Improvements	Integrate upper level holdroom areas with concessions and provide additional holdroom seating area on the departures and, potentially, arrivals levels of B/As A and G.
ITB Departures Level Improvements - Phase 1	Combine the existing security screening checkpoints, reconfigure the ticketing hall, expand the concession areas, and provide a post-security connector between B/As A and G.
ITB Departures Level Improvements – Phase 2	Expand the Departures Level of the ITB in the area immediately beyond the new centralized security checkpoint.
Terminal 2 BHS	Extend the Terminal 3 ICS BHS backbone into Terminal 2 to connect the transfer input, makeup, and sortation systems.

GROUND ACCESS AND PARKING	
AirTrain Maintenance Yard Expansion	Extend the tracks at the AirTrain Maintenance Building into the adjacent aircraft ramp area.
AirTrain Vehicle Acquisition	Acquire 30 additional AirTrain vehicles.
Central Hub	Replace the Central Parking Garage with a new structure consisting of approximately 11,000 public parking spaces and one level of curbside to augment passenger pick-up and drop-off at the domestic terminals and ITB.
Phased Demolition of Central Parking Garage	Demolish the Central Parking Garage in phases to accommodate construction of the Central Hub.
Four-Car AirTrain Station Expansion	Expand the platforms at each AirTrain station to accommodate the length of four-car trains.
ITB Curbside Expansion	Construct a new ITB Arrivals Level and Departures Level curbside beyond the existing outer curbsides, providing an additional island curb and three additional lanes on both levels for passenger pick-up and drop-off.
Long Term Parking Garage #3	Construct new Long Term Parking Garage #3 on Lot DD.
Rental Car Center (RCC) and Quick Turn Around (QTA) Facility	Construct a new RCC and QTA facility in Lot DD with 4,400 ready/return spaces and 2,880 stacking spaces.
Conversion of the Existing RCC to Public Parking	Convert the existing RCC to a public parking garage with 3,700 parking spaces.
Roadway Improvements for RCC	Reconfigure the connection of South Airport Boulevard, North McDonnell Road, San Bruno Avenue, and the U.S. 101 North on- and off-ramps.
SUPPORT FACILITIES	
Building 710 and 750 Renovations	Convert Building 710 for Airport maintenance use and add GSE maintenance facilities in Building 750.
Demolish Airport Maintenance Building 692	Demolish Building 692 to permit expansion of the AirTrain storage facility.
Demolish the SFO Business Center	Demolish Building 575 to permit the construction of B/A H Phase 1 and the relocated Central Utility Plant.
East Field Building Demolition	Demolish Building 1070 (offices) in the East Field.
East Field Ground Service Equipment (GSE) Maintenance Facility	Construct a new GSE maintenance facility for North Field ground handlers and airlines.
North Field Airport Maintenance Facility	Construct a new Airport maintenance facility consisting of 37,000 square feet of building and 492,000 square feet of landside area.
North Field Airport Maintenance Conversion	Convert the North Field education facilities for use by Airport maintenance.
North Field Flight Kitchen	Renovate or rebuild a North Field cargo building (Building 944) for use as a flight kitchen.
North Field GSE Maintenance Facility	Construct a new GSE maintenance facility for North Field ground handlers and airlines.

SUPPORT FACILITIES (CONTINUED)	
Relocation of Emergency Response Facility (ERF) #1 and Closure of Taxilane Y	Relocate the West Field ERF #1 to an area just north of the U.S. Postal Service facility and close the majority of Taxilane Y.
Restripe Aircraft Parking Positions for RON Parking	Restripe the Plot 41 East Field apron area to provide additional aircraft parking capabilities.
Superbay Hangar Extension and Employee Surface Parking Lot	Expand the Superbay Hangar to accommodate two additional widebody aircraft (for a total of six) and expand the employee surface parking lot.
Vehicle Service Road Relocations	Reconfigure the West Field vehicle service roads to accommodate and serve the new and relocated facilities in the West Field area.
West Field Buildings Redevelopment	Demolish belly cargo and GSE maintenance building (Building 585) to allow for construction of B/A H Phase 2 and/or the relocated Central Utility Plant. Demolish one bay of a GSE maintenance building (Building 642) to allow for the shift of Taxilanes A and B. Demolish the flight kitchen (Building 649) and ERF #1 (Building 650) to allow for construction of the Race Track, RON parking, and the shift of Taxilanes A and B.
West Field Checkpoints	Construct three new West Field security checkpoints to replace existing checkpoints and to accommodate changes to West Field facilities.
UTILITIES	
B/A H Utility Extensions	Extend aviation fuel, natural gas, and potable water service lines.
Relocate Central Utility Plant	Construct a new replacement Central Utility Plant southwest of the proposed B/A H expansion to assist in achieving Airport sustainability goals.
Relocate Fuel Vault Test Station	Modify the drain and vent structures associated with Aviation Fuel Vault #5.
Relocate Utilities (B/A H)	Relocate a sanitary sewer pump station and industrial waste pump station to avoid the B/A H apron.
Relocate Utilities (San Bruno Ave.)	Relocate a sanitary sewer pump station and industrial waste pump station to accommodate roadway improvements on San Bruno Avenue.