



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFO - Runway 1R-19L Rehabilitation and Taxiway W Construction		
Case No.		Permit No.
2024-005439ENV		
☐ Addition/ Alteration	☐ Demolition (requires HRE for Category B Building)	☐ New Construction
Project description for Planning Department approval. The City and County of San Francisco, by and through the San Francisco Airport Commission, proposes to repave Runway 1R-19L and connecting taxiways (Proposed Project) at San Francisco International Airport (SFO or the Airport). Runway 1R-19L was last repaved in 2010 and requires rehabilitation to maintain the structural life of the pavement. Airport pavement requires continual routine maintenance, rehabilitation, and upgrading to withstand the design aircraft load, operations, and deterioration due to weather. The purpose of the Proposed Project is to maintain the runway pavement according to Federal Aviation Administration (FAA) airport pavement design standards. Runway 1R-19L is 8,650 feet long and is used primarily for departures. It runs parallel to Runway 1L-19R and perpendicular to Runways 10L-28R and 10R-28L. The Proposed Project consists of the following components: • Repave (mill and overlay) Runway 1R-19L and connecting taxiways; • Realign Taxiway F to increase its physical runway-to-taxiway centerline separation from Runway 10R-28L; • Demolish Taxiway F1 and reconstruct it as the new Taxiway W to intersect Taxiway L at a 90-degree angle; • Regrade the area adjacent to the new Taxiway W to ensure proper drainage; and • Replace and upgrade airfield lighting, electrical infrastructure, signage, and pavement markings, FULL PROJECT DESCRIPTION ATTACHED		

EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
☐	Class 1 - Existing Facilities. (CEQA Guidelines section 15301) Interior and exterior alterations; additions under 10,000 sq. ft.
☐	Class 3 - New Construction. (CEQA Guidelines section 15303) Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
☐	Class 32 - In-Fill Development. (CEQA Guidelines section 15332) New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
☐	Other _____
☒	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

ENVIRONMENTAL SCREENING ASSESSMENT

Comments:

PLEASE SEE ATTACHED

Planner Signature: Don Lewis

PROPERTY STATUS - HISTORIC RESOURCE

PROPERTY IS ONE OF THE FOLLOWING:

☐	Category A: Known Historical Resource.
☐	Category B: Potential Historical Resource (over 45 years of age).
☒	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age).

PROPOSED WORK CHECKLIST

Check all that apply to the project.

☐	Change of use and new construction. Tenant improvements not included.
☐	Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
☐	Window replacement that meets the Department's <i>Window Replacement Standards</i> .
☐	Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
☐	Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
☐	Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
☐	Addition(s) not visible from any immediately adjacent public right-of-way for 150 feet in each direction; or does not extend vertically beyond the floor level of the top story of the structure, or does not cause the removal of architectural significant roofing features.
☐	Façade or storefront alterations that do not remove, alter, or obscure character -defining features.
☐	Restoration based upon documented evidence of a building's historic condition , such as historic photographs, plans, physical evidence, or similar buildings.

Note: Project Planner must check box below before proceeding.

☐	Project is not listed.
☐	Project involves scope of work listed above.

ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

☐	Reclassification of property status. (<i>Attach HRER Part I relevant analysis; requires Principal Preservation Planner approval</i>) ☐ Reclassify to Category A ☐ Reclassify to Category C ☐ Lacks Historic Integrity ☐ Lacks Historic Significance
☐	Project involves a known historical resource (CEQA Category A)
☐	Project does not substantially impact character-defining features of a historic resource (see Comments)
☐	Project is compatible, yet differentiated, with a historic resource.
☐	Project consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
Note: If ANY box above is checked, a Preservation Planner MUST sign below.	
☐	Project can proceed with EXEMPTION REVIEW. The project has been reviewed by the Preservation Planner and can proceed with exemption review.
Comments by Preservation Planner:	
Preservation Planner Signature:	

EXEMPTION DETERMINATION

	Common Sense Exemption: No further environmental review is required. The project is exempt under CEQA. It can be seen with certainty that there is no possibility of a significant effect on the environment.	
	Project Approval Action: SF Airport Commission: Approval to issue request for proposals for construction manager/general contractor services.	Signature: Don Lewis 06/14/2024
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/ . Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and chapter 31 of the San Francisco Administrative Code. Per chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the approval action occurs at a noticed public hearing, or within 30 days after posting on the planning department's website (https://sfplanning.org/resource/ceqa-exemptions) a written decision or written notice of the approval action, if the approval is not made at a noticed public hearing.	

Full Project Description

The City and County of San Francisco, by and through the San Francisco Airport Commission, proposes to repave Runway 1R-19L and connecting taxiways (Proposed Project) at San Francisco International Airport (SFO or the Airport). Runway 1R-19L was last repaved in 2010 and requires rehabilitation to maintain the structural life of the pavement. Airport pavement requires continual routine maintenance, rehabilitation, and upgrading to withstand the design aircraft load, operations, and deterioration due to weather. The purpose of the Proposed Project is to maintain the runway pavement according to Federal Aviation Administration (FAA) airport pavement design standards.

Runway 1R-19L is 8,650 feet long and is used primarily for departures. It runs parallel to Runway 1L-19R and perpendicular to Runways 10L-28R and 10R-28L. The Proposed Project consists of the following components:

- Repave (mill and overlay) Runway 1R-19L and connecting taxiways;
- Realign Taxiway F to increase its physical runway-to-taxiway centerline separation from Runway 10R-28L;
- Demolish Taxiway F1 and reconstruct it as the new Taxiway W to intersect Taxiway L at a 90-degree angle;
- Regrade the area adjacent to the new Taxiway W to ensure proper drainage; and
- Replace and upgrade airfield lighting, electrical infrastructure, signage, and pavement markings, and improve adjacent airfield stormwater drainage infrastructure.

The Proposed Project is a maintenance project that would not result in a change to the runway length, width, or strength to support larger aircraft or otherwise add airfield capacity at the Airport.

Construction of the Proposed Project is anticipated to begin in December 2025 and would take approximately 13 months. Construction of the Proposed Project would require the use of construction equipment and vehicles such as track asphalt pavers, material transfer vehicles, skip loaders, vibratory rollers, mechanical sweepers, and water trucks. Materials would be delivered via trucks traveling along North Access Road and through the North Field Checkpoint or along Millbrae Avenue and South McDonnell Road and through the South Field Checkpoint or the Millbrae Gate. Construction staging would occur primarily at non-airfield locations at the Airport (e.g., Parking Lot DD, Plot 16D, and/or the Aviator Lot). However, some construction staging could occur on the airfield in locations adjacent to the work areas. Any construction staging along the east side of Taxiway L would not encroach into the San Francisco Bay Conservation and Development Commission's 100-foot shoreline band.

In discrete locations along Runway 1R-19L, excavation to a depth of 3 feet below ground surface (bgs) may be necessary to repair issues with the pavement's base layer. Construction of the new Taxiway W would require excavation to a depth of 3 feet bgs for the entire length of the taxiway (approximately 1,450 feet) to install the base layer.

Environmental Screening Comments (Continued)

Taxiway F is a Cortese List site. Separate incidents involving spills of hazardous materials occurred in 2011 near the west end of the taxiway and in 2013 near the east end of the taxiway. On July 4, 2011, aviation fuel spilled from a United Airlines aircraft. The contaminated soil was removed and replaced with clean soil, and the Regional Water Quality Control Board (RWQCB) reviewed the remedial action and closed the case in August 2011. On July 6, 2013, aviation fuel spilled from an Asiana Airlines aircraft that crashed upon landing on Runway 28L. The contaminated soil was removed and replaced with clean soil, and the RWQCB reviewed the remedial action and closed the case in December 2015.² The RWQCB confirmed that the remedial action undertaken complied with the Tier-0 cleanup standards of Order No. 99-045 (no further risk management or monitoring required).

The Airport implements Airport Standard Construction Measures (ASCM) as best management practices to minimize the potential for effects to the environment associated with Airport improvement and maintenance projects. The ASCM are selected on a project-by-project basis and include best management practices and avoidance and minimization measures. The Airport would adhere to the ASCM, selected during finalization of the pending construction contract. ASCM that may be applicable to the Proposed Project include the following:

- o Division 01 - General Requirements: Earthwork (Div 01 35 43.06)
- o Division 01 - General Requirements: Temporary Controls (Div 01 57 00)