

File No. 101152

Committee Item No. 4
Board Item No. 11

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee

Date: September 22, 2010

Board of Supervisors Meeting

Date September 28, 2010

Cmte Board

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Completed by: Victor Young

Date: September 17, 2010

Completed by: Victor Young

Date: 9/23/10

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1 [San Francisco International Airport Environment Review]

2
3 **Resolution adopting California Environmental Quality Act (CEQA) findings related to**
4 **the Courtyard 2 Air Traffic Control Tower (ATCT) Replacement Project and Integrated**
5 **Facilities Project at San Francisco International Airport.**

6
7 WHEREAS, The Board of Supervisors has reviewed the 1992 San Francisco
8 International Airport Master Plan Program EIR (EIR), prepared by the City and County of San
9 Francisco Office of Environmental Review (OER) and certified by the San Francisco Planning
10 Commission on May 28, 1992, all in accordance with the requirements of the California
11 Environmental Quality Act (CEQA), Ca. Public Resources Code Sec. 2100 et seq. (CEQA);
12 title 14, Section 15000 et seq. of the Code of California Regulations ("CEQA Guidelines") and
13 Chapter 31 of the San Francisco Administrative Code; and,

14 WHEREAS, The Board of Supervisors, by Resolution No. 1006-92, adopted relevant
15 CEQA Findings which findings are incorporated herein by reference; and,

16 WHEREAS, The Terminal 2/Boarding Area D Renovation Project ("Project") is a project
17 included in the Master Plan and is described generally in the Master Plan and analyzed in the
18 EIR; and,

19 WHEREAS, The Courtyard 2 ATCT Relocation and Phase 1 of the Terminal 1
20 Redevelopment Project, (also referred to as Integrated Facilities) are modifications to the
21 Terminal 2/Boarding Area D Renovation and Terminal 1 Redevelopment Projects; and,

22 WHEREAS, Section 15168 of the CEQA Guidelines requires subsequent activities in a
23 program that are covered by a program EIR be examined in light of the program EIR to
24 determine whether additional environmental documentation must be prepared; and,

1 WHEREAS, After reviewing the information regarding the Project, the San Francisco
2 Department of City Planning, Office of Major Environmental Analysis (MEA) prepared an
3 Addendum to the Master Plan Program EIR, dated July 30, 2010, and on file with the Clerk of
4 the Board of Supervisors in File No. 101152, and is hereby declared to be a
5 part of this resolution as if set forth fully herein; and,

6 WHEREAS, The Department of City Planning, Office of Major Environmental Analysis
7 (MEA) evaluated the impacts of the modifications to the Project and concluded that the
8 modified Project was within the scope of the project described in the Master Plan Program
9 EIR, that no new effects could occur or no new mitigation measures would be required, and
10 that no supplemental EIR or Negative Declaration was required; now, therefore, be it

11 RESOLVED, That this Board of Supervisors certifies that it has reviewed and
12 considered the information in the San Francisco International Airport Master Plan Final
13 Environmental Impact Report ("EIR") and the Master Plan Program EIR Addendum for the
14 Courtyard 2 Projects, dated July 30, 2010, concluding that no further environmental review is
15 necessary.



San Francisco International Airport

August 3, 2010

P.O. Box 8097
San Francisco, CA 94128
Tel 650.821.5000
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www.flysfo.com

Ms. Angela Calvillo
Clerk of the Board
Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 SEP - 7 PM 3:16
BY [Signature]

Dear Ms. Calvillo:

Subject: Airport Environmental Review Resolution – Companion Item to the Approval of the Other Transaction Agreement with the Federal Aviation Administration for the Replacement of the Airport Traffic Control Tower (ATCT) and FAA Offices at Courtyard 2 at the San Francisco International Airport

AIRPORT
COMMISSION
CITY AND COUNTY
OF SAN FRANCISCO

GAVIN NEWSOM
MAYOR

LARRY MAZZOLA
PRESIDENT

LINDA S. CRAYTON
VICE PRESIDENT

CARYL ITO

ELEANOR JOHNS
RICHARD J. GUGGENHIME

JOHN L. MARTIN
AIRPORT DIRECTOR

Dear Ms. Calvillo:

Enclosed please find a resolution containing the environmental review findings that are to be adopted by the Board of Supervisors prior to its approval of the Other Transaction Agreement (OTA) between the City and the Federal Aviation Administration for the replacement of the ATCT at San Francisco International Airport.

The City Planning Department, Office of Major Environmental Analysis (MEA), reviewed the Courtyard 2 ATCT replacement project and associated Integrated Facilities and determined that this project is covered within the scope of the San Francisco International Airport Master Plan Program Environmental Impact Report (EIR), which was approved by the Airport Commission on November 3, 1992. MEA prepared an Addendum to the Airport's Master Plan EIR, dated July 30, 2010, to address the changes to the project and documented that the Program EIR prepared for the Master Plan adequately described the project and its potential environmental effects for purposes of the California Environmental Quality Act (CEQA), and that no supplemental EIR was required.

The attached Resolution is intended to be a companion measure to approval of the OTA for the Courtyard 2 ATCT replacement project, and should be calendared together. Action on the environmental resolution should be calendared immediately before the Board's action on the OTA. In addition, the agenda title for the supplemental ordinance should contain the following information at the end of the item:

This activity is within the scope of the San Francisco International Airport Master Plan Program, which was approved by the Airport Commission on November 3, 1992. The Program EIR prepared for the Master Plan adequately describes this activity and its potential environmental effects for the purposes of the California Environmental Quality Act (CEQA).

Ms. Angela Calvillo
August 4, 2010
Page Two

The following is a list of accompanying documents to be provided to each member of the Board:

- Courtyard 2 ATCT Replacement Project and Integrated Facilities Project Addendum to the EIR, July 30, 2010 (4 copies)
- EIR Summary/Addendum Summary Report

If you have any questions, please contact Cathy Widener, Governmental Affairs Administrator, at (650) 821-5023.

Very truly yours,

A handwritten signature in black ink, appearing to read "JL Martin", written in a cursive style.

John L. Martin
Airport Director

Enclosure

SUMMARY SHEET

San Francisco International Airport Master Plan Final Environmental Impact Report and the Addendum for the Courtyard 2 Projects

Introduction: A Program Environmental Impact Report (#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 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 Program and conditions of approval on November 3, 1992. In addition, the Board of Supervisors reviewed the 1992 San Francisco International Airport Final EIR and by Resolution No. 1006-92 adopted relevant findings under the California Environmental Quality Act (CEQA).

Master Plan: 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.

Master Plan FEIR: The FEIR 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. The FEIR found that the Master Plan would cause the following project specific significant impacts:

1. increase 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. increase air pollutant emissions that exceed Bay Area Air Quality Management District (BAAQMD) thresholds;
3. expose 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. 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 approved 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 following major mitigation measures which have been subsequently implemented by the Airport Commission:

1. To address Transportation Impacts: widen two airport roads to four lanes in the immediate vicinity of the airport; establish a Transportation System Management (TSM) Program for SFIA, focused on reducing trips made by single-occupant vehicles; modify freeway ramps;
2. To address Noise Impacts: select the earliest practicable date to achieve 100 percent Stage 3 operations; work with the FAA to, revise the Quiet Bridge Approach to Runway 28L and 28R, expand the use of the "quiet departure" on Runway 1L and 1R, conduct a regional study to identify flight patterns and routes that would be environmentally desirable and maintain aircraft safety;
3. To address temporary noise impacts from construction: require contractors to muffle and shield construction equipment and tools, where feasible, construct noise barriers around stationary equipment to reduce construction noise by as much as five dBA; and
4. To address Air Quality Impacts: for temporary construction impacts, require contractors to water demolition sites and unpaved construction areas, cover stockpiles of soil and sand, cover trucks hauling debris, soils and sand, so as to minimize emissions of particulates and other pollutants. For operation impacts on air quality, for aircraft to reduce the time each aircraft spends in the taxi/idle phase. Airport would require each airline that aircraft engines not be started until the aircraft is ready to pull away from the gate. Long queues of idling planes on the taxiways would not be permitted. When no gate is immediately available to unload newly arrived aircraft, aircraft engines would be turned off and aircraft would be towed when a gate becomes available.

In conjunction with the approval of the Master Plan, the Airport Commission adopted CEQA findings regarding the potentially 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 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 FEIR. 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. Increase 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. The Light Rail System (AirTrain) and ramps connections and interchange improvements to U.S. Highway 101 will improve the transportation system on and around the Airport;
4. Improvements to the Airport will enhance the Bay Area as a destination business and recreation area;

By Resolution No. 1006-92, the 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 FEIR, and Statement of Overriding Considerations.

EIR Addendum for the Courtyard 2 Projects (ATCT Relocation and Phase 1 Terminal 1 Redevelopment) Since certification of the FEIR in 1992, the Airport completed most 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. In 2007, passenger levels began to approach pre-2001 levels and the Airport proceeded with the two remaining Master Plan projects relating to domestic terminal improvement: (1) renovation of Terminal 2, Boarding Area D its former use as an international terminal to a domestic terminal, and (2) Terminal 1 Redevelopment of Boarding Areas B and C. These projects were determined to have been adequately analyzed in the Master Plan Program EIR, and the Department of City Planning, Office of Major Environmental Analysis (MEA) documented this finding in an EIR Addendum to the Master Plan Program EIR, dated October 24, 2007, and reviewed by this Board of Supervisors.

Subsequent to the preparation of the T2 Addendum, in order to meet seismic requirements, the Airport modified the T2 project to relocate and replace the Air Traffic Control Tower from the T2 facility to the adjacent Courtyard 2 location, and to carry out certain integrated facilities that originally were intended to be part of the T1 project that was to be carried out at a later date. MEA prepared an Addendum to the Airport Master Plan FEIR, dated July 30, 2010, to address changes related to the Courtyard 2 Projects, ATCT Relocation and Phase 1 Terminal 1 Redevelopment, and documented that the proposed revisions to the project would not cause new significant impacts not identified in the FEIR, 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. Based on the environmental analysis contained in the EIR Addendum, MEA concluded that the analyses conducted and the conclusions reached in the FEIR remain valid. Therefore, no supplemental EIR is required beyond this addendum.



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Addendum Date: July 30, 2010
Case No.: 2010.0624E
Project Title: **Courtyard 2 Projects**
EIR: 86.683E, certified May 28, 1992
Project Sponsor: San Francisco International Airport
Sponsor Contact: Nixon Lam – (650) 821-5347
Lead Agency: San Francisco Planning Department
Staff Contact: Don Lewis – (415) 575-9095
don.lewis@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

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415.558.6378

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Planning
Information:
415.558.6377

PROJECT DESCRIPTION

Background

A Program EIR (1986.638E) 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 (SFIA) Master Plan Final EIR (FEIR) 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.

In 2007, a FEIR Addendum was prepared for two of the Master Plan terminal complex projects – Terminal 2 (T2) renovation and Terminal 1 (T1) redevelopment – which concluded that these projects would not cause new significant impacts not previously analyzed in the Master Plan EIR and that the analyses conducted and the conclusions reached in the Final Master Plan EIR remained valid. Subsequent to the preparation of the T1 and T2 FEIR Addendum, these terminal projects have been further revised. The T2 project originally contemplated that the upper floors of the terminal housing the Federal Aviation Administration's (FAA) air traffic control tower (ATCT) would not be affected by the renovation. However, a seismic evaluation undertaken for the entire T2 building determined that extensive seismic upgrading was required for the structure, including the ATCT, and that damage from a major earthquake could render the ATCT inoperable. The FAA commissioned a study that concluded that renovation of the existing ATCT was financially infeasible, and a replacement tower would need to be constructed. The FAA's siting study identified a replacement site in the courtyard immediately adjacent to T2 and T1. Due to the proposed tower replacement work in the Courtyard 2 area, the adjacent T1 redevelopment project was separated into two phases so that the work that would be constructed in the vicinity of Courtyard 2 could be advanced as Phase 1, so that construction could be undertaken in conjunction with the tower project for reasons of economy and efficiency.

Project Characteristics

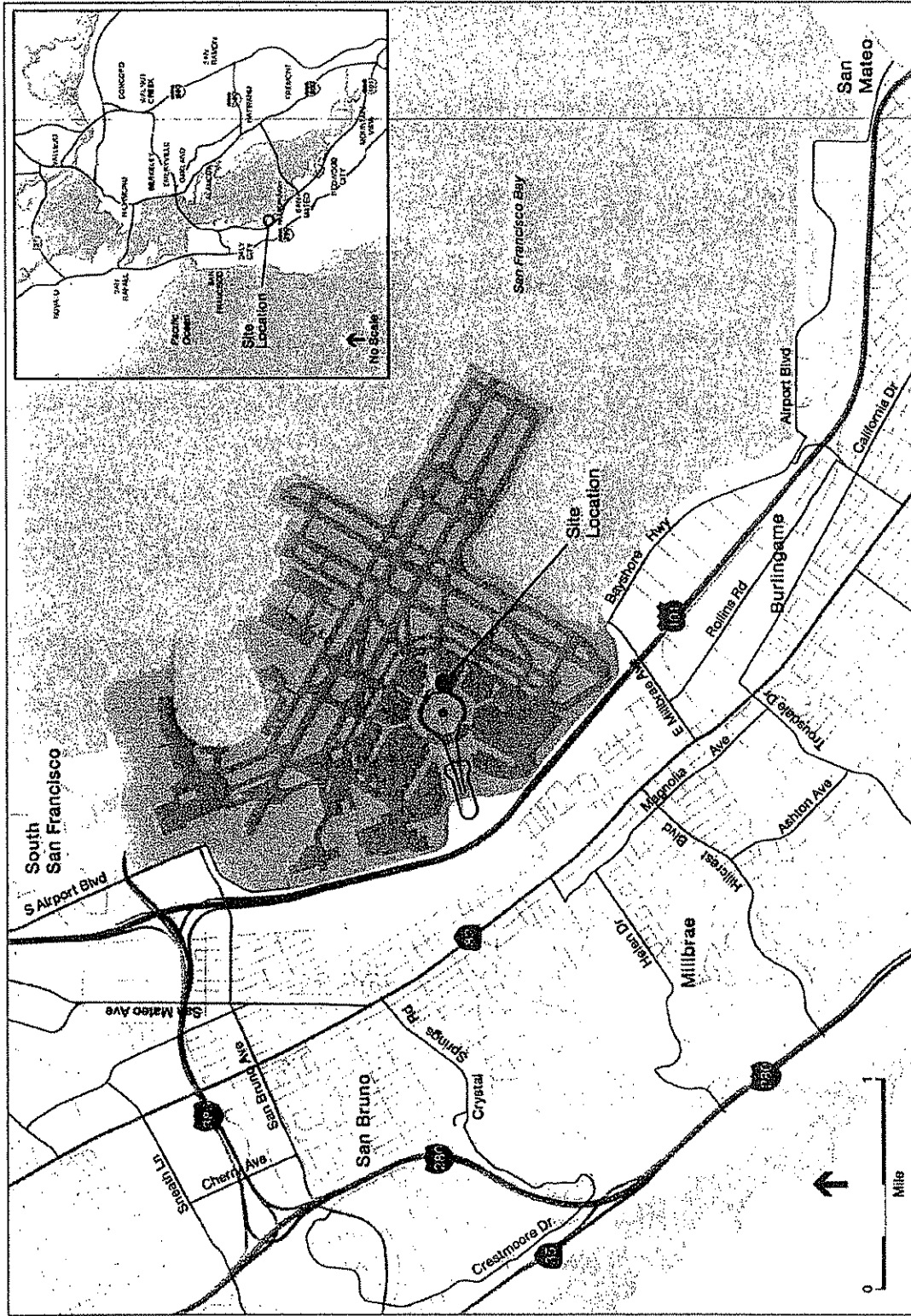
Since certification of the FEIR, the Airport has completed many of the projects under the Master Plan Program. However, a number of projects were delayed because of adverse economic conditions and events of September 11, 2001, causing a drop in passenger levels and aircraft operations at SFO. In 2007, passenger levels began to approach pre-2001 levels and the Airport proceeded with the two 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). The potential adverse environmental effects of the revised designs for the T2 Renovation and Terminal 1 Redevelopment Projects were evaluated in the 2007 Master Plan Addendum. The T2 renovation project is currently under construction and is scheduled for completion in April 2011, and anticipated major work on T1 redevelopment is not scheduled to begin until 2015 at the earliest.

As the Airport prepared for the renovation of T2, a 2006 seismic evaluation concluded that the T2 building and the ATCT facilities, which are structurally integrated, would require extensive seismic upgrading to meet current seismic, building, and fire code standards. The study also noted that the damage from a major earthquake could be so extensive that these facilities may be damaged beyond repair, which would render the ATCT, an essential function for an airport, inoperable. In 2008, the FAA, in cooperation with the Airport determined that renovation of the existing ATCT would be financially impractical and took steps to prepare an ATCT Siting Study to identify the site for a relocated ATCT facility (SFO ATCT Siting Survey, Final Report, FAA, October 2008). The siting study identified Courtyard 2, a site immediately adjacent to T2 and T1, as the optimal site for a relocated ATCT within the Airport's Terminal Complex (see Figure 1: Project Location Map on page 3).

As proposed, there are two primary components to the revisions to the Master Plan relating to development in the Courtyard 2 space: (1) relocation of the ATCT and associated facilities, and (2) advancing as Phase 1 that portion of the T1 redevelopment work in the Courtyard 2 space to (i) construct the two connector corridors providing circulation between T2 and T1 for pre- and post-security passengers who are making connecting flights or patronizing concessions and restaurants located throughout the terminal complex, and (ii) make associated T1 interior space improvements to expand passenger queuing and security processing areas for Boarding Area C (referred to collectively as the Courtyard 2 Projects. See Figure 2: Courtyard 2 Projects on page 4).

The FAA ATCT functions, including the 195-foot tower and a 525-square-foot (s.f.) cab, currently located in T2 would be relocated to the proposed ATCT site in Courtyard 2. As described in Table 1, the proposed 228-foot-tower structure would consist of a shaft, 40 feet in diameter, topped by a 650 s.f. cab facility to house the air traffic controllers. A three-story base building would provide space for FAA office and other administrative activities. The base building would be constructed between two connector corridors; one replacing the existing departure level pre-security connector bridge between T1 and T2, and the second, a new post-security connector corridor located on the apron side of the courtyard space. The connector corridors would provide improved passenger circulation and access for the

Figure 1- Project Location Map



SOURCE: Thomas Bros. Maps; ESA

Terminal Complex associated with the T1 and T2 concourses, boarding areas and terminal gates, and the International Terminal Building.

The existing Courtyard 2 consists of a surface parking lot on the arrival level and a concourse connector bridge between Terminals 1 and 2 on the departure level. The existing parking lot provides 17 spaces, and a loading zone, for Airport police and Airport Commission vehicles. The pre-security concourse bridge is approximately 30 feet wide and 100 feet in length. The existing concourse bridge is the sole enclosed access corridor between Terminals 1 and 2.

The proposed Courtyard 2 Projects would be comprised of four component activities:

1. **Relocation of the FAA ATCT Facility.** The FAA ATCT functions currently located in T2 would be relocated to the proposed ATCT site in Courtyard 2. The current FAA functions account for 30,900 s.f. and would be relocated into 39,600 s.f. space in the Courtyard 2 location. This would account for an increase of 8,700 s.f. in ATCT space.
2. **Demolition of the existing T2 office space and the FAA ATCT and associated office and mechanical space.** For seismic safety reasons, the Airport would demolish the existing ATCT and the Airport administrative office space located on levels 3, 4, 5, and 6, when the relocated ATCT is commissioned and operational.
3. **Construct a pre-security and post-security connector for passenger circulation.** To improve passenger circulation between the T1 and T2 buildings of the Terminal Complex, the Airport also proposes to reconstruct an existing pre-security connector corridor, and construct a new post-security connector between T1 and T2. The secure connector, located post TSA-security checkpoints, would allow connecting passengers to walk between concourse areas and gates without having to be reprocessed again at security checkpoints at each terminal. The increase of 8,127 s.f. in corridor space is accounted for in the 2007 Addendum description of the T1 redevelopment alternatives.
4. **Relocate T1 restroom and concession space.** An existing restroom and concession space on the T1 side of the Courtyard would be incorporated into the Courtyard project space to accommodate an enlarged open "meet and greet" area in T1 for Boarding Area C. The relocated restroom and concession space would be 2,000 s.f. larger than the existing space.

The Courtyard 2 Projects composed of the relocation of the ATCT and Phase 1 of the T1 redevelopment are components of existing or previously approved expansion of terminal facilities evaluated in the Master Plan FEIR. The connector corridors, restrooms, and concession space would be built as an integral part of Phase 1 of the T1 redevelopment evaluated in the Master Plan FEIR and the 2007 FEIR Addendum. The proposed restrooms and concession space would be relocated to Courtyard 2 to allow for the creation of a larger queuing area for the security check point for Boarding Area C in T1.

As shown in Table 2, the proposed Courtyard 2 construction activities to fill in the Courtyard space would be consistent with the 1.6 million s.f. build out for Master Plan near-term and long-term T1 and T2 facility space allocation described in the FEIR (p. 50), and the incremental increase in T1 and T2 concourse space described in the 2007 FEIR addendum.

The proposed Courtyard 2 Projects would accommodate and support current forecast passenger and aircraft operations (takeoffs and landings). It would have no impact on the anticipated number of aircraft gates at T1 and T2 to be constructed at the completion of the Master Plan. However, the current forecasts for 2028 enplaned passenger and aircraft operations levels would be well below the levels analyzed in the Master Plan FEIR. The terminal square footage is expected to increase to account for changes in passenger processing since 2001 (i.e., to accommodate new security screening requirements for passengers and baggage, and passenger circulation between terminals in the Terminal Complex).

Table 1 - Proposed Courtyard 2 Projects

		Master Plan Terminal Space	Courtyard 2 Infill Development		% Difference	Area Difference	
			Terminal 1 & 2 Redevelopment	Proposed ATCT Project			
FAA Space	ATCT Cab	610,000 s.f. (T2)	525 s.f.	650 s.f.	+ 24%	+ 125 s.f.	Total: 8,700 s.f.
	Admin. Space		30,375 s.f.	30,150s.f.	- 1%	- 225 s.f.	
	Shaft		0 s.f.	8,800 s.f.	N/A	+ 8,800 s.f.	
Terminal Extension	Restroom	1,075,900 s.f. (T1)	1200 s.f.	2,300 s.f.	Approved in 2007 Addendum as Part of Terminal 1 Redevelopment		
	Concession Space		220s.f.	1,200s.f.			
	Concourse Connector (Pre-Security)		4,800s.f.	5,100 s.f.			
	Secure Connector	N/A	N/A	3,800 s.f.			
Total			37,120 s.f.	52,000 s.f.			

Note:

1. 'Master Plan Terminal Space': Addendum to EIR for SFIA Master Plan Terminals 1 & 2 (Oct 2007)
2. 'Terminal Extension' project space approved in 2007 FEIR Addendum for SFIA Master Plan Terminals 1 & 2 as a part of Terminal 1 Redevelopment

Table 2: 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)	Master Plan FEIR Addendum (2007)
Terminal 2	610,000 s.f.	610,000 s.f. ¹	610,000 s.f.	645,000 s.f. ²
Terminal 1	849,00 s.f.	1,003,400 s.f. ³	1,075,900 s.f. ⁴	962,000 s.f. ⁵ to 1,183,500 s.f. ⁶
Total Space	1,459,000 s.f.	1,613,400 s.f.	1,685,000 ⁷	1,607,000 s.f. to 1,828,500 s.f. ⁸

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. Includes 35,000 s.f. of additional B/A D concourse space
 3. 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.)
 4. 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.)
 5. T1 Modified Linear Alternative
 6. T1 Finger Pier Alternative
 7. $1,685,000 \text{ s.f.} \div 1,459,000 = 115.5\%$
 8. 110% to 125%

REMARKS

As described in State California Environmental Quality Act (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.

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 ATCT and Courtyard 2 Projects composed of the relocation of the existing ATCT and the Phase 1 construction of Terminal 1 space, is presented in this Addendum to the Master Plan 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.

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

The proposed relocation of the ATCT facility from T2 to Courtyard 2 would not substantially change the overall footprint of the terminal buildings or increase the number of total aircraft gates from what was described in the FEIR. The functions of the proposed Courtyard 2 Projects would essentially be the same as the projects proposed in the Master Plan and analyzed in the FEIR. All environmental impacts identified in the FEIR would remain essentially the same as described, and as explained in further detail below.

For Phase 1 of the T1 redevelopment project, the construction of the two connector corridors and the restroom and concession space would be consistent with the physical layout of the T1 design alternatives (the Finger Pier and the Modified Linear schemes) described in the 2007 Addendum that analyzed the revisions to the T1 project described in the FEIR. The Airport has chosen to proceed with the Modified Linear design scheme for T1, which was conceptually presented in the 2007 Addendum but did not include specific plans for Courtyard 2 Projects described in this Addendum. However, the Courtyard 2 Projects do not materially affect the total building square footage and number of aircraft gates for T1 from that proposed in the Master Plan and analyzed in the FEIR or the 2007 Addendum.

The existing ATCT and FAA facilities were determined to be unfit for renovation at the existing T2 location. The existing ATCT, constructed on top of the existing FAA administrative office space, is integrated into T2 and does not require a substantial shaft. The proposed ATCT and FAA facilities are comparable in size to the existing facilities with the exception of the proposed shaft, which is necessary because the ATCT cab will no longer reside on top of an Airport building. There would be no increase in FAA staff at the Airport. FAA logistical systems and work spaces would be upgraded as a part of the proposed ATCT project. The proposed ATCT would serve the same number of passenger and aircraft operations forecast for the Airport, as the existing ATCT would. The increase in the height of the proposed ATCT is to provide for sight lines to the airfield given that Courtyard 2 is set farther back from the airfield when compared to the location of the existing ATCT.

The specific environmental impacts as discussed in the FEIR when compared to the current Courtyard 2 Projects are described below. As shown in Table 3, 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 Courtyard 2 Projects. The Courtyard 2 Projects would not result in an increase in capacity of aircraft operations or an increase in the number of passengers or employees at the Airport.

At the completion of the Courtyard 2 Projects, 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, the design forecast year has shifted from the 2006 Plan Year shown in the Master Plan (51.3 million annual passengers) to 2028.

Aircraft operations are now forecast to reach between 424,000 and 483,000 between 2018 and 2028, compared with 537,600 aircraft operations forecast in the Master Plan for 2006. The Airport has determined that the Airport's runway capacity is constrained, so it is unlikely that the Airport, as it is currently configured, would achieve the aircraft operations levels previously forecast in the Master Plan.

Table 3: Comparison of Master Plan FEIR and Courtyard 2 Project Forecasts

	Master Plan FEIR (2006)	2010 Proposed Courtyard 2 Infill Project (2018-2028)	% Difference
Passenger Forecast	51.3 million	44.6-53.9 million	-14 to +5%
Aircraft Gates	103	101 – 103	-2 to 0%
Aircraft Operations	537,600	424,640-482,520	-21 to -11%

Sources: (1) 1989 SFIA Master Plan, (2) 1992 SFIA Master Plan FEIR, (3) Jacobs Consultancy (Nov 2009)

Notes: 1. The passenger forecast was derived from 2009 enplanement forecasts for SFO.

The following is a summary of the environmental impacts described in the FEIR for the Master Plan projects, compared to the proposed Courtyard 2 Projects. Where available, the 1996 and 2006 forecast information from the FEIR is compared with actual information for those years. These comparisons indicate that for the environmental impact categories in the environmental checklist, 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.

Cultural Resources

Cultural resources 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 proposed project would require excavation of up to 10 feet below ground surface for the piles to support the new ATCT, and the area of excavation would be limited to the immediate location of this foundation work. No

significant architectural or historic buildings or features would be affected by the proposed Courtyard 2 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. These mitigation measures, which can be found on pages 21 to 22 of this Addendum, would apply to the proposed project. Therefore, there would be no new impacts to cultural resources not otherwise identified in the FEIR.

To the extent that these mitigation measures might 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).

In light of the above, the proposed project would not create a significant effect with regard to cultural resources different from the effects identified in the SFIA Master Plan FEIR, and no new mitigation measures would be needed.

Traffic and Circulation

The transportation impacts of the SFIA Master Plan projects were analyzed on pages 125 to 152 and 265-330 of the FEIR and pages 10-13 of the 2007 Addendum. Updated passenger forecasts show passenger levels are below what was predicted in the FEIR. The Courtyard 2 Projects would not increase the number of gates or flight operations at the Airport.

As shown in Table 4, 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. The Courtyard 2 Projects would not in of themselves generate traffic, and as part of the T1 and T2 projects, are within the envelope of the FEIR traffic analysis. Updated traffic counts for 2008 confirm traffic trends lower than those found in the FEIR. 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 and the 17,000 actual trip volume for 2008 continue to remain under the FEIR straight line forecast trends.

Table 4: A Comparison of Highway 101 Peak Hour Traffic Volume

Hwy 101 Mainline Segment	1990 MP FEIR Existing ¹	1992 Caltrans Actual ²	1996		2006			2008	
			MP FEIR Forecast ¹	Caltrans Actual ³	MP FEIR Forecast ¹	Caltrans Actual ²	Caltrans Actual + 2016 Terminal Area Trips ⁴	Caltrans Actual	
Millbrae Avenue To SFIA ³	16,617	16,500	18,430	21,300	20,494	16,200	20,489	17,000	
% Difference	- 1% ⁵		+ 16%		- 21%			0%	N/A

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 overstate 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 5, the estimated volume of traffic in 2006 attributed to Master Plan projects accounted for approximately 23 percent and 28 percent of AM and PM Peak Hour traffic, respectively. As stated earlier and shown in Table 4, the actual Caltrans peak-hour traffic data for 2006 was 21 percent lower than the FEIR forecast. 2008 Actual peak hour traffic was approximately 5 percent higher than the actual 2006 levels, validating a much slower traffic trend than was forecast in the FEIR.

Table 5: 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.

Table 6 presents the actual results of a 2009 Airport Ramps Traffic Count Survey conducted by the Airport's Traffic Engineering Section. The Airport's share of the average daily traffic on Highway 101 between Millbrae Avenue and I-380 is approximately 18 percent. The 87,611 total vehicle trips to the Airport in 2009, is 52 percent of the 168,510 daily vehicle trips that the Master Plan FEIR forecast for 2006 (FEIR, Table 30, p.286).

Table 6: Airport Share of Highway 101 Traffic (2009)

Highway 101 Mainline Segment	101 Average Daily Traffic	Airport Average Daily Traffic	Airport Share of Highway 101
Millbrae Avenue to SFIA	251,000	34,190	14%
SFIA to I-380	237,000	49,421	21%
Total	488,000	87,611	18%

Source: (1) Caltrans Traffic Operations web page (2010), (2) 2009 Airport Ramp Traffic Count Survey –Traffic Engineering, SFO Bureau of Design and Construction, September 2010.

The Courtyard 2 Projects would not result in an increase in capacity of aircraft operations or an increase in the number of passengers or employees at the Airport. As part of the T2 and T1 Master Plan projects, the Courtyard 2 Projects would not result in an increase in traffic impacts beyond the traffic levels that were evaluated in the FEIR and the 2007 Addendum.

Construction of the proposed Courtyard 2 Projects is anticipated to be 28 months, with construction starting in December 2011 and ending May 2014. The construction activity required for the proposed projects fall below the magnitude evaluated in the SFIA Master Plan FEIR, which assumed excavation, pile driving, and building construction. Construction of the proposed Courtyard 2 Projects would generate minimal transportation-related construction impacts and would be well within the assumed impacts related to construction in the SFIA Master Plan FEIR.

Increases in traffic, changes in circulation patterns, demand on transit, and parking demand were all analyzed in the SFIA Master Plan. The changes proposed in this Addendum would not increase the number of flights at the Airport or otherwise affect the number or mode choice of trips to or from the

airport. The transportation impacts of the Courtyard 2 Projects would not substantially differ from those described and evaluated in the Master Plan FEIR. The 2009 traffic information presented in this Addendum concludes no substantial new traffic, circulation or parking impacts would result from the Courtyard 2 Projects, beyond those identified in the FEIR. Therefore, the transportation impacts would be similar to those identified in the FEIR and as updated in the 2007 Addendum, and no new mitigation measures are needed.

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 for the T2 and T1 projects would contribute to existing exceedances of roadside carbon monoxide (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 Bay Area Air Quality Management District (BAAQMD) thresholds. The range of construction-related impacts were analyzed in the FEIR on p. 353, and the construction of the Courtyard 2 Projects is within the envelope of impacts discussed for the T2 and T1 projects in the FEIR. The project-related impacts of the Courtyard 2 Projects to air quality would be negligible, and neither the ATCT facility nor the Phase 1 construction of the T1 redevelopment plan would increase the amount of emissions attributed to the T2 and T1 Master Plan projects. Additionally, vehicular activity related to the Courtyard 2 Projects would not increase the amount of vehicular traffic analyzed in the FEIR and 2007 Addendum.

The FEIR found air quality impacts that 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, which can be found on page 22 of this Addendum, would be incorporated into the construction specifications for the Courtyard 2 Projects.

To the extent that these mitigation measures might 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 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, pp. 57 to 58).

The Courtyard 2 Projects will be integrated into the LEED silver certification of the T2 building that will be completed by April 2011, as well as the Phase 2 redevelopment of T1. Construction of the proposed elements would be consistent with the Airport's Climate Action Plan (2009). Structural improvements would facilitate the replacement of older HVAC equipment and implementation of modern energy technology throughout the SFO Terminal Complex.

In light of the above, the project as proposed would not create a significant effect with regard to air quality different from the effects identified in the SFIA Master Plan FEIR, and no new mitigation measures would be needed.

Noise

Noise impacts (surface traffic and aircraft related) resulting from the SFIA Master Plan projects were analyzed on pages 153-170 and 331-352 of the FEIR and on pages 15-18 of the 2007 Addendum. The Courtyard 2 Projects would not cause additional aircraft operations or alteration to flight tracks and would have no effect on the existing noise contours or aircraft noise abatement procedures.

Potential construction and long-term traffic 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 sensitive noise receptors in the area and 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 Courtyard 2 Projects would be within the same general scope of activities previously considered and analyzed. However, the potential construction or long-term traffic noise impacts of the proposed Courtyard 2 Projects would not change substantially from the T2 and T1 Master Plan projects as described and analyzed in the FEIR.

The Courtyard 2 Projects would not change aircraft ground operations or flight patterns and are therefore considered to be included in the T2 and T1 noise impact analysis in the FEIR. The Airport maintains a Noise Abatement Program, and in cooperation with the FAA, airlines, and local communities, continues to implement noise reduction programs for communities neighboring the Airport.

The Airport Commission, when approving the Master Plan Program and certifying the FEIR in November 3, 1992, made the CEQA finding that 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. These mitigation measures, which can be found on pages 22 to 23 of this Addendum, would be implemented, as applicable, for the proposed Courtyard 2 Projects.

To the extent that these mitigation measures might 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 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. 48 to 49).

In light of the above, the potential construction or long-term traffic noise impacts of the proposed Courtyard 2 Projects would not change substantially from the T2 and T1 Master Plan projects as described and analyzed in the FEIR. Therefore, the project as proposed would not create a significant effect with regards to noise different from the effects identified in the SFIA Master Plan FEIR, and no new mitigation measures would be needed.

Geology and Seismicity

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 mitigation measures, which can be found on pages 23 to 24 of this Addendum, would be implemented, as applicable, for the proposed Courtyard 2 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 might 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 proposed projects would override the remaining impacts related to geology, 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. 51 to 52).

In light of the above, the proposed project would not create a significant effect with regards to geology and seismicity different from the effects identified in the SFIA Master Plan FEIR, and no new mitigation measures would be needed.

Hazardous Materials

Hazardous materials impacts of the Master Plan projects were analyzed on pages 201-227 and 381-393 of the FEIR, and on pages 18-19 of the 2007 Addendum. 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).

The Airport maintains on-going programs to identify and control hazardous materials. During preparations for the T2 project, the Airport found asbestos and contaminated soils on both the T1 and T2 sites. The Courtyard 2 concourse bridge is integrated into the T1 and T2 buildings and, therefore, may contain said materials.

In accordance with the FEIR, the Airport would implement mitigation measures identified in the SFIA Final Mitigation Monitoring Program. As shown in Table 7, the Airport disposes or recycles a significant amount of waste material. The Airport closely monitors collection of construction and demolition waste for the presence 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

ESA conducted a Phase I Environmental Site Assessment (ESA) for the ATCT Relocation Project.¹ The purpose of this Phase I ESA was to identify recognized environmental conditions (RECs) and hazardous materials use or storage that may pose a risk to human health or the environment, or risks related to hazardous materials contamination that could potentially impact the subject property. ESA identified the presence of RECs related to past releases of petroleum products, typically jet-fuel from an underground fuel pipeline and hydrant system into soil and groundwater in the vicinity of the site. Numerous investigations have been performed to evaluate the extent of the soil and groundwater contamination in the vicinity of the site. SFO has completed plume maps of Total Petroleum Hydrocarbons (TPH) contamination in the vicinity of the soil and groundwater throughout the airport based upon studies performed until 2004. These investigations performed in the vicinity of the proposed ATCT location identified the following levels of contamination.

In 1995, TPH-jet fuel concentrations in groundwater were identified at 84,000 ppb in a soil boring near the site location. The most recent groundwater monitoring performed in 2006 for Boarding Areas B and C included weekly inspection or free product monitoring at two fuel system monitoring points within the fuel hydrant secondary containment adjacent to this location. Free product was not detected in recent sampling.

Due to the heterogeneous nature of fill material, the variability of groundwater flow reported during groundwater monitoring events, the age of some of the site investigation data (now up to 13 years old), and the constraints of previous site investigations due to building locations, soil and groundwater contamination may exist at locations other than those identified on the SFO contamination plume maps. The identified contaminant plumes may also have migrated since the initial sampling data was recorded. Contaminant plumes identified in the site vicinity appear to occur in close proximity to the underground fuel pipelines. Because contaminants appear to decrease with distance from the pipelines, lower concentrations of hydrocarbons in soil and groundwater would be expected at the proposed ATCT locations than reported during investigation of hydrocarbon releases from pipelines in the nearby vicinity. Soil and groundwater conditions beneath the proposed tower location, however, cannot accurately be predicted and should be presumed to reflect some level of TPH contaminants.

The Regional Water Quality Control Board (RWQCB) has established cleanup criteria for SFO to protect the environment and the health and safety of SFO employees and the general public. These requirements would be applicable to future development of the ATCT. RWQCB Site Cleanup Requirements Order 95-

¹ ESA, "Phase I Environmental Site Assessment, San Francisco International Airport, Airport Traffic Control Tower Relocation Project, San Francisco, California," March 2009.

018 provides guidelines for the investigation, characterization, and remediation or in-place management of contaminants in soil and groundwater at SFO. The tower location would be subject to the cleanup levels established for the Human Health Protection Zone. Typical site remediation might include excavation and treatment of groundwater for dewatering during construction, as performed for construction of the new International Terminal.

Based upon the results of the Phase I, ESA recommends that soil and groundwater sampling be performed prior to construction to evaluate the appropriate level of remediation required by the RWQCB Order, if any, and appropriate health and safety procedures and protocols for construction workers.

Impacts related to development of the proposed Courtyard 2 Projects would be within the envelope of impacts related to the T2 and T1 Master Plan projects. Therefore, no additional analysis is necessary. The proposed Courtyard 2 Projects would implement applicable mitigation measures contained in the Final Mitigation Program for the FEIR (see pages 24 to 25 of this Addendum). The proposed project revisions would have no substantial effect on emergency response plans or result in substantial new fire hazards.

In light of the above, the proposed project would not create a significant effect with regards to hazardous materials different from the effects identified in the SFIA Master Plan FEIR, and no new mitigation measures would be needed.

Visual

Visual impacts of the SFIA Master Plan were not analyzed in the FEIR because the Master Plan projects were determined not to have any significant visual quality impacts (as discussed in the FEIR, Volume III, Appendices, Appendix A, Initial Study). The redevelopment of T1 would maximize the interface of the terminal complex and the immediate gate apron areas and adjacent aircraft taxilanes but would not greatly alter the aesthetic character of the Airport. 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.

Due to safety and logistical concerns, the ATCT and FAA administrative space would be relocated to the existing Courtyard 2 area between T1 and T2. Courtyard 2 currently contains a concourse connection bridge on the Airport's arrival level. The proposed ATCT would be approximately 228 feet, which is approximately 30 feet taller than the existing ATCT. The aesthetic affect, however, would be minor due to the overall height and bulk of the Terminal Complex. The proposed ATCT would be designed to maintain the overall architectural character of the Terminal Complex buildings. The presence of the ATCT would not degrade or obstruct scenic views or vistas because of the structure's location and congruence with the overall height and bulk of the International Terminal Complex and elevated roadway systems.

The potential for light and glare from the Courtyard 2 Projects would be minimal due to their location within the development of the T1 and T2 Master Plan projects within the existing SFO Terminal Complex. Therefore, no substantial adverse visual, light and glare, or aesthetic effects would be expected from the proposed Courtyard 2 Projects.

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 and would not be affected. Therefore, similar to the T2 and T1 projects analyzed in the FEIR, the additional temporary night time light and glare impacts for the proposed Courtyard 2 Projects would be negligible.

Population and Housing

Population related effects of the SFIA Master Plan were analyzed on pp. 228 to 231 and pp. 394 to 399 of the FEIR. The Courtyard 2 Projects 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 2011-2013 construction timeframe). The Courtyard 2 Projects would not otherwise have any additional long-term effects on population, employment, or the demand for housing.

Wind and Shadow

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 Courtyard 2 Projects are within the scope of analysis for the T2 and T1 Master Plan projects. The proposed ATCT would be approximately 228 feet, which is approximately 30 feet taller than the existing ATCT, and would replace the existing tower in a new location. Due to the overall height and bulk of the existing Terminal Complex, the proposed Courtyard 2 Projects would not pose new wind or shadow impacts in public areas.

Hydrology and Water Quality

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 Courtyard 2 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, and in this Addendum, as applicable. These mitigation measures can be found on pages 21 to 25 of this Addendum.

Other Environmental Topics

The Initial Study for the FEIR indicated that there would not be any substantial increase in demand on schools, recreation, or other public facilities resulting from the Master Plan projects. No further environmental analyses for recreational impacts were conducted in the FEIR. The Courtyard 2 Projects

would be consistent with the T1 and T2 Master Plan projects, and would not require any further analyses for recreational impacts.

The Courtyard 2 Projects would be considered minor modifications to the development of the T2 renovation and T1 redevelopment construction activities as described and evaluated in the Master Plan FEIR and 2007 Addendum. In as much as the Courtyard 2 Projects would not increase capacity and passenger forecasts evaluated in the Master Plan FEIR, the Courtyard 2 projects would not result in an increase in greenhouse gas emissions of the overall Master Plan Program and it is part of a larger construction effort and doesn't incrementally change emission or construction levels.

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. The Courtyard 2 Projects are located on paved areas of the terminal area complex and would not pose new impacts on plants and wildlife or their habitat.

In addition, the Courtyard 2 Projects, as described in this Addendum, would be consistent with the T1 and T2 Master Plan projects and would not have any significant impacts on Land Use, Public Services, Mineral and Energy Resources, Utilities and Service Systems, or Agriculture and Forest Resources.

MITIGATION MEASURES

This section identifies the mitigation measures from the SFIA Master Plan FEIR that are applicable to the proposed Courtyard 2 Projects which would be implemented upon construction of the proposed project. These mitigation measures would be implemented as described and presented in the SFIA Master Plan FEIR as listed below in summary form. As noted throughout this document, the proposed project would not result in any new significant impacts compared to those identified in the SFIA Master Plan FEIR.

The following mitigation measures were presented in the SFIA Master Plan FEIR and would continue to apply to the proposed project.

Cultural Resources

The following Accidental Discovery mitigation measure is the current archeological mitigation measure which is substantially the same as the mitigation measure from the SFIA Master Plan FEIR

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the

responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Air Quality

- The project sponsor would require the contractor to sprinkle demolition sites with water continuously during demolition activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce particulate emissions. The project sponsor would require the project

contractor to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emission for equipment that would be in frequent use for much of the construction period.

- Measures identified to mitigate traffic impacts would also mitigate air quality impacts. Reducing vehicular traffic through increase ridesharing (carpool, vanpool and transit), and implementing flexible and/or staggered work hours would reduce local and regional emissions of all pollutants.

Construction Noise

- The construction contract could require that the project contractor muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible, so that noise from construction activities is reduced to the fullest extent possible at noise-impacted locations.
- The project sponsors could require that the project contractors pre-drill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. The actual pounding from pile driving would occur during a five- to eight-minute space per pile.
- The project sponsor could consult with neighboring jurisdictions to determine the time when pile driving would cause the least disturbance to neighboring uses. The project sponsor could require that the construction contractor limit pile driving activity to result in least disturbance.
- The project sponsor could require the general contractor to construct barriers around the site, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA, and to locate stationary equipment in pit areas or excavated areas if possible, as these areas could serve as noise barriers.

Geology and Seismicity

- All foundation and geotechnical recommendations presented in the general soil survey and site-specific geotechnical investigations would be incorporated into the project.
- Facilities earthquake safety inspections would continue and would be expanded to include all new facilities. Periodic training concerning earthquake preparedness and seismic hazards reduction would be conducted at all new facilities.
- The airport's emergency response plan would continue to be practiced and would be updated, as necessary, as construction is completed and as the SFIA Master Plan is implemented.
- Where practical, limit excavation to depths above the water table. This would reduce the need for dewatering and special below groundwater engineering design and construction techniques.
- See Hazardous Materials Mitigation below for a measure to locate suspected underground obstructions, particularly fuel or gas pipes, prior to excavation.

- If dewatering were required, temporarily retain groundwater pumped from the site in a holding tank before discharge to allow suspended particles to settle.
- Prepare and implement erosion control plans for any construction activities during the wet season that involve grading or other activities that would expose soil to erosion.
- Prioritize building removal and replacement such that older buildings in poor condition and older (pre-1973) reinforced concrete buildings are replaced first.
- Equip new gas lines with automatic shut-off valves that would be activated in the event of a major earthquake.
- Tie all potentially dangerous non-structural features into structural elements of the building. Secure heavy equipment and other potentially hazardous objects to floors or walls.

Hazardous Materials

Site Investigation

- Perform a site investigation if construction is proposed in areas of known or suspected contamination. A site investigation includes the collection of soil and/or groundwater samples at a site, transportation of the samples to an analytical laboratory, and analysis and reporting.

The potential for impacts relating to exposure to contamination exists for workers directly engaged in the sampling activity of this measure. Workers could be exposed to contaminants if accidents occur during transportation, or if access to the site where sampling is occurring is not controlled. In general, since relatively small amounts of material are normally sampled, exposure to potential hazards during site investigation is limited, and associated impacts would be localized.

Site Remediation

- Perform remediation activities if levels of contaminants found in any site investigation exceed regulatory requirements and/or pose a threat to the public health and the environment as defined by the responsible regulatory agencies. Remediation could be required for both soils and groundwater. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, or treatment without excavation. Remediation alternatives for clean-up of contaminated groundwater could include in-site treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Discharge of treated groundwater to the industrial wastewater treatment plant at the Airport or to San Francisco Bay would require regulatory agency approval.

Potential impacts could result from remediation activities. Workers, and possibly the public, could come into contact with chemical compounds in soils, soil gases or groundwater during site remediation. The public and the environment could be exposed to airborne chemical compounds migrating from a site under remediation. Accidents during transportation of contaminated soils and/or groundwater could lead to exposure of the public and the environment to the chemical compounds.

- If site remediation is found necessary, a site-specific Safety and Health Plan for hazardous material and waste operations would be prepared and submitted to the San Mateo County Department of Health Services, Environmental Services Division before site activities would proceed. The site-specific Safety and Health Plan, which would be applicable to all activities at the site prior to completion of site remediation, would establish policies and procedures to protect workers and the public from potential hazards posed by hazardous wastes. The Plan would be prepared according to federal and California OSHA regulations for hazardous waste site Safety and Health plans. The site safety officer's log would be made available to the San Francisco Department of Public Health for inspection.
- The site mitigation plan would include a dust control program to minimize potential public health impacts associated with exposure to contaminated soil dust.
- Reports (including sample locations, chain of custody forms, and laboratory analysis reports) of further site investigation (if any) would be sent to the San Mateo County Department of Health Services, Environmental Services Division.
- A report describing the remediation process in detail and certifying completion of remediation would be prepared by a Registered Environmental Assessor (REA) or registered engineer, and submitted to the San Mateo County Department of Health Services, Environmental Services Division. The report would include copies of hazardous waste transport manifests.

Demolition/Renovation

- Conduct asbestos surveys for all structures planned for demolition or renovation that have not been previously surveyed. For development involving any structure identified to contain asbestos, retain a registered asbestos inspector to inspect buildings after asbestos removal or encasing to ensure adequacy of remediation, proceedings with demolition or renovation only when the quality assurance inspector agrees that asbestos abatement is complete.
- Consult Airport and tenant records of PCB-containing electrical articles before any demolition or renovation occurs. Remove PCB-containing equipment prior to demolition following all regulations for worker safety and disposal in accordance with applicable laws and regulations.

Excavation

- Reduce excavation impacts in areas of suspected contamination by performing a site investigation and any necessary remedial activities.
- Prior to any excavation, consult Airport records for locations of underground tanks, utility lines and fuel distribution pipes. Tank-locating technologies would be used to determine whether any unrecorded or mis-recorded underground tanks, utility lines or fuel distribution pipelines are present on-site. In the case of relatively large excavations, contingency plans would be developed for protection and possible evacuation of workers and nearby public.

Dewatering

- Conduct groundwater testing for petroleum hydrocarbons before dewatering is performed at any airport site. Treatment would be applied, in consultation with the Regional Water Quality Control Board and/or wastewater treatment plant operators to ensure that all discharges meet applicable quality requirements.

CONCLUSION

The SFIA Master Plan FEIR analyzed the potential impacts of Master Plan projects on a program level while the 2007 Addendum provided specific analysis of the impacts of the T2 and T1 projects and any modifications to those projects under the findings of the FEIR. This EIR Addendum was prepared to ensure that further modifications to the T1 and T2 projects as reflected by the proposed Courtyard 2 Projects do not increase or cause new significant impacts not previously analyzed in the FEIR, and that no new additional substantial environmental analysis is required.

Based on the analysis in this Addendum, the potential environmental impacts of the proposed Courtyard 2 Projects are described and included in the Master Plan FEIR, and no new analysis is required for these projects.

The Courtyard 2 Projects would result in a minor increase in square footage above that which was previously presented for the T1 and T2 Master Plan projects. The ATCT Relocation element would be 8,700 sq. ft. larger than the existing ATCT and FAA administrative space in T2 as analyzed in the FEIR (see Table 1). The majority of the proposed increase in facility size is due to the tower shaft structure which does not constitute capacity increasing space. Considering the size, scope, and context of the T2 and T1 projects, the increase to FAA facilities would be negligible. The remaining Courtyard 2 development would be Phase 1 of construction of the 1,075,900-square-foot Terminal 1 redevelopment project and would not increase the size or change the scope of the previously analyzed T1 Redevelopment Project in the SFIA Master Plan. As a part of the T2 and T1 Master Plan projects, the Courtyard 2 Projects would result in the relocation and minor expansion of existing uses within the Terminal Complex Area analyzed in the FEIR and 2007 Addendum. Therefore, the Courtyard 2 Projects have essentially been included in and analyzed as a part of the T2 and T1 Master Plan projects.

With respect to State CEQA Guidelines §15162, the effects of the proposed Courtyard 2 Projects, as modifications of the T1 and T2 Master Plan projects, were fully analyzed in the Program FEIR. It is also determined that a subsequent EIR would not be required for the proposed Courtyard 2 Projects for the following reasons:

1. The Courtyard 2 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 circumstances under which the Courtyard 2 Projects are to be undertaken that would require major revisions in the Master Plan FEIR due 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 Courtyard 2 Projects that have become available for consideration since certification of the SFIA Master Plan Program FEIR that would reduce otherwise significant environmental impacts disclosed in the FEIR.

Based on the analysis and discussion presented in this document, no supplemental or subsequent environmental analysis is needed pursuant to the CEQA Guidelines, Sections 15162, 15163, and 15164. It is concluded that the analyses conducted and the conclusions reached in the SFIA Master Plan EIR and the 2007 Addendum remain valid. The proposed project would not cause new significant impacts not identified in the original EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original or revised project that would cause significant environmental impacts to which the proposed project would contribute considerably, and no new information has become available that shows that the original, revised or proposed project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

Date of Determination:

1/30/2010

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


BILL WYCKO
Environmental Review Officer

cc:

Bulletin Board / Master Decision File
Nixon Lam, San Francisco International Airport

Distribution List

