

File No.: 86.638E
San Francisco Airport EIR

SAN FRANCISCO
CITY PLANNING COMMISSION
MOTION NO. 13356

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN.

MOVED, That the San Francisco City Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as case file No. 86.638E, San Francisco International Airport Master Plan (hereinafter "Project") based upon the following findings:

1) The City and County of San Francisco, acting through the Department of City Planning (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et. seq., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. The Department determined that an EIR was required and provided public notice of that determination by publication in newspapers of general circulation on August 11, 1989.

b. On June 25, 1990, the Department issued a Notice of Preparation, circulated to interested individuals, to communities surrounding the San Francisco International Airport (hereinafter "SFIA") and through the State Clearinghouse.

b. On July 11, 1991, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in newspapers of general circulation in San Francisco and San Mateo Counties of the availability of the DEIR for public review and comment and of the date and time of the City Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

c. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by S.F. Airport staff on or about July 11, 1991.

d. On July 11-13, 1991 copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse. In addition, notices of availability of the DEIR were mailed to other persons and organizations noted on the distribution list in the DEIR.

e. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 15, 1991.

2) The Commission delegated to the Environmental Review Officer a noticed public hearing held in Millbrae on August 27, 1991, and held a duly advertised public hearing on said Draft Environmental Impact Report on August 29, 1991, continued to October 17, 1991, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended October 21, 1991.

3) The Department prepared responses to comments on environmental issues received at the public hearings and in writing during the 102-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a "Draft Summary of Comments and Responses," published on May 7, 1992, was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices.

4) A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.

5) Project Environmental Impact Report files have been made available for review by the Commission and the public, and these files are part of the record before the Commission.

6) On May 28, 1992, the Commission reviewed and considered the Final Environmental Impact Report and found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31.

7) The City Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 86.638E: San Francisco International Airport Master Plan is adequate, accurate and objective, and that the Summary of Comments and Responses contains no significant revisions to the Draft Environmental Impact Report, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

8) The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report, without consideration or inclusion of mitigation measures described in the Final Environmental Impact Report as "Identified In this Report," will have the following significant environmental impacts:

a. Will have a project-specific significant effect on the environment by (1) causing levels of service to degrade to "E" or below at the following intersections: California Drive at Millbrae Avenue (a.m. and p.m. peak hours), Rollins Road at Millbrae Ave. (p.m. peak hour), Long-Term Parking Road and Road R-3 on SFIA property and at Holly Street at Ralston Ave (a.m. and p.m. peak hours); (2) causing levels of service to degrade to "E" or below on certain freeway ramps in the vicinity of SFIA; (3) causing levels of service to degrade to "E" or below on various sections of the freeways in the vicinity of SFIA; (4) causing increased noise levels at sensitive receptors such as schools during construction activities; (5) causing violations of particulate air quality standards due to dust production during construction; (6) contributing to increased frequency of violation of CO standards at certain nearby intersections (violations would occur at these locations without the project but would occur more frequently with the project and without extensive transportation mitigation); (7) causing air pollutant emissions that exceed

BAAQMD thresholds; (8) possibly causing impacts on subsurface cultural resources during construction; (9) causing sediment from dewatering (if any) and from other construction activities to enter storm drains and/or the Bay; and (10) causing soil to be temporarily exposed to erosion during construction; and (11) exposing construction workers, other Airport workers or the public to hazardous wastes if hazards are found in soils or groundwater in and around construction areas.

b. Will contribute to cumulative traffic increases on US 101 in the vicinity that would further reduce levels of service on some segments of the freeway, and will contribute to cumulative air quality impacts in San Mateo County and the Bay Area region.

Note that many of these environmental impacts could be mitigated to levels of insignificance by measures described in the Final EIR. The San Francisco Airports Commission, the decision maker for the Project, will consider whether or not to include these measures in its deliberations on the proposed project.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission at its regular meeting of May 28, 1992.

Linda Avery
Commission Secretary

AYES: Commissioners, Unobskey, Fung, Karasick, Levine, Lowenberg, and Smith

NOES: None

ABSENT: Commissioner Boldridge

ADOPTED: May 28, 1992

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