

# Chapter 1

## Introduction

### 1.1 Introduction

The San Diego County Regional Airport Authority (SDCRAA or Authority) has identified the proposed project as the Airport Development Plan (ADP), which is the next master planning phase for the San Diego International Airport (SDIA or Airport). As described in detail in Chapter 2, Project Description, the ADP provides a development framework to implement improvements that will enable SDCRAA to accommodate future demand for air travel that is anticipated to occur at SDIA with more modern, efficient, and comfortable facilities. These improvements constitute the proposed project.

Implementation of the proposed project would require various approvals and permits, starting with approval from the SDCRAA Board. Prior to that approval, the SDCRAA Board must consider the proposed project's environmental effects, which are identified in this Environmental Impact Report (EIR). The EIR serves to inform decision-makers and the public about the environmental effects of the proposed project and has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (State CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). The SDCRAA is responsible for all policy and planning decisions for SDIA, and the SDCRAA serves as the lead agency in accordance with CEQA.

The SDCRAA prepared a Draft EIR for the proposed project and conducted a public review period beginning in July 2018 (i.e., the "2018 Draft EIR"). Based on comments received during the public review period, as well as new information developed since the 2018 Draft EIR was released, the SDCRAA determined that the 2018 Draft EIR should be revised to reflect the updated data and analyses, and then recirculated for public review. Thus, the current document has been designated the Recirculated Draft EIR. This chapter provides a brief background to the Recirculated Draft EIR and presents a summary of the proposed project, followed by a discussion of the purpose and organization of the Recirculated Draft EIR. This chapter also includes definitions for airport terminology used throughout the Recirculated Draft EIR, a list of the locations where the Recirculated Draft EIR is available for general public review, and a discussion of the process for submitting comments on the Recirculated Draft EIR.

### 1.2 Background to the Recirculated Draft EIR

On January 21, 2017, SDCRAA issued a Notice of Preparation (NOP) for the proposed project to inform responsible and trustee agencies, public agencies, and the public that SDCRAA was preparing a Draft EIR for the proposed ADP project. The NOP was circulated for a 40-day public comment period from January 20, 2017 to March 1, 2017, with two scoping meetings held on January 31, 2017 and February 1, 2017.

SDCRAA released the 2018 Draft EIR on July 9, 2018 for a 46-day review comment period that was extended by an additional 15 days to 61 days. The 61-day review period concluded on September 7, 2018.

A total of 87 federal, state, regional, and local agencies, as well as organizations and individuals submitted comments on the 2018 Draft EIR. Eleven of the comment letters were received after the close of the comment period.

Based on comments received on the 2018 Draft EIR, SDCRAA prepared additional information and analyses pertaining to the proposed project, and also formulated a new alternative to the proposed project. The Recirculated Draft EIR incorporates the updated information and analyses, and includes the new alternative. The SDCRAA is providing the Recirculated Draft EIR to the public for review and comment pursuant to the requirements of CEQA and the State CEQA Guidelines. State CEQA Guidelines Section 15088.5 requires recirculation of an EIR when significant new information is added after notice of public review has been given, but prior to certification of the EIR. New information can include changes to the project or environmental setting, as well as additional data or other information, including a feasible project alternative different from others previously analyzed that would lessen the environmental impacts of the project.

Provided below is a summary of the main additions and/or updates set forth in the Recirculated Draft EIR.

### **Updated Aviation Activity Forecast**

As described in Section 2.5.1 of the 2018 Draft EIR, an aviation activity forecast provides the basis for estimating the number and types of aircraft operations occurring in the future at an airport, along with associated passenger numbers projected for the future. Such information is used not only for planning the types and timing of airport improvements that may be required in the short-, medium-, and long-term, but also for assessing certain project-related impacts that are dependent, in part, on the number of aircraft operations and/or passengers that are anticipated to occur at SDIA in the future. Such impacts include, but are not limited to, air quality and noise impacts associated with increased aircraft operations, and traffic, air quality, and noise impacts from increased vehicle trips associated with future increases in passenger numbers. The 2018 Draft EIR used aviation activity forecasts that were based on data from 2011 and 2012. Although the forecasts were approved by the Federal Aviation Administration (FAA) in 2013, some commenters indicated that the 2013 aviation activity forecast may be underestimating the future activity levels projected for SDIA, noting, in particular, that the actual activity level occurring at SDIA in 2017 was much greater than that projected in the 2013 forecast.

Based on those comments, the SDCRAA updated the aviation activity forecast for SDIA, taking into account a number of factors that have contributed to growth occurring faster than originally projected in the 2013 forecast. Such factors include the strong economic growth that occurred in the San Diego region between 2011 and 2017, decreases in domestic airfares, the use of larger capacity aircraft (in terms of the number of seats), higher load factors (in terms of the percentage of occupied seats on flights), and substantial increases in both origin-destination and connecting passengers at SDIA.

An updated aviation activity forecast for SDIA using 2018 as the base year was completed in April 2019. It includes: (1) updated unconstrained forecasts of enplaned passengers, air cargo, and aircraft operations at SDIA for the future demand years; (2) a comparison to the FAA 2018 Terminal Area Forecast (TAF) for SDIA, which is also an unconstrained forecast; and (3) a constrained demand scenario that accounts for the fact that the future aviation activity demands projected for SDIA (i.e., the unconstrained forecasts) cannot be fully accommodated due to the limits of SDIA’s single runway capacity. The FAA approved the updated aviation activity forecasts on June 19, 2019. More information regarding the updated forecast is provided in Section 2.5.1 of the Recirculated Draft EIR.

Based on the approved aviation activity forecast, the impacts analyses in the 2018 Draft EIR, particularly those related to traffic, air quality, and noise, were revised and are presented in this Recirculated Draft EIR.

### **Refinements to the Proposed Project’s Facilities Building Heights**

Based on additional planning and design efforts by SDCRAA subsequent to publication of the Draft EIR in July 2018, refinements to the heights of certain facilities under the proposed project have been made, as further discussed in Chapter 2, Project Description, of the Recirculated Draft EIR. Specifically: (1) the height of the proposed new (replacement) Terminal 1 has been increased from 65 feet to a maximum of 90 feet at the terminal façade/ticketing lobby on the south side of the building; (2) the height of the proposed Terminal 1 Parking Structure has been reduced from 80 feet to 60 feet; and (3) the height of the commercial development opportunity adjacent to the new (replacement) Terminal 1 has been reduced from 150 feet to 90 feet.

### **New Alternative to the Proposed Project**

In response to comments received on the 2018 Draft EIR, SDCRAA developed a new alternative to the proposed project. The main differences between the new alternative, which is presented in the Recirculated Draft EIR as Alternative 4 - T1 Replacement and Transportation Improvements, and the proposed project, include:

- Reduction in Size, Scope, and Construction Period of ADP Improvements
  - Under Alternative 4, the proposed ADP improvements would focus only on the replacement of the existing Terminal 1 and forego the addition to Terminal 2 West (i.e., the proposed “stinger”). It would also forego the replacement of existing Terminal 2 East. Completion of the ADP improvements under this alternative would occur by 2026, as compared to 2035 for the proposed project.
  - Under Alternative 4, the 400,000 square foot commercial development opportunity area proposed adjacent to the new (replacement) Terminal 1 under the proposed project would not be implemented.
- Transit Service Improvements
  - Alternative 4 would provide near-term (or first phase) transit service improvements at SDIA, including an airport shuttle service to and from the Old Town Transit Center, which is an intermodal transit station with connections for

commuter and inter-city rail service (Amtrak/North County Transit District's COASTER), light rail service (San Diego Trolley), and San Diego Metropolitan Transit System (MTS) bus lines. SDCRAA would also work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA, including the connection to the Santa Fe Depot. This would include the following measures to increase ridership by reducing the travel time along the route: 1) allow 992 buses to use the new on-airport access road including preferential locations at the terminals for bus stops; and 2) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2). While the airport shuttle service to and from the Old Town Transit Center and improvements to Bus Route 992 service to and from SDIA are included as project features of Alternative 4, these transit improvements could also occur as mitigation measures for traffic impacts associated with the proposed project, as discussed in Section 3.14 of this Recirculated Draft EIR.

- Alternative 4 would designate an area mid-way between the new (replacement) Terminal 1 and the existing Terminal 2 for a potential transit station that would connect SDIA directly to off-airport transit system improvements, should that opportunity occur in the future. Future development of such off-airport transit system improvements would be part of a comprehensive transit system infrastructure planning program involving multiple agencies, including the SDCRAA, the San Diego Association of Governments (SANDAG), the Port of San Diego, the County of San Diego, the City of San Diego, MTS, and Caltrans.
- Roadway System Improvements
  - Alternative 4 would retain the proposed project's new on-airport three-lane access road, as this is necessary to reduce airport-related traffic traveling west on North Harbor Drive. In addition, Alternative 4 would reserve right-of-way for a future three-lane roadway for outbound traffic, as this would reduce airport-related traffic traveling east on North Harbor Drive. One of the outbound lanes on SDIA would also be enacted in the first phase to allow high occupancy vehicles, such as the Rental Car Center buses and the Old Town Transit Center shuttle to avoid city streets (specifically bypassing North Harbor Drive and Laurel Street) by connecting to the existing on-airport transitway to traverse around the east end of the airfield and connect to the northside of SDIA and Pacific Highway. The connection point for new outbound roadway lanes would occur off of airport property and, therefore, requires further planning and approval from the City of San Diego, Caltrans, and other potential agencies including the California Coastal Commission, the Port of San Diego, and SANDAG. Additionally, the operational characteristics and connection point of the subject roadway would take into consideration other key roadways nearby, such as Laurel Street and Pacific Highway, which likewise would involve coordination with, and environmental review by, other agencies.

- Reduced Size Terminal 1 Parking Structure
  - Alternative 4 would reduce the size of the proposed parking structure south of the new (replacement) Terminal 1. Specifically, it would reduce the number of parking spaces from 7,500 to 5,500, and the total square footage from 2,780,000 to 2,250,000.
- Reduced Height Airport Administrative Offices Building
  - Under Alternative 4, the new (replacement) airport administrative offices building would be only 84 feet in height, compared to the 95-foot height in the proposed project.

For more detailed description of Alternative 4, see Section 5.5.4, and for the discussion of how the impacts associated with Alternative 4 compare to those of the proposed project, see Section 5.6, respectively in Chapter 5, Alternatives Analysis.

### **State CEQA Guidelines Amendments/Thresholds of Significance**

The California Natural Resources Agency adopted amendments to the State CEQA Guidelines in December 2018. While these most recent amendments to the Guidelines result in no substantive changes to the analysis presented in the 2018 Draft EIR, this Recirculated Draft EIR has updated its references to the State CEQA Guidelines, where appropriate, to reflect the amendments and be consistent with them.

The Amendments included revisions to the State CEQA Guidelines Appendix G Checklist, which in many cases provides the thresholds of significance used in the analysis of proposed project impacts. The thresholds of significance in this Recirculated Draft EIR have been updated to incorporate the amended Appendix G Checklist questions, as appropriate.

## **1.3 Project Overview**

The ADP provides a development framework to implement improvements that will enable SDCRAA to accommodate future demand for air travel that is anticipated to occur at SDIA with more modern, efficient, and comfortable facilities. The proposed project includes specific improvements proposed to be completed by 2035.

### **1.3.1 Location**

SDIA is located in the northwest portion of the downtown area within the City of San Diego. SDIA is generally bounded by North Harbor Drive and San Diego Bay to the south, the Navy Boat Channel and Liberty Station mixed-use development to the west, the Marine Corps Recruit Depot to the north, and Pacific Highway and Interstate 5 to the east. Land in the vicinity of SDIA is densely developed and the SDIA site is constrained by its location. The regional location map for SDIA is depicted in Figure 1-1.



Source: CDM Smith, 2019. Aerial source: SDCRAA, 2016.

San Diego International Airport encompasses 661 acres. It has a single, 9,401-foot-long and 200-foot-wide east-west runway that accommodated 225,058 flight operations in 2018, making it the busiest single-runway commercial airport in the nation. The runway is supported by one full length parallel taxiway on the south (Taxiway B). The north taxiway (Taxiway C) is not full length, as there is insufficient space between the runway and the U. S. Marine Corps Recruit Depot property. Additionally, there are ancillary taxiways that provide for runway and terminal access and aprons that provide for aircraft parking. The SDIA terminal complex is comprised of three buildings: Terminal 1 (T1), Terminal 2 East (T2-East), and Terminal 2 West (T2-West). Other landside airport facilities include general aviation facilities, air cargo facilities, related aviation support facilities, and an aircraft rescue and firefighting facility. SDIA's air service continues to grow based upon the growing region's demand for air travel. The proposed project does not include an additional runway or any changes to the runway configuration.

### 1.3.2 Project Summary

The primary components of the proposed project are the replacement of the existing T1, modifications to T2-East and T2-West, and a new airport access roadway. T1 is the oldest terminal at SDIA and does not meet current standards for customer service of commercial air passengers, including undersized passenger waiting areas at gates, limited restrooms, and no post-security connection between concourses. Under the proposed project, the existing T1 would be demolished and replaced with a new terminal facility. As part of the T1 replacement, a new T1 access road and parking structure would be constructed. The T2-West and T2-East modifications consist of adding a new concourse “stinger” (up to seven gates) that extends northward from the western terminus of T2-West, and demolishing the existing easternmost 350,000 square-foot T2-East concourse and replacing it with a new concourse that connects T2 to the new T1. At completion of the proposed project, the number of gates at SDIA would increase from 51 to 61. The improvements would enable SDCRAA to accommodate future demand for air travel that is anticipated to occur at SDIA, with or without the project, with more modern, efficient, and comfortable facilities.

The proposed project also includes a new on-airport entry roadway for airport-bound traffic traveling west on North Harbor Drive. The on-airport entry roadway, which includes an accompanying new pedestrian and bicycle multi-use path, would provide a new airport access point near the intersection of Laurel Street and North Harbor Drive, which would reduce congestion by removing a portion of westbound airport traffic from North Harbor Drive to the new on-airport entry roadway.

Other project improvements include an expanded central utility plant and other infrastructure upgrades; the demolition of airport support facilities and administrative building to accommodate the terminal improvements; construction of a new airport administrative office building and potential commercial development area; and the removal and/or reconfiguring of surface elements such as surface parking, access roads, aircraft aprons, and taxiways. Project implementation would occur over two phases (Phase 1 and Phase 2), each with two sub-phases (Phase 1a and Phase 1b, and Phase 2a and Phase 2b). The details of the proposed project and construction phasing are provided in Chapter 2, Project Description.

## 1.4 Document Purpose and Organization

This section describes the purpose of this document and its organization.

### 1.4.1 Document Purpose

The SDCRAA, as the CEQA lead agency, has determined that the proposed project has the potential to cause significant impacts on the environment. For that reason, SDCRAA has also determined that, pursuant to CEQA, it must prepare and certify an EIR prior to approving the proposed project.

The purpose of an EIR is to inform the decision-makers, regulatory agencies, and the public about the potentially significant environmental impacts of a proposed project prior to consideration of project approval. CEQA requires public agency decision-makers to consider and document the environmental effects of their actions and, whenever feasible, to avoid or reduce adverse effects to the environment. In addition, an EIR identifies alternatives that can reduce the proposed project's significant effects, while achieving most of the project objectives. A public agency must mitigate or avoid significant environmental impacts of projects it carries out or approves, whenever feasible. In instances where significant impacts cannot be avoided or mitigated, the lead agency can still approve the project, so long as the lead agency finds that the project provides economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, which outweigh the project's unavoidable adverse environmental effects.

On February 2, 2004, the SDCRAA adopted as its CEQA impact criteria the State CEQA Guidelines for Implementing the California Environmental Quality Act and the Environmental Checklist questions from Appendix G. The SDCRAA has used these guidelines as their own since adoption. The SDCRAA has prepared this EIR using the current State CEQA Appendix G Initial Study Checklist, in conjunction with accepted professional standards, judgments, and practices to evaluate the environmental impacts associated with the proposed project to provide a consistent and objective basis for determining whether the proposed project may have a significant effect on the environment.

The SDCRAA has determined that the specific improvements proposed as part of the ADP (and their related construction and operations) are best reviewed using project-level environmental analysis requirements.

This EIR is not an Environmental Impact Statement (EIS) or Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) or other federal environmental review requirements. Future environmental documentation will be developed for federal review of the specific improvements within the proposed project. That documentation will be developed using FAA environmental guidance.

### 1.4.2 Recirculated Draft EIR Organization

The Recirculated Draft EIR is divided into seven volumes, the Recirculated Draft EIR and six volumes of technical appendices.

The Recirculated Draft EIR (Volume 1) is comprised of the following:

*Executive Summary* – provides an overview of the proposed project and summarizes the analysis of significant impacts, proposed mitigation measures, environmental impacts after mitigation (if any), and alternatives to the project that reduce or avoid significant effects on the environment. This summary also presents areas of controversy, including issues raised by members of the public and agencies during the NOP public scoping period. Detailed analyses of the proposed project’s impacts on the environment are contained in the main body of the document.

*Introduction* (Chapter 1) – describes the purpose of the EIR, a list of other agencies that may utilize the EIR, the availability of the Recirculated Draft EIR, and a brief outline of organization of this document. Chapter 1 also defines certain technical terminology used in this EIR.

*Project Description* (Chapter 2) – describes the project location and setting, presents the background and objectives of the proposed project, and provides a description of the proposed project and the anticipated project phasing.

*Environmental Analysis* (Chapter 3) – describes the setting (regulatory framework and existing conditions) for each environmental resource area, discusses the impact analysis approach and methodology, evaluates the environmental impacts that could result from the proposed project, and recommends the mitigation measures (if any) that would reduce or avoid any identified significant impacts. This section also identifies the criteria used to assess the significance of environmental impacts, discloses whether a given impact is significant, and determines whether the recommended mitigation measures, if implemented, would reduce the impact to a less than significant level.

*Cumulative Impacts Analysis* (Chapter 4) – contains a discussion of significant cumulative impacts and whether the proposed project would cause related impacts that would result in either a direct cumulatively significant impact or a cumulatively considerable contribution to an existing cumulative significant impact.

*Alternatives Analysis* (Chapter 5) – evaluates a reasonable range of alternatives to the proposed project, including Alternative 4 - T1 Replacement and Transportation Improvements, which was added for the Recirculated Draft EIR. It describes impacts that would result from each of the alternatives, compares the significant environmental impacts of the alternatives to the proposed project, and identifies the Environmentally Superior Alternative. It also identifies alternatives that were initially considered, but not carried forward for detailed review.

*Other CEQA Considerations* (Chapter 6) – includes a discussion of growth-inducing impacts, irreversible environmental changes, and identification of unavoidable significant impacts (i.e., impacts that cannot be mitigated to a level less than significant) from implementation of the proposed project.

*References* (Chapter 7) – identifies the materials and documents consulted in preparing this Recirculated Draft EIR.

*List of Preparers* (Chapter 8) – lists the individuals involved in preparing this Recirculated Draft EIR.

*Acronyms and Abbreviations* (Chapter 9) – provides the full names for acronyms and abbreviations used in this document.

The technical appendices (Volumes 2 through 7) – include the NOP and comments received on the NOP, as well as supporting background documents and technical information for the environmental impact analyses.

### 1.4.3 Scope

Section 1.4.4 describes the scope of analysis of the proposed project. The scope is based on the identified issues in the 2018 Draft EIR, which was established based on the NOP prepared and circulated in 2017 pursuant to CEQA and responses received during the NOP review period, and also takes into consideration public comments received on the 2018 Draft EIR as described in Section 1.2 above. The NOP was published on January 21, 2017 and is included as Appendix R-A of this Recirculated Draft EIR along with the comment letters received during the review period. The review period took place from January 21 to March 1, 2017, with two scoping meetings held on January 31, 2017 and February 1, 2017. Approximately 25 comment letters<sup>1</sup> were received.

### 1.4.4 Scope of Analysis

This Recirculated Draft EIR has been prepared in conformance with CEQA (PRC Sections 21000 *et seq.*) and the State CEQA Guidelines (14 CCR Sections 15000 *et seq.*), and includes all of the sections required by CEQA.

Under CEQA, a “threshold of significance” can be defined as an “identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant” (State CEQA Guidelines, Section 15064.7 [a]). The criteria for determining the significance of environmental impacts in this Recirculated Draft EIR analysis are described in the section titled “Thresholds of Significance” under each resource topic in Chapter 3. The threshold of significance for a given environmental effect is the level at which the SDCRAA finds a potential effect of the proposed project or alternative to be significant.

The following resource areas are evaluated in this Recirculated Draft EIR:

- Aesthetics and Visual Resources
- Air Quality
- Greenhouse Gases and Climate Change
- Human Health Risk
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Traffic and Circulation
- Utilities

<sup>1</sup> This includes emails and oral comments submitted to a stenographer at the public scoping meetings/open houses.

The proposed project was found to have no environmental impact on four resource areas: agriculture and forestry resources, mineral resources, population and housing, and wildfire, as described below. Therefore, no further evaluation of these resource areas is included in the Recirculated Draft EIR:

- *Agriculture and Forestry Resources:* the proposed project is located at an existing international airport within the City of San Diego. The area is highly developed and there are no existing or proposed agricultural uses or operations, forestland, or timberland within or near SDIA. As such, the proposed project has no potential to affect agriculture or forestry resources and no impact would occur.
- *Mineral Resources:* the proposed project is located at an existing international airport within the City of San Diego. The project site is underlain by artificial fill and bay deposits and does not contain a known mineral resource of value to the region. Further, SDIA and the vicinity is highly developed and is not currently used, nor available, for mineral resource extraction. Therefore, no impact on mineral resources would occur.
- *Population and Housing:* the proposed project is located at an existing international airport located within the City of San Diego and would not displace any housing nor result in construction of new housing. Further, as discussed in Section 6.4 of Chapter 6, Other CEQA Considerations, the proposed project would not have growth inducing impacts that could affect the region's job/housing balance or otherwise result in the need for new housing. Therefore, no population and housing impact would occur.
- *Wildfire:* the proposed project is located at an existing international airport located within the City of San Diego and is not located near state responsibility areas or lands classified as very high fire hazard severity zones.

It should be noted that, per Section 15131(a) of the State CEQA Guidelines, "[e]conomic or social effects of a project shall not be treated as significant effects on the environment." This section of the guidelines further states that "intermediate economic or social changes need not be analyzed in any greater detail than necessary" to identify a physical change caused by the economic or social changes. As outlined in Section 15002(a) of the State CEQA Guidelines, the basic purposes of CEQA are to inform decision-makers and the public about the potential significant environmental effect of proposed activities; to identify means to reduce, avoid, or mitigate environmental damage; and to disclose reasons why the decision-makers approved a project if significant environmental effects are involved. Economic, social, and housing factors will be considered by the Authority together with technological and environmental factors in deciding what changes in the proposed project are feasible to reduce or avoid the significant effects on the environment identified in the EIR consistent with the requirements of Section 15131(c) of the State CEQA Guidelines. Any information on these factors that is not contained in the EIR will be added to the record in some other manner to allow the Authority to consider the factors in reaching a decision on the proposed project per State CEQA Guidelines Section 15131(c).

### 1.4.5 Lead Agency

The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment (PRC Section 21067). The proposed project requires discretionary approvals of the project by state and local agencies. Therefore, SDCRAA has the primary responsibility for approving the project as a whole and is the appropriate public agency to act as lead agency (State CEQA Guidelines Section 15051[b]), including evaluating potential impacts and identifying mitigation measures under state CEQA laws.

Several other agencies have special roles with respect to the proposed project and will use this EIR as the basis for their decisions to issue any approvals and/or permits that might be required. These agencies may also be consulted for information and input related to the proposed project. Section 15381 of the State CEQA Guidelines defines a “responsible agency” as:

*...a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency which have discretionary approval power over the project.*

Additionally, Section 15386 of the State CEQA Guidelines defines a “trustee agency” as:

*...a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California.*

The proposed state and local agencies and associated actions required for approval of the components of the ADP include the following:

- California Coastal Commission – California Coastal Development Permit
- City of San Diego – Grading and building permits
- San Diego County Air Pollution Control District – Stationary Source Permit
- San Diego Unified Port District – Grant right-of-way or use permit for roadway improvements

The proposed federal actions include FAA approval of specific components of the ADP and the preparation and completion of the NEPA documentation.

## 1.5 Airport Terminology

Following are definitions for airport terminology used throughout this EIR:

*Airport Land Use Compatibility Plan* – A plan to promote compatibility between an airport and future land use of the surrounding area and thereby ensure that development of the airport and environs is orderly and adequately protects public health, safety, and welfare in the surrounding area. The Airport Land Use Compatibility Plan provides airport land use compatibility policies and standards related to noise, safety, airspace protection, and overflight, to guide future development and redevelopment in the area surrounding an airport but not at the airport itself.

*Airport Land Use Plan* – SDIA’s program level planning guide that depicts the boundaries of an airport and designates locations for general land use categories. The Airport Land Use Plan guides and groups similar uses to ensure compatible, shared, and orderly development of airport facilities.

*Airport Layout Plan* – The official plan drawing approved by the FAA that depicts all existing and planned airport facilities, runway and taxiway safety areas, and the property boundary and data tables describing various components of an airport.

*Airport Master Plan* – A concept for the long-term development of an airport.

*Airside* – Areas of the airport that are restricted with access only to authorized personnel and ticketed passengers that have undergone security screening; airside areas include passenger handling facilities/concourses, runways, taxiways, apron areas, and airport service roads.

*Apron* – Areas where aircraft are parked, unloaded or loaded, refueled, or boarded. Also called the “ramp.”

*Baggage Make-Up Area* – Area where baggage is moved from conveyors to carts for loading.

*Central Utility Plant* – Facility which provides heated and chilled water for building heating and cooling.

*Concessions* – Food/beverage, retail, and other passenger service businesses.

*Concourse* – The portion of the terminal closest to the airfield, which consists of passenger holdrooms, concessions, and operations support.

*Constrained Forecast (also referred to as Constrained Demand Scenario)* – A forecast that includes specific assumptions about physical, regulatory, environmental, or other conditions that may impede growth in aviation activity.

*Deplane* – Disembark from an aircraft.

*Enplane* – Board an aircraft.

*Federal Inspection Services (FIS) Facility* – A station for the processing (i.e., screening/inspection) of international air commerce passengers, crew, their baggage and effects arriving from, or departing to, foreign countries.

*Fixed-Base Operator (FBO)* – An operator of an aviation facility at a fixed location with access to the airfield. An FBO can be a full service or limited use facility. A full service FBO sells fuel, provides hangar space, and offers a variety of services such as flight instruction, flight charters, and maintenance. A limited use FBO would not offer fuel, and would be limited to hangar space, maintenance, or other support uses such as instrumentation or engine repairs.

*General Aviation* – All civil aviation except scheduled passenger and cargo airlines.

*Ground Support Equipment (GSE)* – Equipment used to service aircraft between flights. GSE perform a variety of functions, including: starting aircraft, aircraft maintenance, aircraft fueling,

transporting cargo to and from aircraft, loading cargo, transporting passengers to and from aircraft, baggage handling, lavatory service, and food service.

*Holdrooms* – Passenger seating/waiting areas within a concourse.

*Integrated Carrier* – Cargo transporter, who uses its own equipment (aircraft) instead of the scheduled airlines. Examples include FedEx and UPS.

*Landside* – Areas of the airport that are accessible to the public and include roadway networks, parking lots, rental car operations, and public transportation facilities.

*Narrowbody Aircraft* – A single-aisle aircraft permitting up to 6-abreast seating in a cabin less than 13 feet of width.

*Origin and Destination* – Term used to describe passengers that begin or end their trip at a subject airport.

*Passenger Load Factor* – Load factor represents the proportion of airline output that is actually consumed, which can be expressed in terms of an individual flight or an entire system. For example, the load factor on a single flight can also be calculated by dividing the number of passengers by the number of seats (i.e., a flight with an aircraft that has 100 passenger seats, of which 83 of them are occupied has a load factor of 0.83 or 83 percent).

*Regional Feeder* – Aircraft that brings-in (feeds) travelers from destinations not served by large carriers to hub airports for onward journey on national and international airlines.

*Remain Overnight (RON)* – Apron area used by airlines for the overnight parking and staging of aircraft.

*Secure Connection* – An enclosed/controlled passenger corridor.

*Secured Area* – An area within a terminal building to which access is controlled by the inspection of persons and property under federal law.

*Taxiway* – Path for aircraft at an airport connecting runways with aprons, hangars, terminals, and other facilities.

*Terminal* – Building at an airport where passengers transfer between ground transportation and the facilities that allow them to board and disembark from aircraft. Terminals at SDIA include a ticketing building and a concourse.

*Terminal Area Forecast* – The official FAA forecast of aviation activity for U.S. airports prepared to meet the budget and planning needs of the FAA and provide information for use by state and local authorities, the aviation industry, and the public.

*Ticketing Building* – The portion of the terminal closest to the airport roadway network, consisting of functions such as ticketing/passenger check-in, passenger security screening, checked-bag screening, baggage claim, and operations support.

*Unconstrained Forecast* – A forecast that does not include specific assumptions about physical, regulatory, environmental, or other impediments to aviation activity growth.

*Widebody Aircraft* – An aircraft with a fuselage wide enough to accommodate two passenger aisles, also known as twin-aisle aircraft, with seven or more seats abreast. The typical fuselage diameter is 16 to 20 feet.

## 1.6 Availability of References

Documents relied upon or cited in the EIR are listed in Chapter 7 and are available for public inspection in electronic format from 8:00 AM to 5:00 PM at the following address:

Airport Authority Administration Building  
(former Commuter Terminal)  
3225 North Harbor Drive, 3<sup>rd</sup> Floor  
San Diego, California 92101

## 1.7 Availability of the Recirculated Draft EIR

The SDCRAA solicits comments regarding environmental issues associated with project implementation from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and other involved agencies in accordance with Section 15087 of the State CEQA Guidelines. The Recirculated Draft EIR replaces the 2018 Draft EIR in its entirety and includes a full statutory public review and comment period; therefore, all comments should address the Recirculated Draft EIR, not the 2018 Draft EIR or any portion thereof. While comments submitted on the 2018 Draft EIR will be included in the administrative record for the project, the SDCRAA will prepare written responses only to the comments submitted on the Recirculated Draft EIR.

The Recirculated Draft EIR for the proposed project is being distributed directly to agencies, organizations, and interested groups and persons for comment during the formal review period in accordance with Sections 15085, 15086, and 15087 of the State CEQA Guidelines. Additionally, during the 45-day public review period, which begins on September 19, 2019 and ends on November 4, 2019 at 5:00 PM, the Recirculated Draft EIR is available for general public review on the website [www.san.org](http://www.san.org) (under link to Airport Projects/Environmental Affairs/CEQA & NEPA) or [www.san.org/plan](http://www.san.org/plan) and at the following locations:

- San Diego International Airport, Airport Authority Administration Building, 3225 N. Harbor Drive, 3<sup>rd</sup> Floor, San Diego, CA 92101
- San Diego Central Library, 330 Park Boulevard, San Diego, CA 92101
- Point Loma/Hervey Library, 3701 Voltaire Street, San Diego, CA 92107
- Mission Hills Branch Library, 215 W. Washington Street, San Diego, CA 92103
- Ocean Beach Branch Library, 4801 Santa Monica Avenue, San Diego, CA 92107

Because of time limits mandated by state law, written comments must be provided at the earliest possible date, but no later than 5:00 PM on November 4, 2019. Comments may be submitted by:

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by November 4, 2019).
- Delivery to the Authority offices at San Diego International Airport, 3225 N. Harbor Drive, 3rd Floor, San Diego, CA 92101, or faxed to (619) 400-2459 by 5:00 p.m. on November 4, 2019.
- E-mail to the Authority offices at [planning@san.org](mailto:planning@san.org). The Airport Authority will accept comments via e-mail received by 5:00 p.m. on November 4, 2019.

Upon completion of the public review period of this Recirculated Draft EIR, written responses to all comments on environmental issues raised by commenters on the Recirculated Draft EIR will be prepared and incorporated into the Final EIR. These comments, and their responses, will be included in the Final EIR for consideration by the SDCRAA Board.