Executive Summary

ES.1 Introduction

The San Diego County Regional Airport Authority (SDCRAA or Authority) is proposing the next master planning phase for the San Diego International Airport (SDIA or Airport), referred to as the Airport Development Plan (ADP). 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. This Recirculated Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the proposed project.

The EIR was developed in accordance with the California Environmental Quality Act (CEQA). Public Resources Code Sections 21000 et. seq. and the Guidelines for Implementation of the California Environmental Quality Act (California Code Regulations Title 14, Sections 15000-15387). An EIR is an objective, full-disclosure document to: (1) inform agency decision-makers and the general public of the direct and indirect environmental effects of a proposed project; (2) identify and evaluate alternatives to the proposed project that might lessen or avoid some or all of the identified significant impacts; and (3) identify, where necessary and feasible, mitigation measures to reduce or eliminate any identified significant adverse impacts. This EIR evaluates the potential short-term and long-term, direct, indirect, and cumulative environmental impacts associated with improvements that are proposed for construction and operation in the ADP to accommodate aviation demand at SDIA.

ES.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 ES.7 below and Section 5.5.4 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.

ES.3 Purpose of the Recirculated Draft EIR

This Recirculated Draft EIR will be used to inform decision-makers, regulatory agencies, and the public about the potentially significant physical impacts (i.e., direct, indirect, and cumulative) of the proposed project, in accordance with the provisions set forth in the State CEQA Guidelines. This Recirculated Draft EIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a Final EIR will be prepared that will include responses to comments on the Recirculated Draft EIR received from agencies, organizations, and individuals. The Final EIR would then provide the basis for decision-making by SDCRAA and other agencies. Other agencies (state, regional, and local), as described in Chapter 1, Introduction, in the Recirculated Draft EIR, that have jurisdiction over an element of the proposed project or a resource area affected by the proposed project are expected to use this Recirculated Draft EIR as part of their approval or permitting process. This Draft EIR would support permit applications, construction contracts, and other actions required to implement the proposed project and to adopt mitigation measures that, where possible, could reduce or eliminate significant environmental impacts.

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.

ES.4 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.

ES.5 Project Location and Setting

SDIA is in the northwest portion of the downtown area of the City of San Diego, and 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. SDIA is located within a dense urban area developed with a range of uses, including residential, commercial, industrial, and open space. Figure ES-1 shows the general location of SDIA within the regional context. The proposed project improvements are located within the southern portion of SDIA (south of the runway).

SDIA is comprised of 661 acres. SDIA has one runway and, based on annual aircraft operations, it is the busiest single-runway commercial airport in the nation. SDIA's air service continues to grow based upon demand for air travel, particularly in light of a strong economy and robust tourism industry. Over the past five years, passenger volumes at SDIA have increased by more than 34 percent, from approximately 18.1 million passengers in 2013 to approximately 24.3 million passengers in 2018.[1]

The airfield consists of one runway (useable in both directions) and three primary taxiways. Runway 9-27 is 9,401 feet long and 200 feet wide. Taxiway B is south of, and parallel to, Runway 9-27 and runs the entire length of the runway. Taxiway C is north of, and parallel to, the eastern half of Runway 9-27. Taxiway D extends from the southeast portion of the airfield to the north-central portion of the airfield at an approximate 30-degree angle to Runway 9-27.

SDIA's terminal complex comprises three buildings: Terminal 1 (T1), Terminal 2 East (T2-East), and Terminal 2 West (T2-West). The terminals include 51 jet gates and other facilities to serve the passenger processing needs of commercial airline passengers. The ground transportation system located south of the terminals provides access roads, vehicle curbfronts, and parking lots.

T1 is the oldest terminal facility at SDIA, having opened in 1967. It is located at the east end of the primary terminal area. T1 has 19 narrowbody jet gates. Southwest Airlines, Frontier Airlines, Allegiant Air, Spirit Airlines, jetBlue Airways, and Sun Country presently serve T1.

[1] San Diego County Regional Airport Authority. Air Traffic Reports – Historical Data. Available: https://www.san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=12777&Command=Core_Download&language=en-US&PortalId=0&TabId=403.

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

Figure ES-1

REGIONAL LOCATION MAP

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T2-East is immediately west of T1 and has 13 jet gates. T2-West is the newest terminal facility at SDIA, first having opened in 1998 and then expanded in 2013 as part of the Green Build. With the Green Build expansion, T2-West has 19 jet gates. More recently, a new international arrivals facility (also known as a Federal Inspection Station or "FIS") was added to T2-West. T2-West and T2-East are served by Air Canada, Alaska Airlines, American Airlines, British Airways, Delta Air Lines, Edelweiss, Hawaiian Airlines, Japan Airlines, Lufthansa, United Airlines, and West Jet. A baggage claim facility is housed in T2-West that provides baggage claim for both T2-West and T2-East.

North of Runway 9-27, SDIA provides apron area for air cargo loading and one general aviation Fixed Base Operator. There are freight forwarding cargo facilities totaling approximately 70,000 square feet located on the south side of SDIA, between T1 and the former Commuter Terminal (current airport administration building). These are the only enclosed cargo sorting facilities located at SDIA. FedEx, UPS, and other cargo carriers maintain their own off-airport sort facilities. Apron area for FedEx, DHL, UPS, and other cargo aircraft is in the north airfield area.

A Rental Car Center that houses the majority of the rental car companies serving SDIA is also located north of Runway 9-27.

SDIA has an air traffic control tower (operated by the Federal Aviation Administration [FAA]), an aircraft rescue and fire-fighting facility, a centralized receiving and distribution center, and a fuel farm located in the north airfield area.

SDIA has a total of 29 remain overnight (RON) aircraft parking positions. Fourteen positions are located on the north airfield adjacent to Taxiway C and Taxilane F. The remaining fifteen positions are located adjacent to the terminal areas on the south airfield.

ES.6 Proposed Project

ES.6.1 Background

SDIA was dedicated as the San Diego region's municipal airport on August 28, 1928. On December 18, 1962, the San Diego Unified Port District (Port District) was created when the State Legislature approved Senate Bill 41, which was certified by the County Board of Supervisors. Port District purview included ownership and operation of SDIA.

In 2001, Assembly Bill 93, the San Diego County Regional Airport Authority Act (SDCRAA Act), was signed into law, which created the SDCRAA as a local governmental entity of regional government to oversee SDIA's operations. As a result, the planning responsibilities, operation, and control of SDIA were shifted from the Port District to SDCRAA in January 2003, when the SDCRAA Act became effective. The SDCRAA Act grants to SDCRAA all land use planning authority and jurisdiction over lands within the original SDIA leasehold, along with any other lands that might be acquired adjacent to the existing airport property and necessary to operate SDIA.

SDCRAA is governed by a Board of Directors with nine voting members and three ex-officio, non-voting members. Seven voting Board members are appointed by mayors of various cities within San Diego County. Two voting Board members are appointed by the Chair of the San Diego County Board of Supervisors. The three non-voting members are: (1) a representative of the United States Navy; (2) the Department of Finance Representative on California's State Lands Commission; and

(3) the District 11 Director of the California Department of Transportation. The Board Chair is designated by the Mayor of the City of San Diego. The SDCRAA Board is responsible for all policy and planning decisions for SDIA. For purposes of the proposed project and this Recirculated Draft EIR, the SDCRAA serves as the lead agency in accordance with CEQA.

ES.6.2 Airport Master Plan and Airport Layout Plan

An airport master plan provides for the long-term development of an airport and allows an airport to seek specific federal grants and funds associated with federal law for improvements associated with an airport master plan. The Port District prepared SDIA's first comprehensive Master Plan document in 2001; however, it was not adopted prior to the transfer of SDIA ownership and operation to SDCRAA in 2003. In 2008, the SDCRAA Board adopted the Airport Master Plan (AMP), and the AMP continues to govern planning at SDIA. The AMP documents the SDCRAA planning process for SDIA and provides guidance for development of SDIA to meet continued passenger, cargo, and operations growth to meet the two overall objectives of:

1. Providing adequate facilities to accommodate air service demand (forecast growth through 2015), while improving levels of services, airport safety and security, and enhancing airport access.

2. Developing facilities that utilize the current airport property and facilities efficiently and are compatible with surrounding land uses.

A series of goals and detailed objectives were also developed to address specific issues related to the SDIA airport master-planning process and provide a framework for developing improved airport facilities. The AMP identified facility requirements in four categories: Airfield, Terminal, Ground Transportation, and Airport Support Facilities.

Following the adoption of the AMP in May 2008, an Airport Layout Plan (ALP) was completed in June 2009 and approved by the FAA in July 2009, subject to specified conditions, and was updated in 2014. An ALP refers to 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. It also includes data tables describing various components of SDIA (Figure 2-3 in Chapter 2, Project Description).

The proposed project is the next master planning phase for SDIA, building upon the 2008 AMP.

ES.6.3 Airport Transit Plan

The SDCRAA has set forth programs to improve provisions for, and use of, transit at SDIA for use by its passengers and airport employees. In 2010, the SDCRAA prepared an Airport Transit Plan to assess potential transit programs and ridership for airport employees and passengers to SDIA. In 2016, the Airport Transit Plan was updated, funded by a California Department of Transportation (Caltrans) transportation planning grant (and available for review at www.san.org).[2] The Airport Transit Plan update focused on near-term transit programs that could

[2] Nelson\Nygaard Consulting Associates, Inc. San Diego International Airport Transit Plan – June 2016. Available: http://www.san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=8765&Command=Core_Download&language=en-US&PortalId=0&TabId=451.

increase connectivity to the existing transit systems, particularly the light rail stations and transit centers at Santa Fe Depot and the Old Town Transit Center, which include light rail, heavy rail (such as the North County Transit District's COASTER and Amtrak), and bus connections. The recommendations in this plan focus on four alternatives developed from eight potential concepts for increasing transit ridership. Two of the programs were implemented by the SDCRAA in 2016 with the opening of an on-airport roadway connecting to the northside of SDIA (see description and implementation dates below). In conjunction with ongoing planning efforts to reduce impacts of airport operations on surrounding areas and the environment, the SDCRAA is working to implement the other two recommended programs, which require coordination and approvals from other transportation and land use agencies. The four programs identified in the Airport Transit Plan update are described below.

- **Maximize marketing and passenger information utilizing airport and non-airport information channels – Implemented January 2016**. In January 2016, the Authority improved its communication of transit information to passengers and employees. Improvements were made to SDIA's website, including links to regional and local transit trip planners, as well as improved signage, guides and brochures, and training for the information staff located in each terminal baggage claim area. Marketing and transit information was further enhanced at on-airport bus stops with new amenities including monitors that display real-time arrival information and inform passengers about transit connections to other rail services provided by the North County Transit District and Amtrak. The San Diego Metropolitan Transit System (MTS) joined SDCRAA in a marketing campaign and implemented its own signage improvements at the on-airport bus stops. MTS also installed ticket vending machines in 2016 in the T1 and T2 baggage claim areas, providing arriving passengers a convenient location to purchase transit passes.

- **Enhance access to the existing Trolley station at Middletown and launch the Trolley to Terminal shuttle bus utilizing the airport roadway – Implemented January 2016**. SDIA began operating a shuttle bus at the foot of Palm Street and Admiral Boland Way providing a free shuttle bus for any passengers and employees. This shuttle bus provides service every five minutes and has had up to 900 riders a month. Further improvements are planned by SANDAG and the City of San Diego to the pedestrian pathway along Palm Street from the Middletown Station to an on-airport bus stop, which features amenities such as signs displaying "next bus" information. The pedestrian and sidewalk improvements to Palm Street and Pacific Highway should be made as soon as possible by SANDAG to enhance the pedestrian pathway for riders to use this trolley connection.

- **Convert the existing MTS bus route between SDIA and downtown San Diego, Route 992, to a "Rapid" route, with improvements to the operations on SDIA and on the route through downtown**. The MTS bus presently stops at the curbfront directly outside the baggage claim areas at T1 and T2 with a published time of every 15 minutes. Further service improvements made at SDIA in collaboration with MTS included the installation of fare payment machines in T1 and T2, as well as stop consolidation. MTS has implemented Bus Rapid Transit (BRT) service on other routes comprised of a number of Rapid routes that have high frequency and limited stops for shorter travel times and increased reliability. This recommendation would designate the 992 a Rapid route that would bring BRT benefits along

with improved branding. Real-time arrival information displays and mobile device information may also be implemented to inform riders at Airport stops. Rapid buses might also include airport-specific amenities such as luggage racks and information displays on which airlines are located in each terminal. This recommendation would require coordination with MTS, which is the operator of the 992 Bus Route.

- **Partner with transit operators to implement a transit line from the Old Town Transit Center and Amtrak Station to SDIA.** Adding a new shuttle service from the Old Town Transit Center would enhance access to SDIA, not only for COASTER and Trolley riders, but for many important bus lines, such as Routes 9 and 28 that serve the Old Town Transit Center.

ES.6.4 Harbor Drive Mobility Committee

In March 2017, the SDCRAA Board directed and approved the formation of a multi-agency committee – comprised of key land use and transportation agencies, as well as stakeholders in the North Harbor Drive corridor – to improve traffic flow, reduce congestion, and consider road and transit improvements that would improve mobility. As the SDCRAA does not have planning jurisdiction for transportation improvements beyond its 661 acres, the SDCRAA must coordinate ground transportation improvements with the City of San Diego, SANDAG, Port of San Diego, and Caltrans. The Board specifically requested to establish a process by which data is gathered and alternatives evaluated; and solutions and recommendations are presented to decision-makers. The Board further requested the establishment of a cadre of stakeholders to evaluate and recommend transit alternatives to remedy traffic and accessibility concerns around SDIA. This direction specified that stakeholders should include a working group of entities directly impacted by traffic around SDIA and those that have a regional responsibility for transit, and that direction was to be provided by policy-level decision-makers who would evaluate the technical analysis and provide policy-level recommendations for implementation and execution among all of the impacted entities.

The Harbor Drive Mobility Committee included a Policy Group and a Working Group. The Policy Group consisted of representatives from the SDCRAA, the Port of San Diego, the City of San Diego, as well as two representatives from SANDAG (Board Chair and Transportation Committee Chair). The Policy Group, comprised of policy-level decisions-makers, evaluated technical analysis and provided policy-level recommendations for implementation and execution among all of the regional entities. The Harbor Drive Mobility Committee also included a Working Group with membership from the SDCRAA, SANDAG, Port of San Diego, Caltrans, MTS, City of San Diego, and Solar Turbines. The Working Group held regular meetings to develop transportation ideas and alternatives based on thorough technical analyses. The Working Group met periodically with the Policy Group to review and discuss analysis, concepts, and alternatives.

From 2017 through June 2018, the Harbor Drive Mobility Committee held seven Working Group meetings and five Policy Group meetings, to conduct its mission, including an assessment of potential improvements to roads, transit, and pedestrian/bicycle access in the North Harbor Drive corridor from Shelter Island to the San Diego Convention Center. The proceedings to date are summarized in a Harbor Drive Mobility Committee report included in Appendix R-J.

ES.6.5 SANDAG Airport Connectivity Subcommittee

In December 2018, SANDAG established a temporary subcommittee of the Board of Directors, advisory in nature, entitled the Airport Connectivity Subcommittee to identify future transportation solutions for improved ground and transit connectivity options connecting to SDIA. SANDAG Chair and Poway Mayor Steve Vaus serves as the Chair of the Airport Connectivity Subcommittee. The Airport Connectivity Subcommittee includes Board members from the following organizations: SANDAG, City of San Diego, County of San Diego, MTS, North County Transit District, San Diego Unified Port District, SDCRAA, and Caltrans District 11.

The purpose of the Airport Connectivity Subcommittee is to lead discussions and explore options for how best to build consensus around transportation solutions for improved connectivity to SDIA for generations to come. The work of the Airport Connectivity Subcommittee will conclude upon adoption of a preferred transportation solution by the SANDAG Board of Directors. To help identify potential solutions, the Airport Connectivity Subcommittee is discussing airport connectivity options and SANDAG released two Requests for Information (RFI) to solicit innovative ideas from external entities for improved connectivity, the creation of San Diego Grand Central Station, and supportive land uses. It is anticipated that any recommended solutions by the Airport Connectivity Subcommittee will be considered by the SANDAG Board of Directors for inclusion in the upcoming 2021 Regional Plan.

ES.6.6 Project Objectives

The proposed project – the ADP – is the next phase of master planning for SDIA, enabling SDCRAA to accommodate anticipated future demand for air travel at SDIA with more modern, efficient, and comfortable facilities. The ADP planning effort began in 2012 with defining the effort's Goals and Objectives. The objectives of the proposed project incorporate and build upon the goals identified in 2012.

The objectives for the proposed project include the following:

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego
  - Objectives:
    - Maintain appropriate level of service on the curbfront, security checkpoints, passenger holdrooms, and bag claim areas.
    - Optimize airport concessions to meet demand and generate revenue for SDIA.
    - Minimize walking distances and mode changes from curbside to aircraft gate.
    - Address T1 functional deficiencies, including replacement if necessary.
    - Develop a plan that can be implemented in a phased manner.
    - Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego.

- Goal: Plan for an operationally efficient airfield that meets FAA standards
  - Objectives:
    - Improve and optimize airfield configuration for safety, efficiency, and capacity.
    - Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA.
    - Provide flexibility to respond to future aircraft, technology, and industry changes.
- Goal: Provide a plan that is fiscally and environmentally sustainable
  - Objectives:
    - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand.
    - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives.
    - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA.
    - Maximize funding resources through appropriate facility planning.
    - Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards.[3]
- Goal: Optimize the productive use of SDIA properties
  - Objectives:
    - Maximize non-airline revenues.
    - Identify opportunities for increased commercial utilization.
- Goal: Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner
  - Objectives:
    - Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses.
    - Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs.

[3] Global Reporting Initiative. GRI Sustainability Reporting Standards. October 2016. Available: https://www.globalreporting.org/information/g4/Pages/default.aspx.

- Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand
  - Objectives:
    - Provide enhanced vehicular access from Harbor Drive to SDIA.
    - Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor.
    - Improve transit connections to the existing transit system planned by SANDAG and operated by MTS, including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers).
    - Accommodate demand for short-term and long-term parking spaces on-airport to ensure sufficient passenger satisfaction and appropriate revenue generation.

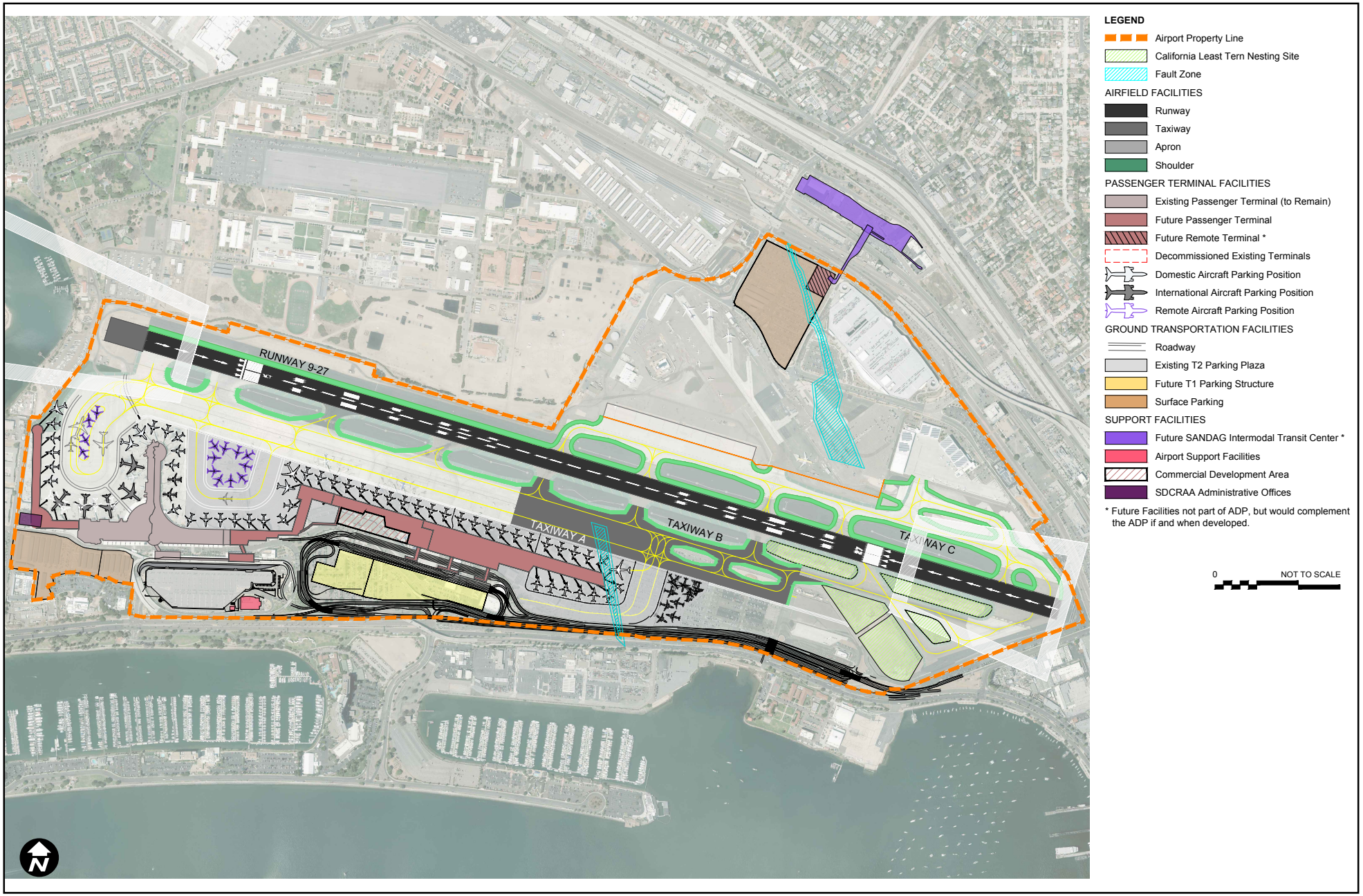
ES.6.7 Project Components

As shown on Figure ES-2, the primary components of the proposed project are the replacement of the existing T1, modifications to T2, a new administration building, and a new airport access roadway, with new bicycle and pedestrian infrastructure. As part of the T1 replacement, a new T1 access road and parking structure would be constructed. Other improvements include infrastructure upgrades and the removal/relocation of other airport support facilities to accommodate the terminal improvements. Ultimately, the number of gates at SDIA would increase from 51 to 61 under the proposed project.

Implementation of the proposed project 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). Below is a description of each element of the proposed project at build-out as shown in Figure ES-2.

Terminal 1

The proposed project would entail the demolition of the existing T1 and replacement with a new facility. Completed in 1967, the existing T1 is the oldest terminal at SDIA. It is outdated and does not meet current level of customer service standards or passenger and gate capacity needs. The existing terminal has two levels, with approximately 336,000 square feet of floor area and 19 narrowbody jet gates. The former Commuter Terminal, which now accommodates SDCRAA administrative offices, and several air cargo and airline support buildings located east of the existing T1 would be removed to accommodate the new T1. Surface features, including surface parking lots and apron area, would also be removed or reconfigured to accommodate the new T1 building.



Source: SDCRAA, 2019.

Figure ES-2

San Diego International Airport
Airport Development Plan

OVERALL DEVELOPMENT CONCEPT AT BUILDOUT - PROPOSED PROJECT

September 2019 | Recirculated Draft EIR

The new T1 would be a linear building constructed in two phases (i.e., Phases 1a and 1b) that encompasses the footprint of the existing T1 and the area to the southeast. The height of the new T1 would be up to a maximum 90 feet at the terminal façade/ticketing lobby[4] and have three levels. It would include landside (passenger processor) and airside functions. Arrivals, including baggage claim, would be located on the lower level. The arrivals level would also include the baggage make-up area, mechanical systems, apron and airline operations, ground support equipment, and loading dock functions. The upper levels would include ticketing/check-in, security screening checkpoint (SSCP) functions, and concessions. The upper level would also include the concourses with components such as aircraft gates, seating areas, and associated passenger boarding bridges. At build-out, the replacement T1 would have 30 gates and be approximately 1,210,000 square feet. The positioning of the new T1 concourse would increase operational efficiency by minimizing aircraft taxi times between gates and the airfield, as the majority of gates would be located immediately adjacent to the parallel taxiways (existing Taxiway B and proposed new Taxiway A). Additionally, the apron improvements proposed along the north side of the new T1 concourse, as well as the provision of a new aircraft RON area to the east of the new concourse, would complement the realignment of Taxiway B and construction of a new Taxiway A proposed north and east of the new T1.

The new T1 would include a potential commercial development area as a component of the T1 improvements. This opportunity for commercial development would provide a non-airline revenue source and amenities that serve travelers. While the precise elements of the commercial development area have not yet been determined, for analysis purposes, the commercial development area is assumed to encompass a maximum of 400,000 square feet in floor area, with potential uses that could include, but not be limited to, a farmers' market, a conference center, restaurants, and retail uses. The commercial development area would be located at the western end of T1. The 400,000 square feet of commercial development area would be in addition to the 1.21 million square feet of T1 floor area described above. Similar to the proposed new T1 façade/ticketing lobby, the height of the commercial development opportunity would be 90 feet.

A loop road with an at-grade arrivals curb and an elevated structure for the departures curb would provide vehicle access for arriving and departing passengers. Passenger access would also be provided from a new parking structure located to the south (i.e., "T1 Parking Structure") via crosswalks at ground level.

The new T1 would have a contemporary design that complements T2-West (the Green Build) and incorporates high-quality materials and public art. Also, similar to T2-West, the new T1 would incorporate high-performing and sustainable design and construction features consistent with the sustainability policies and goals adopted by SDCRAA, while also achieving certification from the U.S. Green Building Council (USGBC) or similar under another green infrastructure rating system. Additionally, the stormwater drainage system installed in conjunction with development of the new T1 would be connected to the SAN Stormwater Capture and Reuse System, which is further described below.

[4] Only the T1 main roof/façade would be 90 feet; the top of the concessions roof would be 75 feet and the top of the concourse would be 61 feet.

Terminal 2 Modifications

In conjunction with the T1 improvements described above, T2 would also be modified at the western and eastern ends. These modifications are referred to as T2-West modification (also referred to as the "Stinger") and T2-East modification, respectively.

The T2-West modification consists of adding a new concourse "stinger" (up to seven gates) that extends northward from the western terminus of T2-West. The new concourse would be three-stories and consist of 450,000 square feet, added to the 889,000 square feet of the existing T2-West, with up to seven new gates, seating areas, and passenger boarding bridges. Additionally, existing aircraft apron pavement would be demolished and replaced in association with construction of the T2-West modification. No existing building square footage would be demolished for the T2-West modification.

The T2-East modification would entail removing the existing easternmost 350,000 square-foot T2-East concourse and replacing it with a new linear concourse that connects T2 to the new T1. Existing aircraft apron area would be demolished and replaced with reconfigured apron area and the new T2-East concourse. This would result in the loss of 13 existing gates at T2-East and the addition of seven new gates (a net decrease of six gates). The T2-East modification would provide a secure connection (i.e., an enclosed/controlled passenger corridor) between the new T1 and modified T2 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal, and only go through security once. The T2-East modification would be 250,000 square feet and three-stories which, in conjunction with the removal of the existing 350,000 square-foot T2-East concourse, would result in a net reduction of 100,000 square feet of floor area in T2-East.

As with the new T1 described above, the new construction associated with the T2-West and T2-East modifications would have a contemporary design and incorporate high-quality materials and public art. As with the new T1, the new construction would incorporate high-performing and sustainable design and construction features consistent with the sustainability policies and goals adopted by SDCRAA.

Taxiway A and Taxiway B Improvements/Relocation

The proposed project includes the relocation of the majority of Taxiway B, which runs parallel to the runway on the airfield's south side. Taxiway B is the primary route for arriving and departing aircraft to taxi between the terminals and runway. The existing amount of separation between Runway 9-27 and Taxiway B does not meet FAA standards relative to Aircraft Design Group (ADG) V aircraft (i.e., newer, larger aircraft such as the Boeing 747-400) operating on Taxiway B, and therefore currently requires a Modification of Standards (MoS) for such operations. The proposed project would move the centerline of Taxiway B southward by 37.5 feet in order for SDIA's airfield to meet the FAA standard of 400 feet (existing amount of separation is only 362.5 feet). For the western portion of Taxiway B, specifically the segment west of the intersection with Taxiway B6, relocation of Taxiway B would only require restriping existing pavement (i.e., existing concrete in the apron area is already capable of supporting aircraft movement) and relocation of taxiway lighting. The eastern portion of the relocated Taxiway B would require the removal of existing asphalt and limited pockets of concrete and placement of new concrete extending from the intersection with Taxiway B6 east to just past the intersection with Taxiway B4, but not extending

into California least tern (an endangered species) habitat area (see Section 3.5, Biological Resources, for further discussion of California least tern habitat at SDIA).

The proposed project also includes the development of a new Taxiway A just south of Taxiway B. Although the new Taxiway would not run the full length of the runway, the addition of a new taxiway would improve airfield efficiency by allowing bidirectional flow of aircraft taxiing between the terminals and runway (as with Taxiway B discussed above, Taxiway A would not extend into California least tern habitat area). Because of the linear design of the proposed Terminal 1, Taxiway A would also help avoid aircraft blocking Taxiway B, when they are pushed back from the new terminal's gates. Finally, construction of a new Taxiway A is proposed to precede the Taxiway B relocation, which would facilitate access to the east end of the runway while Taxiway B is temporarily taken out of service for relocation/reconstruction.

Construction of the Taxiway A and Taxiway B improvements is anticipated to occur between 2021 and late 2026.

Ground Transportation

The proposed project modifications include a new on-airport entry roadway with an accompanying bicycle and pedestrian pathway that would connect to North Harbor Drive and allow westbound airport traffic to enter SDIA at the existing intersection of North Harbor Drive and Laurel Street. This would reduce the amount of westbound airport traffic using North Harbor Drive and, thus, help free up space on North Harbor Drive for a potential regional transit corridor along the waterfront in the future. Other improvements include a new loop road that would provide access to the new T1 and a new T1 parking structure and completion of the Terminal Link Road that allows high-occupancy buses and shuttles to travel between the north and south sides of SDIA without accessing public roads, as further described below.

On-Airport Vehicle Circulation

The ADP includes proposed circulation and roadway improvements to enhance mobility to the existing and proposed terminals from North Harbor Drive. The circulation and roadway improvements include:

- Inbound on-airport road with multi-use pedestrian and bicycle path;
- On-airport circulation roadways and curbfronts connecting vehicle users and emergency responders to the terminals, parking, and transit stops; and
- Outbound airport circulation, including completion of the Terminal Link Road that is reserved for high-occupancy vehicles traveling to SDIA's north side.

The ADP would modify access to SDIA terminals for traffic approaching SDIA from the east by constructing a new inbound on-airport road. The inbound on-airport road would connect with North Harbor Drive at approximately Laurel Street to allow west-bound vehicles to access SDIA terminals. The new west-bound inbound on-airport road would begin as a right-turn lane on Laurel Street just outside SDIA's boundary and add approximately 0.8 to 0.9 mile of a three-lane road parallel to and north of North Harbor Drive to serve access to SDIA terminals. An additional 0.4 to 0.5 mile of a west-bound two-lane road would connect the on-airport road to the existing T2 on-airport circulation roadways. The inbound on-airport road would function as a limited access

roadway, similar to a freeway without intersections or crossing traffic, to reduce congestion to SDIA terminals. Eliminating intersections requires grade separation of the on-airport road above the intersection at North Harbor Drive with the existing Rental Car Center access road and the proposed access to the airport support facilities near the U.S. Coast Guard Base.

The proposed project proposes no modifications to access SDIA terminals from the west along east-bound North Harbor Drive. T2 access from the west would remain at Spanish Landing. T1 access from the west would remain at Harbor Island Drive. T1 traffic would then be provided grade-separated direct access to T1 via dedicated roadway connections to the curbfront roadways.

The on-airport circulation roadways for T1 would connect to the inbound on-airport road, Harbor Island Drive access, and the existing outbound airport circulation. The T1 curbfront roadways would include 1,300 to 1,500 linear feet of private vehicle curbfront on-grade for arriving passengers, 1,200 to 1,400 linear feet of private vehicle curbfront for departing passengers on an elevated structure, and 2,000 to 2,400 linear feet of curbfront for commercial vehicles on-grade.

The on-airport circulation roadways for T2 would remain substantially consistent with existing conditions. The on-airport circulation for T2 would connect to the new inbound on-airport road and the existing outbound airport circulation. T2 curbfronts would remain unchanged.

The outbound airport circulation would remain consistent with existing conditions. The existing exit road from each terminal would be reconfigured to connect with the existing Harbor Island Drive intersection and the existing flyover to east-bound North Harbor Drive. Reconfiguration includes elevating traffic exiting T1 over traffic accessing T2 via the inbound on-airport road. East of the Harbor Island Drive intersection, approximately 0.8 to 0.9 mile of a one-lane east-bound on-airport road parallel to the west-bound on-airport road would be added for dedicated airport circulation. This east-bound lane would provide access to the Terminal Link Road and the west-bound on-airport roadway.

Vehicles accessing SDIA terminals from the east would exit North Harbor Drive at the inbound on-airport roadway. Traffic would follow the west-bound roadway until it splits to access each T2 facility, just east of T1. Traffic accessing T1 arrivals, departures, or commercial curbfronts would keep right at the split. Traffic accessing parking or T2 arrivals, departures, or commercial curbfronts would keep left at the split. An exit from the west-bound access to T2 would provide access to parking at T1. After interacting with the T1 curbfronts in a west-bound flow, vehicles exiting SDIA, and those vehicles desiring to circulate back to T1, would merge together. Once merged, vehicles would have the choice between exiting to the flyover ramp to east-bound North Harbor Drive or to Harbor Island Drive. Vehicles recirculating to T1 would exit from Harbor Island Drive and then merge with traffic accessing SDIA from the west to return to T1.

Transit vehicles accessing SDIA terminals would operate similar to existing conditions. Vehicles would access SDIA terminals from the new inbound on-airport road, exit the limited access on-airport roadway for the T1 circulation road, pick-up and drop-off passengers at the T1 arrivals curbfront (directly adjacent to the terminal), access T2 from an at-grade convenience connection to T2 (similar to the existing connection), pick-up and drop-off passengers at the T2 arrivals curbfront, and exit SDIA from the outbound airport circulation roadway system.

Access to and egress from SDIA terminals for Rental Car Center buses and Employee Parking Lot shuttles would change significantly by eliminating their circulation on North Harbor Drive. These buses and shuttles dropping-off passengers at SDIA terminals would instead use the completed Terminal Link Road and then be provided a direct on-ramp access to the west-bound on-airport roadway to access both Airport terminals. Rental Car Center buses and Employee Parking Lot shuttles returning to SDIA's north side from the terminals would utilize one new dedicated east-bound lane to connect with the completed on-airport Terminal Link Road.

Pedestrian and Bicycle Circulation

Safe, recognizable, and continuous connections along North Harbor Drive and to SDIA terminals would be provided for bicycles and pedestrians. Existing pedestrian and bicycle connections would be retained, while, additionally, new connections would also be established. For westbound passengers accessing SDIA, at the intersection of North Harbor Drive and Laurel Street, a pedestrian/bicycle crossing would be provided along the on-airport entry ramp. A multi-use bicycle and pedestrian path would be built along North Harbor Drive connecting Laurel Street to T1. At the intersection of North Harbor Drive and Harbor Island Drive, there would be a crossing that connects to the T1 Parking Structure. From there, pedestrians and bicyclists could access all new T1 facilities.

Parking

Close-in parking for the new T1 would be provided in a structure to the south of the new T1 (i.e., the T1 Parking Structure) at the current site of the existing 1,225-space surface parking lot for T1. This parking structure would be five levels and 60 feet in height for the main deck. The elevator penthouses and lighting poles may extend up to 84 feet. The structure would be a maximum of 2,780,000 square feet and provide approximately 7,500 spaces. The additional parking spaces provided by the new T1 Parking Structure would be largely offset by the loss of existing parking spaces eliminated in conjunction with the proposed project. Table 2-2 in Chapter 2, Project Description, provides a breakdown of parking for existing (2018) conditions and with the proposed project. As shown in the table, implementation of the proposed project would result in a net increase of 2,650 parking spaces compared to existing conditions.

Parking for T2, including the T2-West Stinger and replacement of T2-East with the T2 Connector, would be provided by the T2 Parking Plaza that opened in May 2018 along with existing surface parking in the nearby area, with modifications made to the public and employee parking lot located at the west end of SDIA.

Central Utility Plant

In conjunction with the above terminal improvements, the existing Central Utility Plant (CUP), located along Airport Terminal Road adjacent to the T2 Parking Plaza, would be expanded by 12,000 square feet at its existing location in order to increase its capacity for providing heated and chilled water for building heating and cooling.

Airport Administrative Offices

The former 132,000 square-foot Commuter Terminal, where SDCRAA administrative offices are currently located, would be demolished for construction of the new T1. New airport administration offices would be constructed south of the proposed T2-West modification, near the intersection of

McCain Road and Airport Terminal Road. The new airport administration building would be 95-foot-high and approximately 150,000 square feet. Parking for the administration building would be at the existing surface lot located at the current T2 Parking Lot at McCain Road and Airport Terminal Road. The lot would be resurfaced and reconfigured.

Other Improvements

Utilities[5]

Underground utilities required for Airport facilities include: electric; natural gas; water; sanitary sewer; heating, ventilation, and air conditioning (HVAC); telecommunications; and stormwater. In conjunction with implementation of the proposed project, improvements to existing utilities serving the project area would occur. The proposed improvements would require removing existing underground utility lines to accommodate the new and modified structures, and installing new lines and new connections to connect the new and modified structures with the existing lines. Utility improvements would occur in coordination with the applicable service provider.

Stormwater Capture and Reuse System

To comply with the post-construction stormwater treatment control requirements for new development, the proposed project will expand the capture area of the SAN Stormwater Capture and Reuse System. When completed by the proposed project, the system would capture runoff from approximately 200 acres of the SDIA's 661-acre site. The SAN Stormwater Capture and Reuse System would reduce the amount of potable water currently used for non-potable purposes at SDIA. In addition, the SAN Stormwater Capture and Reuse System would reduce the discharge of stormwater runoff from SDIA into San Diego Bay.

The project-related elements of the SAN Stormwater Capture and Reuse System include the construction of an underground storage tank with approximately 3.4 million gallons of storage and an underground infiltration area that would temporarily store approximately 3 million gallons of stormwater, while simultaneously allowing the stormwater to infiltrate into the ground. The SAN Stormwater Capture and Reuse System improvements would occur throughout much of the southern and eastern portions of SDIA, encompassing the new T1 facility and the adjacent aircraft RON parking area, as well as the Taxiways A and B improvements area, and providing additional capture area to account for the runoff volumes associated with the project-related improvements at T2.

Instead of discharging into San Diego Bay, stormwater captured in the storage tank would be conveyed (piped) to the stormwater treatment facility that was constructed as part of the T2 Parking Plaza Project and reused in the cooling towers of the CUP or potentially for irrigation on the south side of SDIA. At final build-out, the total storage capacity of the SAN Stormwater Capture

[5] The Project Description in the 2018 Draft EIR included discussion of an aircraft fuel hydrant system and fuel rack as part of the ADP. Development of such elements can have independent utility from the ADP, meaning that its implementation is not reliant on the ADP nor is implementation of the ADP reliant on the aircraft fuel hydrant system and/or fuel rack. As such, the SDCRAA is now pursing implementation of the aircraft fuel hydrant system and fuel rack separately, and they are no longer a part of the ADP. They are, however, accounted for as a cumulative project in Chapter 4, Cumulative Impacts Analysis, of this Recirculated Draft EIR.

and Reuse System would be approximately 9.4 million gallons and allow for the capture and reuse (or infiltration) of approximately 39 million gallons of stormwater per year.

ES.6.8 Project Phasing

The proposed project would be implemented in two major phases, each with two sub-phases, that would ensure that regular airport operations would be maintained at a sufficient level during construction. The primary components of Phase 1 are the replacement of T1 (including realignment of Taxiway B and construction of a new Taxiway A), a new T1 Parking Structure, a T1 loop road, and the on-airport entry roadway (including a multi-use pedestrian and bicycle path). The primary components of Phase 2 are the T2-West and T2-East modifications. The total demolition would be over 1 million square feet of building area and over 6 million square feet of surface elements, while new construction would entail over 5 million square feet of buildings and just under 5 million square feet of surface elements. Construction activities associated with implementation of the proposed project are assumed in the EIR analysis to begin in approximately late 2020/early 2021, subject to completion of the required environmental reviews and entitlement approvals, and continue through each of the four subphases to project buildout in 2035.

A Construction Traffic Management Program (CTMP), similar to that successfully implemented during the SDIA Green Build construction program, is proposed to be implemented as part of the ADP project.

ES.7 Alternatives to the Proposed Project

Four alternatives to the proposed project were carried forward and evaluated in the EIR.

ES.7.1 Alternative 1: No Project

Under Alternative 1, none of the improvements under the proposed project would occur. The project site would retain the existing structures and roadway system and there would be no demolition of, or additions or modifications to, the existing facilities. It should be noted, however, that even without implementation of the proposed project improvements, there would be continued growth in aircraft operations and passenger activity levels in the future at SDIA, including through 2035 (the buildout year for the ADP), to meet the region's demand for air service. The capacity limitation of SDIA's single-runway is the same with or without the project improvements.

ES.7.2 Alternative 2: Reduced Scale of Development

Under Alternative 2, additional gates and terminal area at SDIA would be developed as a new stand-alone facility constructed east of the existing T1. The new facility would have 12 gates and approximately 500,000 square feet of terminal area. The existing T1 and T2 would remain in their current location and configuration. Under the Reduced-Scale Alternative, the total amount of terminal area would be approximately 25 percent less than that of the proposed project.

In addition to having less demolition of existing terminal area and construction of new terminal area compared to the proposed project, Alternative 2 would not include development of the 400,000 square foot commercial development opportunity that is included in the proposed project, and would also not require demolition and replacement of the existing SDCRAA Administrative

Offices that are located in the former Commuter Terminal. Also, under Alternative 2, the 1.5 million square foot T1 Parking Structure that is included in the proposed project would not be developed but, instead, 700,000 square feet of surface parking would be provided, which would be accessed via an on-airport roadway system similar to that of the proposed project. Under Alternative 2, only the eastern portions of the Taxiway A and Taxiway B improvements would be constructed, immediately north of the 12-gate terminal, resulting in only 650,000 square feet of taxiway improvements rather than 1,415,000 square feet of taxiway improvements that would occur under the proposed project. Similarly, the amount of aircraft apron area around the terminals would be reduced to approximately 550,000 square feet under Alternative 2, instead of the 2,360,000 square feet of apron area under the proposed project.

Under Alternative 2, it would not be necessary to demolish and remove the former United Airlines Hangar and Terminal Building (a.k.a. the ASIG building or Menzies Aviation), the existing Terminal 1, or the existing Terminal 2-East, which are identified in Section 3.6, Cultural Resources, of the Recirculated Draft EIR as being significant historic resources.

ES.7.3 Alternative 3: Revised Implementation Phasing

Under Alternative 3, the currently proposed project would still be developed, but the implementation phasing would be modified such that the T2-West modification/addition (the "Stinger") would be included in the first phase of development (i.e., under the proposed project, the Stinger would be constructed in Phase 2a, but under Alternative 3, the Stinger would be constructed in Phase 1a) and would then be followed by the development phasing sequence of the proposed project (i.e., development of the new T1 eastern portion, then development of the new T1 western portion, and then removal of T2-East and the associated development of a linear concourse between the new T1 western portion and the existing T2-West). The implementation phasing associated with Alternative 3 would shift the most intensive development activities, in terms of the amount of demolition and construction, of the overall ADP program to occur between 2024 and 2030. By comparison, the proposed project would have the most intensive development activities assumed to occur between approximately 2021 and 2026. Alternative 3 would include all the elements of the proposed project and the total amount of development at buildout would be the same as the proposed project; only the phasing of development would differ.

ES.7.4 Alternative 4: T1 Replacement and Transportation Improvements

Under Alternative 4, the ADP would focus primarily on replacing T1 and providing transportation/transit-related improvements, including on-airport access road enhancements to reduce airport-related traffic on nearby streets and upgrades to public transit systems at and near SDIA. As further described below, Alternative 4 would eliminate certain aspects of the proposed project. It also would substantially reduce the construction period otherwise required for the proposed project. The SDCRAA developed Alternative 4 in response to comments received on the 2018 Draft EIR, many of which requested that SDCRAA reduce the size, scope, and the construction period of the proposed project, and provide more transit-related improvements to reduce the project's traffic and air quality impacts. The following describes the elements of Alternative 4 as compared to those of the proposed project.

ES.7.4.1 Overview

Under Alternative 4, the primary elements of the ADP would be limited to the following:

- replacement of the existing T1;
- a new reduced-height (compared to the proposed project) airport administration building;
- a new on-airport access roadway on airport property along with preservation of right-of-way on airport property to accommodate potential future off-airport access road improvements;
- a new reduced-size (compared to the proposed project) parking structure;
- elimination of the commercial development opportunity area included in the proposed project;
- implementation of a dedicated shuttle service between the Old Town Transit Center (located at 4005 Taylor Street) and SDIA;
- work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA;
- preservation of a portion of SDIA as a "transit-ready" area to accommodate potential future regional transit system improvements that would link to SDIA; and
- there would be no additions or modifications to T2.

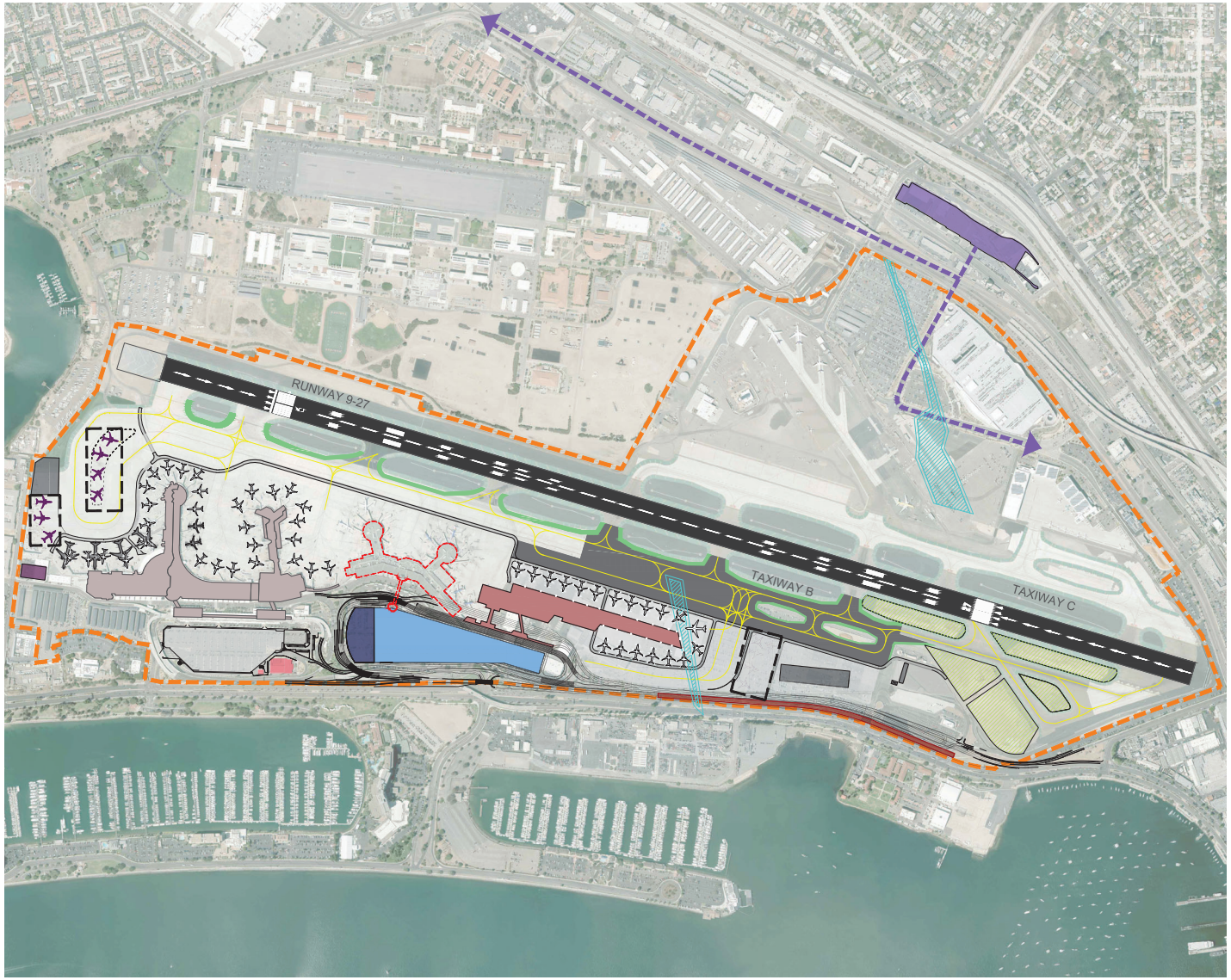
SDIA would implement Alternative 4 over one phase, within two sub-phases (Phase 1a and Phase 1b), as shown in Figures ES-3 and ES-4. Below is a description of each element of Alternative 4 and how it compares to the elements of the proposed project. Build-out of Alternative 4 is shown in Figure ES-4. The details of the construction phasing, including a description of what elements would occur in each sub-phase, are also described below.

ES.7.4.2 Terminal Improvements

Terminal 1

Under Alternative 4, the features of the T1 replacement would generally be the same as those of the proposed project, with the following notable exceptions:

- Under Alternative 4, there would be no development of the 400,000 square-foot potential commercial development opportunity area.
- Under Alternative 4, the parking structure proposed adjacent to the replacement T1 would be smaller than that of the proposed project (i.e., 5,500 parking spaces versus 7,500 parking spaces). By reducing the number of parking spaces, Alternative 4 would provide space to reserve a "transit-ready" area for connecting SDIA with potential future regional transit system improvements nearby.
- Also, Alternative 4 includes near-term transit system connection programs, such as a dedicated shuttle service between the Old Town Transit Center and SDIA, and upgrade of the Bus Route 992 transit service between downtown and SDIA. Additional discussion of these elements is provided below in the description of Ground Transportation improvements.



LEGEND

- Airport Property Line
- California Least Tern Nesting Site
- Fault Zone

AIRFIELD FACILITIES

- Runway
- Taxiway
- Apron
- Shoulder

PASSENGER TERMINAL FACILITIES

- Existing Passenger Terminal (to Remain)
- Future Passenger Terminal
- Decommissioned Existing Terminals
- Domestic Aircraft Parking Position
- International Aircraft Parking Position
- Remain Overnight Aircraft Parking Position

GROUND TRANSPORTATION FACILITIES

- Roadway
- Existing T2 Parking Plaza
- Future T1 Parking Plaza
- Future Right-of-Way (Eastbound Roadway)

SUPPORT FACILITIES

- Future SANDAG Intermodal Transit Center *
- Designated Transit Ready Area
- SDCRAA Administrative Offices
- Airport Support Facilities
- Airport Support Facilities (not part of ADP)

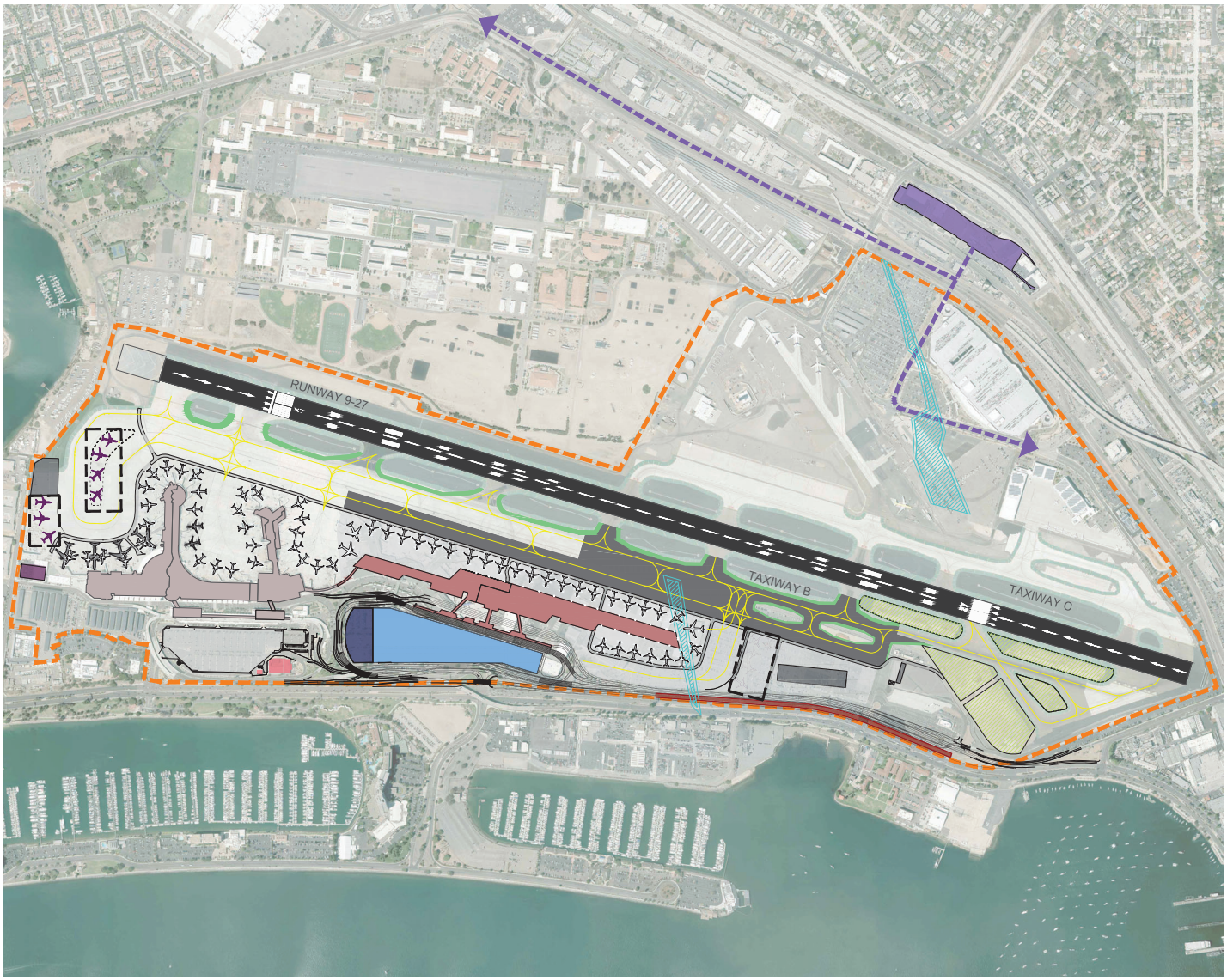
* Future Facilities not part of ADP, but would complement the ADP if and when developed.

0 NOT TO SCALE

Source: Jacobsen | Daniels, 2019.

Figure ES-3

ALTERNATIVE 4 - PHASE 1A DEVELOPMENT CONCEPT



Source: Jacobsen | Daniels, 2019.

Figure ES-4

ALTERNATIVE 4 - PHASE 1B DEVELOPMENT CONCEPT

Terminal 2

Under Alternative 4, SDIA would not construct the proposed project's T2-West addition (i.e., the "Stinger"). Nor would SDIA demolish the existing T2-East, or replace it with a linear concourse between the new T1 and the existing T2-West. In short, there would be no ADP Phase 2 improvements under Alternative 4, although interior renovations and upgrades to the existing T2-East would likely occur in the future.

ES.7.4.3 Ground Transportation

Proposed ground transportation system modifications under Alternative 4 include the following.

On-Airport Vehicle Transportation

Under Alternative 4, the on-airport vehicle circulation improvements would generally be the same as those of the proposed project described above under Section ES.6.7. These include a new on-airport entry roadway that would connect to North Harbor Drive. This new roadway would allow westbound airport traffic to enter SDIA at a new intersection west of the existing intersection of North Harbor Drive and Laurel Street. This will reduce the amount of westbound airport traffic using North Harbor Drive. Other improvements include a new loop road that would provide access to the new T1 and a new reduced-size (compared to the proposed project) T1 Parking Structure.

Alternative 4 includes several other transportation- and transit-related improvements that are not in the proposed project described above under Section ES.6.7. Those additional improvements that are included in Alternative 4 are as follows:

- Under Alternative 4, space is reserved within the on-airport roadway to accommodate a 42-foot wide eastbound egress route on the north side of North Harbor Drive between Winship Lane and Terminal Link Road/Coast Guard. This egress route would tie into future off-airport roadway system improvements that would serve to improve access to and from SDIA. The location of that future right-of-way is shown on Figures ES-3 and ES-4 The nature, extent, and timing of such off-airport roadway system improvements would be determined through the involvement of, and subject to approvals by, several agencies beyond the SDCRAA, including SANDAG, MTS, the County of San Diego, the City of San Diego, the Port of San Diego, and the California Department of Transportation (Caltrans).

- Under Alternative 4, a dedicated airport shuttle service between the Old Town Transit Center and SDIA would be established to provide improved access to local and regional transit for airport passengers and employees. The operational characteristics of the proposed shuttle system are anticipated to include:

  - Shuttle bus would operate daily between the Old Town Transit Center and Terminals 1 and 2 during the same hours as the San Diego Trolley. The trolley currently operates from approximately 5 AM to 1 AM daily. On Weekdays, the service would operate at 15-minute frequency from 5 AM to 9 PM, and at 30-minute frequency from 9 PM to 1 AM. On Weekends, the service would operate at 15-minute frequency from 5 AM to 7 PM, and at 30-minute frequency from 7 PM to 1 AM.

  - Shuttles would be all-electric zero-emission-vehicles (ZEVs) that can accommodate 20 passengers.

  - Shuttle Route between the SDIA Terminals and Old Town Transit Center: The shuttle bus would depart the terminals, access the Terminal Link Road at the U.S. Coast Guard crossing, and exit onto Pacific Highway at the intersection with Palm Street. The shuttle bus would continue north on Pacific Highway to the Old Town Transit Center where it would use the curbfront located on either the west or east curb at the Old Town Transit Center located at 4005 Taylor Street.

  - Shuttle Route from Old Town Transit Center to SDIA Terminals: The shuttle bus would depart the Old Town Transit Center at 4005 Taylor Street by proceeding south on Pacific Highway. At the intersection with Palm Street, the shuttle bus would access the gated Terminal Link Road, on which it would proceed to Terminals 1 and 2.

  - Distance: The shuttle bus would be 3.8 miles for each one-way trip (according to Google Maps).

- Under Alternative 4, SDCRAA would also work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA. 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).

- Under Alternative 4, a designated "transit-ready" area would be located between the proposed new T1 Parking Structure and the recently opened T2 Parking Plaza. This "transit-ready" area would place a potential future transit station in close proximity to both T1 and T2. The nature, design, and timing of such a transit station would be determined through a joint effort between agencies, such as SDCRAA, the Port District, SANDAG, and MTS to select the preferred regional transit system connection to SDIA. This transit connection type could include an automated people mover, light-rail/trolley line, subway, gondola, or autonomous electric vehicles, and will be further evaluated as part of SANDAG's 2021 Regional Transportation Plan.

Pedestrian and Bicycle Circulation

Similar to the proposed project, Alternative 4 would include safe, recognizable, and continuous connections along North Harbor Drive and to SDIA terminals to be provided for bicycles and pedestrians. Existing pedestrian and bicycle connections would be retained, while, additionally, new connections would also be established. For westbound passengers accessing SDIA, at the intersection of North Harbor Drive and Laurel Street, a pedestrian/bicycle crossing would be provided along the on-airport entry ramp. From the entry ramp, pedestrians and bicycles could travel on a multi-use path along the north side of the on-airport entry roadway. At the intersection of North Harbor Drive and Terminal Link Road, the multi-use path would cross under the on-airport entry road where it would continue along the north side of North Harbor Drive. At the intersection of North Harbor Drive and Harbor Island Drive, there would be a crossing that connects to the T1 Parking Structure. From there, pedestrians and bicyclists could access all new T1 facilities. At some future time when additional eastbound exit lanes within right-of-way along the north side of North Harbor Drive are implemented (see discussion above under the Heading

"On-Airport Vehicle Transportation"), the multi-use path may be realigned to connect with circulation improvements and continue to provide bicycle and pedestrian access from land uses to the east of SDIA.

Parking

Like the proposed project, Alternative 4 would construct a new parking structure south of the new T1, but it would be smaller in size, with only 5,500 spaces instead of 7,500 spaces under the proposed project. The smaller footprint would, in turn, provide space for the "transit-ready" area described above. The 5,500-space parking structure would be a maximum of approximately 2,250,000 square feet, with up to five levels and a maximum height of 60 feet for the main roof deck and 84 feet for the elevator penthouses and light poles. It is important to note that, although the new parking structure would provide 5,500 spaces, the majority of these spaces would offset the loss of existing parking at SDIA. Table ES-1 provides a breakdown of parking spaces at SDIA under existing (2018) conditions and at buildout of Alternative 4. As shown in the table, with implementation of Alternative 4, including the 5,500-space parking structure, there would be a net increase of 650 parking spaces compared to existing conditions.

Table ES-1: Airport Parking Spaces: Existing Conditions, Proposed Project and Alternative 4

Type	Lot	Existing (2018) Baseline	Proposed Project	Buildout of Alternative 4 (2026)
Passenger Parking				
	T1 Parking	1,200	7,500	5,500
	T2W Surface Lot (NTC)	1,100	900	900
	T2 Parking Plaza	2,900	2,900	2,900
	Long-Term Lot #1 (Harbor Dr.)	1,400	0	0
	Economy Lot (Pacific Hwy)	1,950	0	0
	Subtotal	**8,550**	**11,300**	**9,300**
Valet Parking				
	Various	**450**	**0**	**0**
Employee Parking				
	Admin Building Lot #7	200	0	0
	Employee Lot #6 (Harbor Dr.)	1,550	0	0
	ADC Lot (McCain Rd.)	50	0	0
	Employee Lot (Pacific Hwy)	0	1,950	1,950
	T2W Employee Lot (NTC)	0	200	200
	Subtotal	**1,800**	**2,150**	**2,150**
Total				
	TOTAL	**10,800**	**13,450**	**11,450**
APPROXIMATE NET INCREASE			*2,650*	*650*

Source: SDCRAA, January 2019.

ES.7.4.4 Central Utility Plant

Alternative 4's improvements to the Central Utility Plant would be the same as those under the proposed project. Those improvements would include replacement of the existing boilers and chillers, which would increase the heating and cooling capacity at SDIA, improve efficiencies, and reduce energy consumption compared to the existing system.

ES.7.4.5 Airport Administrative Offices

Similar to the proposed project, Alternative 4 would include demolition of the former 132,000 square-foot Commuter Terminal, where SDCRAA administrative offices are currently located, and construction of a new 150,000 square-foot airport administration office building near the intersection of McCain Road and Airport Terminal Road. Parking for the new airport administration building would be at the existing surface lot located at the current T2 Parking Lot at McCain Road and Airport Terminal Road. The lot would be resurfaced and reconfigured. The new airport administration building developed under Alternative 4 would, however, differ from that of the proposed project in that it would be only 84 feet tall, instead of the 95-foot building height associated with the proposed project.

ES.7.4.6 Other Improvements

Other improvements associated with the proposed project would be similar to those under Alternative 4, including those related to utilities, including the SAN Stormwater Capture and Reuse System, with the most notable difference being that there would be no utility systems modifications in the T2 area, since the new T2-West improvement (i.e., the "Stinger") and replacement of existing T2-East with a linear concourse between T1 and T2-West would not occur under Alternative 4.

ES.7.4.7 Project Phasing

Under Alternative 4, the proposed improvements would be implemented in one major phase (Phase 1), with two sub-phases (Phases 1a and 1b), that would ensure that regular airport operations would be maintained at a sufficient level during construction. As indicated earlier, Alternative 4 would not provide for the development of the new T2-West addition (i.e., the "Stinger") or demolition of existing T2-East and its replacement with a new linear concourse between the new T1 and the existing T2-West. As such, there would be no Phase 2 improvements under Alternative 4. The primary components of Phase 1 under Alternative 4 are the replacement of T1 (including realignment of Taxiway B and construction of a new Taxiway A), a new T1 Parking Structure, a T1 loop road, and the on-airport entry roadway.

ES.7.4.8 Aircraft Gates

Table ES-2 provides a comparison of the number of aircraft gates at each subphase of development under the proposed project and Alternative 4.

Table ES-2: Number of Airport Gates at SDIA by Project Construction Phases - Proposed Project Compared to Alternative 4

Terminal	Total Number of Gates at SDIA								
		Proposed Project				Alternative 4			
	Existing	Phase 1a	Phase 1b	Phase 2a	Phase 2b	Phase 1a	Phase 1b	Phase 2a[a]	Phase 2b[a]
Existing T1	19	0	0	-	-	0	0	-	-
Replacement T1(a)	-	22	22	22	22	19	19	19	19
Replacement T1(b)		0	8	8	8	0	11	11	11
Existing T2-West	19	19[b]	19[b]	17[c]	17	19[b]	19[b]	19[b]	19[b]
Modified T2-West	-	0	0	7	7	NA	NA	NA	NA
Existing T2-East	13	13	13	13	0	13	13	13	13
Modified T2-East	-	0	0	0	7	NA	NA	NA	NA
Total Gates	**51**	**54**	**62**	**67**	**61**	**51**	**62**	**62**	**62**

Source: LeighFisher and CDM Smith, April 2019.
Notes:
a. Phase 2 would not take place under Alternative 4. Therefore, as shown, there would be no change in gate numbers.
b. Four widebody positions west of existing T2-West would operate as six narrowbody positions in Phases 1a and 1b.
c. Two of the four widebody positions west of existing T2-West would operate as three narrowbody positions in Phase 2a.

ES.8 Terminology Used in the Environmental Analysis

Environmental Baseline

Section 15125 of the State CEQA Guidelines states that "[g]enerally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published…"

The Notice of Preparation or "NOP" for the original Draft EIR was published on January 21, 2017. As such, 2017 generally served as the baseline year for characterizing existing conditions in the environmental analysis for the 2018 Draft EIR. However, where existing conditions data specific to 2017 were not available or where 2017 data did not accurately represent baseline conditions, the 2018 Draft EIR explained why this was the case and then identified the alternative information used to represent baseline conditions. More specifically, for certain analyses, a full year's worth of data was considered necessary and appropriate to characterize existing baseline conditions. For example, air pollutant emissions and noise impacts from aircraft operations tend to vary according to the season, resulting in "existing" conditions that likewise vary depending on time of year. For these analyses, data for the prior calendar year, which in the case of the 2018 Draft EIR was 2016, were used to define existing baseline conditions for these topics.

For the Recirculated Draft EIR, the characterization of existing conditions was updated in light of more current data, as available. Similar to the 2018 Draft EIR, the characterization of existing baseline conditions for certain analyses, such as those related to aircraft operations (i.e., aircraft-related air pollutant emissions and noise impacts), was based on one year's worth of data. For those analyses, the 2016 baseline year was updated to reflect 2018 conditions. Further explanation of where and how existing baseline conditions were updated for the Recirculated Draft EIR is provided in each affected section in Chapter 3.

Impacts and Mitigation

For each potential impact of the proposed project, this Recirculated Draft EIR applies significance criteria specific to the impact category in question (e.g., traffic). These criteria establish a significance threshold which, if exceeded, triggers the need for mitigation of the impact under review. The following terms are used to describe each impact and, where significant impacts are determined, how mitigation measures are to be applied:

- *No Impact* – Designation of no impact is given when a project does not apply to the impact category, or would not create an impact. In addition, no impact is identified if no adverse or beneficial changes in the environment are expected.
- *Less Than Significant Impact* – A less than significant impact is identified when the proposed project would cause no substantial adverse change in the environment (i.e., the impact would not reach the threshold of significance), or where impacts have been reduced to less than significant after application of mitigation.
- *Significant Impact* – A significant impact would create a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the proposed project. Such an impact would exceed the applicable significance threshold established by CEQA prior to application of mitigation.
- *Significant Unavoidable Impact* – Per Section 15126.2(c) of the State CEQA Guidelines, a significant unavoidable impact is a project-related substantial adverse effect that cannot be reduced to a less than significant level through any feasible mitigation measure(s).
- *Mitigation* – *Mitigation* refers to measures that would be implemented to avoid or lessen potentially significant impacts. Mitigation includes:
  - avoiding the impact completely by not taking a certain action or parts of an action;
  - minimizing the impact by limiting the degree or magnitude of the action and its implementation;
  - rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
  - reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and/or
  - compensating for the impact by replacing or providing substitute resources or environments.

The mitigation measures would be proposed as a condition of project approval and would be monitored to ensure compliance and implementation.

The description of mitigation measures includes, where appropriate, discussion of situations where the improvements recommended in the mitigation measure may be physically feasible, but implementation is infeasible because the measure conflicts with local plans or federal law restricts SDCRAA's ability to fund and implement off-airport mitigation measures using airport revenues. Such discussion also describes situations where off-airport mitigation measures that are within the

jurisdiction of other local agencies, at which SDIA cannot require those agencies to implement such measures, may also make those mitigation measures infeasible.

ES.9 Scope of the Analysis and Environmental Impact

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

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. Therefore, no further evaluation of these resource areas is included in the Recirculated Draft EIR.

ES.10 Summary of Environmental Impacts

ES.10.1 Environmental Impacts of the Proposed Project

In Chapter 3, Environmental Analysis, of the Recirculated Draft EIR the proposed project was analyzed for 15 environmental resource areas. The potential for environmental impacts of the proposed project on the environment were analyzed for each of the resource areas for both construction and operation of the proposed project. Table ES-3 summarizes the environmental impacts from implementation of the proposed project, as identified in Chapter 3 of this Recirculated Draft EIR.

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
3.1 Aesthetic and Visual Resources			
Impact 3.1-1: The proposed project would not have a substantial adverse effect on a scenic vista. As such, implementation of the proposed project would result in a *less than significant impact* relative to construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.1-2: The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. As such, implementation of the proposed project would result in *no impact* relative to construction and operations.	Construction: No Impact Operation: No Impact	No mitigation is required	Construction: No Impact Operation: No Impact
Impact 3.1-3: The proposed project would not conflict with applicable zoning and other regulations governing scenic quality. As such, implementation of the proposed project would result in a *less than significant impact* relative to construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.1-4: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. As such, implementation of the proposed project would result in a *less than significant impact* relative to construction and operations.	Construction: Less than Significant Operation: Less than Significant		Construction: Less than Significant Operation: Less than Significant
3.2 Air Quality			
Impact 3.2-1: Implementation of the proposed project would not conflict with or obstruct implementation of the Regional Air Quality Strategy (RAQS) for San Diego County or applicable portions of a SIP. As such, this would be a *less than significant* impact.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.2-2: Implementation of the proposed project would exceed the screening-level emissions thresholds for certain criteria pollutants, which would be a *significant and unavoidable impact*. With the exception of PM_{10}, concentrations of criteria pollutants would not exceed state or federal standards and, therefore, would result in a *less than significant impact,* relative to those pollutants. However, existing background concentrations of PM_{10} currently exceed state standards and the increase in PM_{10} concentrations associated with project operations would increase that existing exceedance. As such, the project's concentration-based impact associated with PM_{10} would be a *significant and unavoidable impact.*	Construction: Less than Significant Operation: Significant Impact	**MM-AQ/GHG-1: Ground Support Equipment Conversion.** All baggage tugs, belt loaders, lifts, pushback tractors, and utility carts at SDIA that are owned and operated by airlines and their ground handling contractors to service aircraft, shall be transitioned to alternative fuels (i.e., electric, natural gas, renewable diesel, biodiesel) by 2024. Additionally, by 2024, 50 percent of gasoline-fueled GSE that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric vehicles and, by 2030, the remaining 50 percent of the fleet would be replaced with hybrid electric. This measure is considered feasible. **MM-AQ/GHG-2: Renewable Electricity.** Project-related buildings shall be powered by 100 percent renewable electricity by 2024 and continuing thereafter through on-site generation resources, grid-delivered purchases, and/or renewable energy certificates. This measure is considered feasible. **MM-AQ/GHG-3: Cool Roof.** The project shall include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under 2016 California Green Building Standards Code. This measure is considered feasible. **MM-AQ/GHG-4: LEED Silver Certification.** The project shall demonstrate achievement of at least LEED Silver certification (or equivalent green rating certification) for all new major facilities, such as a new terminal, a new parking structure, or new SDCRAA administration building. This measure is considered feasible. **MM-AQ/GHG-5: Clean Vehicle Parking.:** The project shall designate 10 percent of new parking stalls for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. This measure is considered feasible.	Construction: Less than Significant Operation: Significant and Unavoidable

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		MM-AQ/GHG-6: Electric Vehicle Chargers. The project shall install electric vehicle charging ports at three percent of new parking stalls and another three percent would be "EVSE-ready". This measure is considered feasible. **MM-AQ/GHG-7: Ground Transportation Clean Vehicle Program.** In conjunction with the project, SDIA's current Commercial Ground Transportation Clean Vehicle Program shall be extended past 2020 with the goal that commercial operator fleets achieve an average GHG rating of 10 (0-204 gCO_2/mile) by 2030 as scored by fueleconomy.gov (or an equivalent program). This measure is considered feasible. **MM-AQ/GHG-8: Electric On-Airport Shuttles.** In conjunction with the project, on-airport shuttles serving passenger and employee parking lots, and inter-terminal transfers shall be transitioned to electric vehicles (all-electric or plug-in hybrid) by 2026. The buses serving the Rental Car Center shall be transitioned to electric vehicles by 2028. This measure is considered feasible. **MM-AQ/GHG-9: Bicycle Facilities.** To facilitate active transportation commuting, the project shall install shower stalls and lockers in the new Airport Administration Building and in the new terminal building based on the number of employees and guidance provided in the City of San Diego's Climate Action Plan Consistency Checklist (estimated at 7 shower stalls and 25 lockers total). In addition, covered bicycle storage shall be installed for SDCRAA and tenant employees based on non-public square footage and guidance provided in the City of San Diego's Climate Action Plan Consistency Checklist (estimated at 50 bike spaces total). This measure is considered feasible. **MM-AQ/GHG-10: Employee Parking Cash-Out Program.** SDCRAA shall implement a parking cash-out program for its employees. This measure is considered feasible. **MM-TDM-1: TDM and Transit Measures** (See Impact 3.14-1 below)	

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.2-3: Construction of the proposed project in conjunction with other projects anticipated to be under construction during that same period would result in a significant impact relative to cumulative emissions, at which the proposed project's contribution to that significant impact would be cumulatively considerable. Operation of the proposed project at buildout in 2035 and in 2050 would result in a cumulatively considerable net increase of VOCs and NO_X which are precursors to O_3, for which the San Diego air basin is in nonattainment under federal and state ambient air quality standards. There would also be a net increase in CO and SO_X emissions. Because dispersion modeling demonstrated that the NO_X, CO, and SO_X emissions would not result in exceedances of the CAAQS or NAAQS for NO_2, CO, or SO_2, the increase would not be considered significant with respect to these regulated pollutants. However, the cumulatively considerable impact of VOC and NO_X is a *significant and unavoidable impact* with respect to O_3. Additionally, existing background concentrations of PM_{10} currently exceed state standards and there would be an increase in PM_{10} emissions associated with project operations. The increase is considered to be cumulatively considerable; this is a *significant and unavoidable impact*.	Construction: Significant Impact Operation: Significant Impact	**MM-AQ/GHG-1 through MM-AQ/GHG-10** (See Impact 3.2-2 above) **MM-TDM-1: TDM and Transit Measures** (See Impact 3.14-1 below)	Construction: Significant and Unavoidable Operation: Significant and Unavoidable
Impact 3.2-4: Implementation of the proposed project would not expose sensitive receptors (including, but not limited to, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations. As such, the proposed project would have a *less than significant impact.*	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.2-5: Construction and operation of the proposed project would not result in other emissions (such as those leading to odors)	Construction: Less than Significant	No mitigation is required	Construction: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
adversely affecting a substantial number of people. As such, implementation of the proposed project would result in a *less than significant impact.*	Operation: Less than Significant		Operation: Less than Significant
3.3 Greenhouse Gas Emissions			
Impact 3.3-1: Construction and operation of the proposed project would generate GHGs that may have a significant impact on the environment; therefore, implementation of the proposed project would result in a *significant and unavoidable impact*.	Construction: Significant Impact Operation: Significant Impact	**MM-AQ/GHG-1 through MM-AQ/GHG-10** (See Impact 3.2-2 above) **MM-TDM-1: TDM and Transit Measures** (See Impact 3.14-1 below)	Construction: Significant and Unavoidable Operation: Significant and Unavoidable
Impact 3.3-2: Construction and operation of the proposed project would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs; therefore, implementation of the proposed project would result in a *significant and unavoidable impact*.	Construction: Significant Impact Operation: Significant Impact	**MM-AQ/GHG-1 through MM-AQ/GHG-10** (See Impact 3.2-2 above) **MM-TDM-1: TDM and Transit Measures** (See Impact 3.14-1 below)	Construction: Significant and Unavoidable Operation: Significant and Unavoidable
3.4 Human Health Risk			
Impact 3.4-1: The proposed project would expose receptors to significant levels of toxic air contaminants. As such, this would be a *significant impact* for combined construction and operations.	Construction: Less than Significant Operation: Significant Impact Combined Construction and Operation: Significant Impact	**MM-AQ/GHG-1: Ground Support Equipment Conversion** (See Impact 3.2-2 above)	Construction: Less than Significant Operation: Less than Significant Combined Construction and Operation: Less than Significant
3.5 Biological Resources			

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.5-1: Construction and operation of the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Although SDCRAA would continue to implement measures included in their existing program to protect the California least terns at SDIA which would avoid and/or minimize potential indirect impacts from construction and operation of the proposed project, the indirect impact is considered *potentially significant* for construction and operations.	Construction: Potentially Significant Indirect Impact Operation: Potentially Significant Indirect Impact	**MM-BIO-1: California Least Tern: Construction Measures** The following measures shall be included in all construction contracts for the proposed project facilities and implemented as part of the proposed project to avoid potential indirect impacts during construction from increased lighting, noise, use of hazardous materials, and activities that may increase perching for predatory species: ▪ All project construction within 800 feet of the SDIA least tern nesting area will occur from September 16 to March 31 to avoid the tern nesting season. ▪ A tern biologist will monitor the tern during construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) and will immediately notify the Resident Engineer (RE; or acting RE) of any construction activity that may lead to, or likely result in, the disruption of the tern, its young, or its eggs. If the tern biologist determines that adverse effects to the tern have occurred, the RE will be notified and all project construction activities will cease immediately, except those activities necessary to make the SDIA safe and operational. The tern biologist, in coordination with the RE, will contact the FAA and USFWS immediately after stopping construction. Construction will not resume until approved by the FAA and USFWS. The tern biologist will submit daily field reports to the FAA and USFWS on the status of the nesting activity, any construction-related incidents that disrupted tern nesting, and any action taken by the RE to avoid further incidents, within 24 hours of each monitoring date. The tern biologist will also submit a final summary report of monitoring to the FAA and USFWS by October 1. ▪ Trash will be properly disposed of and workers will not feed potential tern predators in the area. The Airport Authority will require the contractor to provide trash dumpsters or other covered trash receptacles for use by construction personnel. All food items or containers that previously held food items obtained/handled/controlled by construction personnel will be immediately disposed of in these dumpsters or containers, so as not to attract avian or mammalian predators of the least tern. ▪ Construction personnel will not be permitted to feed cats, gulls, pigeons, ravens, or any other wildlife, as this may result in an increase in the numbers of these potential predators in the vicinity of tern chicks and eggs. ▪ Crane booms or similar equipment that have heights of 25 feet or greater located between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be lowered at the close of each construction day, if possible.	Construction: Less than Significant Operation: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		▪ A pre-construction meeting will be held to make all contractor personnel that will be working between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15), including all construction staff, aware of the tern nesting issue and the specific conditions of construction. Project status meetings will be regularly held to remind all such personnel of the measures required to protect the tern as well as any modifications made to ensure their effectiveness. The USFWS will be notified of the date and time of the pre-construction and status meetings in order to attend, if needed or desired. ▪ Nighttime construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be limited to those activities that are necessary to maintain airfield operations during normal operational times. Should such nighttime construction be required, the tern biologist will be onsite and perform the duties specified above. ▪ Night lighting for project construction occurring between 800 feet to 1,200 feet from the SDIA least tern nesting area will be kept to a minimum during the tern nesting season (April 1- September 15), and will not be used unless active construction or other essential work is occurring. Should such nighttime construction or other essential work be conducted, all lighting associated with the work will be shielded from or directed away from the least tern nesting area. ▪ Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access. ▪ The new airport entry road to the south of the nesting ovals shall not rise above existing surface grade and shall not alter the elevation of roadway structures directly to the south of the nesting ovals. This measure is considered feasible. **MM-BIO-2: California Least Tern: Operations Measures** The following measures shall be implemented by SDCRAA as part of the proposed project in order to avoid potential indirect impacts during operation as related to perching for predatory species: ▪ New facilities shall be designed to minimize potential perching locations; all structures taller than ten feet and within 200 feet of the nesting ovals, including light poles and sign structures, shall be required to use anti-perch treatments such as stainless steel bird spike barriers that can be applied to potential perch sites (e.g., Nixalite®).	

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		▪ Any new landscaping shall be limited to plant species and materials not conducive to perching by birds. ▪ Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access. Continued habitat management within the ovals including application of herbicide and removal of vegetation. This measure is considered feasible.	
Impact 3.5-2: Construction and operation of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. As such, this would be a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.5-3: Construction and operation of the proposed project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. As such, there would be *no impact* for construction and operations.	Construction: No Impact Operation: No Impact	No mitigation is required	Construction: No Impact Operation: No Impact
Impact 3.5-4: Although the proposed project would affect migratory birds, the affect(s) would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. As such, this would be a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.5-5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As such, there	Construction: Less than Significant	No mitigation is required	Construction: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
would be a *less than significant impact* for construction and *no impact* for operations.	Operation: No Impact		Operation: No Impact
Impact 3.5-6: The proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, there would be *no impact* for construction and operations.	Construction: No Impact Operation: No Impact	No mitigation is required	Construction: No Impact Operation: No Impact
3.6 Cultural Resources			
Impact 3.6-1: Implementation of the proposed project would require the demolition and removal of three buildings determined to be significant historic resources. Mitigation is proposed to document the characteristics of each of the three buildings; however, the permanent loss of two of those historic structures would be a *significant and unavoidable impact* of the project, while impacts to the third historic building would be mitigated to a *less than significant impact* by relocating the subject building.	Construction: Significant Impact Operation: No Impact	**MM-HR-1: Preparation of Historic American Buildings Survey (HABS) Documentation** An Historic American Buildings Survey (HABS) report has been completed for each of the three significant historic resources that would be impacted by the proposed project; those three resources being (1) the United Airlines Hangar and Terminal Building, (2) the existing Terminal 1, and (3) the existing Terminal 2-East. The three HABS reports are contained in Appendix R-F of the EIR. Each HABS report provides a description and supporting documentation related to the following aspects of each resource: ▪ Historical Information – Physical History – Historical Context ▪ Architectural Information – Architectural Character – Description of Exterior – Description of Interior – Site Information (i.e., landscaping) ▪ Sources of Information – Architectural Drawings – Photographs Copies of the three HABS reports will be kept available for public review at the SDCRAA Administrative Office at SDIA. This measure is considered feasible.	Construction: Significant and Unavoidable for two of the buildings. Less than significant for one building Operation: No Impact

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building (now known as the ASIG Building)Despite having been relocated, the UAHT building is still the oldest surviving building within the Airport and, as such, is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933." The UAHT building still meets National Register Criteria Consideration B, which allows moved properties that are significant as a surviving property associated with historic events to be considered eligible for the NRHP. As such, relocation of the subject building is recommended as mitigation to preserve its historic significance. This measure is considered feasible. **MM-HR-3: Retention of the Terminal 1 Façade.** The primary façade of Terminal 1's original primary (south) façade of the main terminal area has remained intact and possesses three out of four Primary and both Secondary character-defining features of Brutalism. Further, the construction of Terminal 1 is reflective of the modernization of San Diego and its ability to accommodate the ever-increasing needs of the commercial air traffic boom of the 1960s and 1970s. Retention of the façade and incorporation into the design of the replacement Terminal 1 would reduce impacts on historical resources, but it would not reduce impacts associated with demolition of Terminal 1 to less than significant, because only the façade would remain and the structure would no longer be reflective of the past modernization of SDIA. Moreover, retention of the façade is not physically feasible to meet the design and access needs of the Airport. Retention of the existing one story façade would frustrate Project Objectives to optimize the productive use of Airport properties, and to improve ground access to the Airport, because it would not allow for the construction of the new two-level roadway system that separates arrival and departure traffic, helping to ease congestion at the curbfront and improving overall airport circulation and mobility. Consequently, retention of the façade and incorporation into the design of the replacement Terminal 1 would, therefore, compromise the Project to such a degree that it would be unreasonable to proceed with the Project in view of its purposes and need. In addition, retention of the façade and incorporation into the design of the replacement Terminal 1 is not prudent because it would result in unacceptable safety and operational problems at SDIA. Based on the above, this mitigation measure is considered to be infeasible and, therefore, is not recommended for implementation.	
3.7 Tribal Cultural Resources			

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.7-1: The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074. As such, this would be a *less than significant impact* for construction. There would be *no impact* to tribal cultural resources from project operations.	Construction: Less than Significant Operation: No Impact	No mitigation is required	Construction: Less than Significant Operation: No Impact
3.8 Geology and Soils			
Impact 3.8-1: The proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; and/or seismic-related ground failure, including liquefaction. As such, this would be a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.8-2: Although the proposed project would be located on a geologic unit or soil that is unstable, it would not become unstable as a result of the project and would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. As such, this would be a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.8-3: The proposed project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. As such, this would be a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
3.9 Hazards and Hazardous Materials			

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.9-1: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; however, with implementation of recommended mitigation measures, the impact would be reduced to a *less than significant impact* for construction and operation.	Construction: Significant Impact Operation: Significant Impact	**MM-HW-1: Preparation of Hazardous Materials Management Plan (HMMP)** Prior to site excavation activities and/or construction-related dewatering at the project site, a Hazardous Materials Management Plan (HMMP) shall be prepared and include the following: ▪ Delineation of roles and responsibilities, including those of the Contractor and those of SDCRAA; ▪ Procedures for identification, initial screening, and notification, of contaminated soil and/or groundwater encountered during site excavation; ▪ Procedures to secure/cordon-off area known to be or suspected of being contaminated; ▪ Procedures for decontamination of personnel and equipment leaving the secured area known to be or suspected of being contaminated; ▪ Procedure for assessing the nature and extent of contamination, and the approach to managing the contaminated soil/groundwater, including excavation/pumping, handling, storage, transport, and disposition (i.e., treatment/disposal); and ▪ Site-specific Health and Safety Plan for the safety and protection of construction workers, airport employees, and the general public from exposure to impacted soil, dust, and groundwater during construction activities. It is anticipated that there will be a HMMP developed for the course of ADP construction, with site-specific Health and Safety Plans developed that are tailored to the specific characteristics of individual construction contracts, but all with the same purpose of providing a management plan consistent with the ADP HMMP that will adequately address known or potential contaminated soils or groundwater. Based on information presented in the 2018 Amec Phase II ESI and 2018 Kleinfelder Phase II ESA, the site-specific Health and Safety Plans for the following areas (as identified on Figures 3.9-2 through 3.9-5 of the Recirculated Draft EIR) will need to include management measures for the specific issues of concern identified therein: ▪ *South Side of Building 2320*: Elevated levels of total petroleum hydrocarbons and metals were detected in samples from Soil Boring B30. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater in the vicinity of this boring location and provide measures for	Construction: Less than Significant Operation: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		segregation, containment, and disposal of impacted materials, as appropriate. ▪ *West Side of Building 2417, South Side of Building 2415, and North Side of Washdown Pad*: Elevated levels of volatile organic compounds were detected in groundwater samples from these areas. The Health and Safety Plans for these areas shall account for the presence of contaminated groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. ▪ *North of Terminal 1 East Rotunda:* Elevated levels of total petroleum hydrocarbons and semi-volatile organic compounds were detected in groundwater and soil samples from this area. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. This measure is considered feasible. **MM-HW-2: Existing Groundwater Monitoring Wells** In conjunction with the demolition of Terminal 1, the following measure shall be completed: ▪ The suspected location of monitoring well MW-3 should be investigated to confirm the presence or absence of the well. All monitoring wells located within proposed project development areas or that could otherwise be disturbed by project construction should be properly destroyed in accordance with the requirements of, and be subject to permit approval by, the County Department of Environmental Health. Should any monitoring wells associated with an open case be disturbed, the lead agency overseeing the open case shall be notified and any requirements identified by the agency associated with well disturbance shall be adhered to. This measure is considered feasible. **MM-HW-3: Hazardous Building Materials Abatement** Prior to building demolition, the following activities shall be implemented: ▪ SDCRAA shall retain a State of California-licensed asbestos/lead abatement contractor to perform abatement of asbestos containing material (ACM), asbestos containing construction material (ACCM), lead-based paint (LBP), or lead-containing paint (LCP) that could potentially be disturbed.	

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		▪ Prior to the initiation of abatement or demolition work, the abatement or demolition contractor must complete the Notification of Demolition or Asbestos Removal form and submit it to the County of San Diego Air Pollution Control District (SDAPCD) in compliance with Rule 1206 at least 10 business days before the start of abatement or demolition. SDAPCD will return the form, with a "notification number" added, to the abatement or demolition contractor, depending on who submitted the form. ▪ The asbestos/lead abatement contractor shall provide written notification to the local CalOSHA district office regarding its "Intent to Conduct Asbestos Related Work" and/or "Intent to Conduct Lead-Related Work." These notifications should be submitted at least 24 hours in advance of performing the respective asbestos-related or lead-related work. ▪ Other potentially hazardous building materials, including and mercury-containing equipment, polychlorinated biphenyl (PCB)-containing equipment, lead-containing batteries, chlorofluorocarbon (CFC)-containing equipment, and Universal Wastes (e.g., fluorescent light tubes) will require segregation and may require further testing and analysis to determine whether they meet the definition of a hazardous waste in California and can be managed under the Universal Waste Rules. Hazardous wastes should only be handled by properly trained workers. ▪ Notification should be provided to contractor and subcontractor personnel as to the presence of ACMs, ACCMs, LBPs, LCPs, and other hazardous building materials at the site. This measure is considered feasible. **MM-HW-4: Vapor Intrusion Assessment** In conjunction with building design of the new T1, the following measure shall be completed: ▪ A soil vapor survey with accompanying human health risk assessment shall be prepared for the area proposed for the new T1 building. If found warranted by the results of that assessment, remediation, such as in-situ soil vapor extraction (SVE) or ex-situ excavation and treatment, shall be implemented to reduce levels to below site-specific risk-based concentrations (RBC), or a vapor intrusion mitigation system shall be incorporated into the design of the new T1 building to ensure that indoor air concentrations do not exceed regulatory thresholds. As part of that effort, the 2014 vapor intrusion investigation for the former Teledyne Ryan Facility site shall be reviewed as it	

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		pertains to future buildings within the subject area. This measure is considered feasible.	
Impact 3.9-2: The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction; however, with implementation of recommended mitigation measures, the impact would be reduced to a *less than significant impact* for construction. This would be a *less than significant impact* for operation.	Construction: Significant Impact Operation: Less than Significant	**MM-HW-1: Preparation of Hazardous Materials Management Plan (HMMP)** (See Impact 3.9-1 above) **MM-HW-3: Hazardous Building Materials Abatement** (See Impact 3.9-1 above)	Construction: Less than Significant Operation: Less than Significant
Impact 3.9-3: Although the proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.9-4: The proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could create a significant hazard to the public or the environment; however, with implementation of recommended mitigation measures, the impact would be reduced to a *less than significant impact* for construction and operation.	Construction: Significant Impact Operation: Significant Impact	**MM-HW-1: Preparation of Hazardous Materials Management Plan (HMMP)** (See Impact 3.9-1 above) **MM-HW-4: Vapor Intrusion Assessment** (See Impact 3.9-1 above)	Construction: Less than Significant Operation: Less than Significant
Impact 3.9-5: The proposed project would be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, and it would not result in a safety hazard, but could result in excessive aircraft noise for people residing or working in the project area. As such, this would be a *less than significant impact* for construction and a *significant unavoidable impact* for operation relative to aircraft noise.	Construction: Less than Significant Operation: Significant Impact	MM-NOI-1 through MM-NOI-5 (See Impact 3.12-1 below)	Construction: Less than Significant Operation: Significant and Unavoidable

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.9-6: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
3.10 Hydrology and Water Quality			
Impact 3.10-1: Construction and operation of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. As such, implementation of the proposed project would result in a *less than significant impact* relative to construction and operation of the project.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.10-2: Implementation of the proposed project may require temporary groundwater dewatering during construction, but it would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Operation of the proposed project improvements is not expected to require dewatering. As such, implementation of the proposed project would result in a *less than significant impact* for construction and *no impact* for operations.	Construction: Less than Significant Operation: No Impact	No mitigation is required	Construction: Less than Significant Operation: No Impact
Impact 3.10-3: Construction and operation of the proposed project would not substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
manner which would result in flooding on- or off-site; create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; and/or impede or redirect flood flows. As such, implementation of the proposed project would result in a *less than significant impact* for construction and operations.			
Impact 3.10-4: Construction and operation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As such, implementation of the proposed project would result in a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
3.11 Land Use and Planning			
Impact 3.11-1: The proposed project would not physically divide an established community. As such, there would be a *less than significant impact* for construction and operations.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.11-2: The proposed project would cause a significant environmental impact due to conflict with certain aspects of land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the proposed project would generate future noise and traffic impacts that are in conflict with certain community plans and policies, thus resulting in a *significant and unavoidable impact*. To the extent the proposed project would pose a conflict with the existing SDIA ALUCP, that impact would be reduced to *less than significant* with mitigation.	Construction: Less than Significant Operation: Significant Impact	Mitigation is proposed to reduce noise and traffic impacts to a less-than-significant level; however, some proposed mitigation is infeasible due to federal restrictions on use of FAA/airport funds, because the measures are within the jurisdiction/authority of the City of San Diego, not SDCRAA, and/or because they conflict with community plans. Relative to the proposed project's inconsistency with the current ALUCP, Mitigation Measure MM-LUP-1 is proposed and is feasible. **MM-LUP-1: Amendment of the SDIA Airport Land Use Compatibility Plan** In conjunction with updating the existing Airport Layout Plan (ALP) for SDIA, which would occur subject to approval of the proposed project (and subject to FAA approval of the ALP update), the SDCRAA shall initiate, through the Airport Land Use Commission (ALUC), the process to amend the current SDIA Airport Land Use Compatibility Plan (ALUCP - May 2014) based on the specifics of the project, including the updated noise contours. Implementation of this measure is within the jurisdiction of the SDCRAA, acting in its role as the ALUC for the County, and the ALUC is required by law to amend the ALUCP so that it is consistent with the ALP update. This measure is considered feasible.	Construction: Less than Significant Operation: Noise and Traffic Impacts - Significant and Unavoidable Inconsistency with ALUCP – Less than Significant
3.12 Noise			
Impact 3.12-1: Airport operations at SDIA in future years (2024, 2026, 2030, 2035, and 2050) would generate aircraft noise that would increase noise levels at exterior use areas of residences and other noise-sensitive uses to noise levels of 65 CNEL or above, as compared to the existing (2018) baseline condition. Mitigation through soundproofing could reduce this impact, but it is uncertain whether all of the affected uses would qualify for soundproofing. As such, this would be a *significant and unavoidable impact*.	Construction: Not applicable Operation: Significant Impact	Mitigation Measures MM-NOI-1: Expansion of SDCRAA's Sound Insulation Program, MM-NOI-2: Update Noise Exposure Maps Every 5 Years, MM-NOI-3: Create a Mobile Noise Monitoring Program, MM-NOI-4: Assess the Findings of the 2018 FAA Reauthorization Act-Related Noise Studies, and MM-NOI-5: Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs. MM-NOI-1 is subject to funding availability and FAA approval. If the funding is granted by the FAA, then Mitigation Measure MM-NOI-1 is feasible and will be implemented by SDCRAA. If the FAA does not approve the funding, then Mitigation Measure MM-NOI-1 is considered infeasible. MM-NOI-2 through MM-NOI-5 are considered feasible and will be implemented by SDCRAA. **MM-NOI-1: Expansion of SDCRAA's Sound Insulation Program**. The existing SDIA Quieter Home Program is the SDCRAA's Residential Sound Insulation Program. For implementation of the subject Program, the FAA has determined that residences within the FAA-approved 65 dB CNEL contour (and an average interior noise level of 45 dB or greater) around SDIA may be eligible for	Construction: Not applicable Operation: Significant and Unavoidable

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		sound insulation treatments to mitigate aircraft noise and has set a goal of reducing interior noise levels for eligible residents by at least five (5) dB inside the home, providing a noticeable reduction in noise. To mitigate the significant impacts associated with residential units that are newly exposed to 65 dB CNEL or greater from airport operations in future years of the proposed project, the SDCRAA will, subject to continued FAA approval and funding, expand the existing sound insulation program to increase the average number of housing units that are sound attenuated annually. Likewise, the SDCRAA will expand the existing sound insulation program to include non-residential uses such as churches (places of worship) and schools in order to mitigate the significant impacts to these other noise-sensitive uses, which are newly-exposed to 65 dB CNEL or greater from airport operations in future years of the proposed project. The SDCRAA will apply to the FAA's Airport Improvement Program annually to support the expanded Sound Insulation Program. If the funding is granted by the FAA, then Mitigation Measure MM-NOI-1 is ***feasible*** and will be implemented by SDCRAA. If the FAA does not approve the funding, then Mitigation Measure MM-NOI-1 is considered ***infeasible.*** **MM-NOI-2: Update Noise Exposure Maps Every 5 Years**. The aircraft noise exposure maps for SDIA will be updated every five years to determine if the SDIA Noise Compatibility Program, prepared pursuant to 14 Code of Federal Regulations Part 150, needs to be updated. By committing to revise the noise exposure maps every five years, the SDCRAA will ensure that recent data is determining which homes are impacted by noise and, therefore, may be eligible to participate in the Quieter Home Program. Mitigation Measure MM-NOI-2 is ***considered feasible***. **MM-NOI-3: Create a Mobile Noise Monitoring Program.** A mobile noise monitoring program will be established by SDCRAA to augment SDIA's existing permanent aircraft noise monitors at locations determined by an acoustical engineer. Mitigation Measure MM-NOI-3 is ***considered feasible***.	

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
		MM-NOI-4: Assess the Findings of the 2018 FAA Reauthorization Act-Related Noise Studies. The 2018 FAA Reauthorization Act includes a requirement for the FAA to complete various studies related to aircraft noise impacts. SDCRAA will review those studies, once completed, to help inform and update SDIA's noise mitigation programs and policies. Similarly, the Authority is committing to utilize the latest research findings and policy guidance coming from the FAA Reauthorization Act to update noise programs, if applicable. Mitigation Measure MM-NOI-4 is ***considered feasible***. **MM-NOI-5: Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs**. SDCRAA will utilize fines accrued through the aircraft operations curfew violation penalty program to annually fund additional sound insulation or other noise mitigation efforts. Mitigation Measure MM-NOI-5 is ***considered feasible.***	
Impact 3.12-2: There would be a 1.5 dB or more increase in noise-sensitive areas being exposed to 65 CNEL or greater in 2024, 2026, 2030, 2035, and 2050 as a result of airport operations, as compared to the existing (2018 baseline) condition. As such, this would be a *significant and unavoidable impact*.	Construction: Not applicable Operation: Significant Impact	**MM-NOI-1 through MM-NOI-5** (See Impact 3.12-1 above)	Construction: Not applicable Operation: Significant and Unavoidable
Impact 3.12-3: Implementation of the proposed project would cause a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition. As such, this would be a *significant and unavoidable impact*.	Construction: Not applicable Operation: Significant Impact	**MM-NOI-1 through MM-NOI-5** (See Impact 3.12-1 above)	Construction: Not applicable Operation: Significant and Unavoidable
Impact 3.12-4: Implementation of the proposed project would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning, as compared to the existing (2018) baseline	Construction: Not applicable Operation:	No mitigation is required	Construction: Not applicable Operation:

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
condition. As such, this would be a *less than significant impact*.	Less than Significant		Less than Significant
Impact 3.12-5: Implementation of the proposed project would cause a substantial increase in the number of nighttime flight operations that produce exterior SELs sufficient to awaken an increasing proportion of the population in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition. As such, this would be a *significant and unavoidable impact*.	Construction: Not applicable Operation: Significant Impact	No feasible mitigation measures available	Construction: Not applicable Operation: Significant and Unavoidable
Impact 3.12-6: Implementation of the proposed project would cause traffic noise levels for existing development along two segments of one roadway to exceed the noise levels considered compatible for noise-sensitive areas associated with the applicable land use categories. As such, this would be a *significant and unavoidable impact*.	Construction: Not applicable Operation: Significant Impact	Potential Mitigation Measure MM-NOI-6: Grape Street Sound Barrier, is not physically feasible and is also not considered to be feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements. Potential Mitigation Measure MM-NOI-7: Grape Street Vehicle Speed Reduction, is not considered feasible due to unlikely nature of achieving the necessary speed reduction and because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements.	Construction: Not applicable Operation: Significant and Unavoidable
Impact 3.12-7: Implementation of the proposed project would cause traffic noise levels along one roadway segment that already exceeds the levels considered compatible for noise-sensitive land use associated with the applicable land use categories to increase by more than 3 dB CNEL, as compared to existing baseline conditions. As such, this would be a *significant and unavoidable impact*.	Construction: Not applicable Operation: Significant Impact	Potential Mitigation Measure MM-NOI-8: India Street Sound Barrier, is not physically feasible and is also not considered to be feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-airport improvements. Potential Mitigation Measure MM-NOI-9: India Street Vehicle Speed Reduction, is not considered feasible due to unlikely nature of achieving the necessary speed reduction and because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-airport improvement and MM-NOI-9: India Street Vehicle Speed Reduction, is not consider feasible due to federal restrictions on use of FAA/airport funds, and because the measures are within the jurisdiction/authority of the City of San Diego, not SDCRAA.	Construction: Not applicable Operation: Significant and Unavoidable
Impact 3.12-8: Implementation of the proposed project would not cause the worst noise hour L_{eq} due to traffic on the off-airport roadways to	Construction: Not applicable	No mitigation is required	Construction: Not applicable

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
substantially exceed the existing L_{eq} (i.e., an increase of 12 dB, or more) at noise-sensitive areas associated with the applicable land use categories. As such, this would be a *less than significant impact*.	Operation: Less than Significant		Operation: Less than Significant
Impact 3.12-9: Implementation of the proposed project would not cause construction noise levels that would exceed 75 dB L_{eq} during the 12-hour period between the hours of 7:00 a.m. and 7:00 p.m. at or beyond the property line of a residential property. As such, this would be a *less than significant impact*.	Construction: Less than Significant Operation: Not applicable	No mitigation is required	Construction: Less than Significant Operation: Not applicable
Impact 3.12-10: Implementation of the proposed project would not cause construction noise that would substantially interfere with normal business communication, or affect sensitive receptors, such as day care facilities. As such, this would be a *less than significant impact*.	Construction: Less than Significant Operation: Not applicable	No mitigation is required	Construction: Less than Significant Operation: Not applicable
3.13 Public Services			
Impact 3.13-1: Construction and operation of the proposed project would not have a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services. As such, implementation of the proposed project would result in a *less than significant impact* for construction and operation of the project.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
3.14 Traffic and Circulation			
Impact 3.14-1: Implementation of the proposed project would result in unacceptable operations of study facilities. Of those	Operation: Significant Impact	Listed in Section ES.10.5 below; however, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with	Operation: Significant and

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
facilities, 5 intersections, 11 roadway segments, and 14 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 7 roadway segments, and 14 freeway segments.		existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Unavoidable
Impact 3.14-2: Implementation of the proposed project would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 13 roadway segments, and 17 freeway segments are expected to exceed thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 10 roadway segments, and 17 freeway segments.	Operation: Significant Impact	Listed in Section ES.10.5 below; however, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Operation: Significant and Unavoidable
Impact 3.14-3: Implementation of the proposed project would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 14 roadway segments, and 19 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 11 roadway segments and 19 freeway segments.	Operation: Significant Impact	Listed in Section ES.10.5 below; however, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Operation: Significant and Unavoidable
Impact 3.14-4: Implementation of the proposed project would result in unacceptable operations of study facilities in 2030. Of those	Operation: Significant Impact	Listed in Section ES.10.5 below; however, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with	Operation: Significant and

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
facilities, 8 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 2 intersections, 18 roadway segments and 21 freeway segments.		existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Unavoidable
Impact 3.14-5: Implementation of the proposed project would result in unacceptable operations of study facilities in 2035. Of those facilities, 13 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 4 intersections, 18 roadway segments and 21 freeway segments.	Operation: Significant Impact	Listed in Section ES.10.5 below; however, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Operation: Significant and Unavoidable
Impact 3.14-6: Implementation of the proposed project would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 25 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain *significant and unavoidable* at 26 intersections,	Operation: Significant Impact	Listed in Section ES.10.5 below; however, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. All measures of MM-TDM-1 are feasible and will be implemented by SDCRAA.	Operation: Significant and Unavoidable

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
23 roadway segments, and 22 freeway segments.			
Impact 3.14-7: Implementation of the proposed project would result in an increase in VHD at six at-grade railroad crossing locations in Downtown San Diego; however, the increase in VHD would not exceed the threshold of significance. As such, the at-grade railroad crossing impact would be *less than significant*.	Operation: Less than Significant	No mitigation is required	Operation: Less than Significant
Impact 3.14-8: Implementation of the proposed project would result in a temporary deficit in on-Airport parking supply during development of Phase 1a in 2021; however, this temporary shortfall in parking would not substantially affect parking in adjacent residential areas or in off-Airport public parking, including at parks and beaches. As such, the parking impact would be *less than significant*.	Construction: Less than Significant	No mitigation is required	Construction: Less than Significant
Impact 3.14-9: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 2 intersections in late 2020 or early 2021 With Project Construction Conditions scenario (Construction Phase 1a); such impacts would be *significant*. Mitigation is proposed to fully mitigate these impacts.	Construction: Significant Impact	MM-TR-I-1c and MM-TR-I-1e listed in Section ES.10.5 below; however, the measures may be physically feasible, but are not feasible from a funding standpoint and also are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA). **MM-TR-Con-1: Construction Traffic Measures** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center. Implementation of MM-TR-Con-1 is feasible.	Construction: Less than Significant
Impact 3.14-10: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully	Construction: Significant Impact	MM-TR-I-1a and MM-TR-I-2b listed in Section ES.10.5 below; however, the measures may be physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. **MM-TR-Con-1: Construction Traffic Measures** (see above)	Construction: Significant and Unavoidable

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
mitigated and would be *significant and unavoidable* at 1 intersection.			
Impact 3.14-11: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 4 intersections in 2026 With Project Construction Conditions scenario (Construction Phase 2a). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be *significant and unavoidable* at 1 intersection.	Construction: Significant Impact	MM-TR-I-1a and MM-TR-I-2b listed in Section ES.10.5 below; however, the measures may be physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. **MM-TR-Con-1: Construction Traffic Measures** (see above)	Construction: Significant and Unavoidable
Impact 3.14-12: Implementation of the proposed project would exceed thresholds of significance relating to the operation of 10 intersections in 2030 With Project Construction Conditions scenario (Construction Phase 2b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would remain *significant and unavoidable* at 4 intersections.	Construction: Significant Impact	MM-TR-I-1a, MM-TR-I-1b, MM-TR-I-1c, MM-TR-I-1d, and MM-TR-I-1e listed in Section ES.10.5 below; however, the measures may be physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans. **MM-TR-Con-1: Construction Traffic Measures** (see above)	Construction: Significant and Unavoidable
3.15 Utilities			
Impact 3.15-1: Implementation of the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.15-2: Although the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant

Table ES-3: Summary of Impacts and Mitigation Associated with the Proposed Project

Environmental Impacts	Impact Determination	Mitigation Measures	Impact after Mitigation
Impact 3.15-3: The proposed project would not result in the determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.15-4: The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals or not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.15-5: The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant
Impact 3.15-6: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As such, this would be a *less than significant impact* for construction and operation.	Construction: Less than Significant Operation: Less than Significant	No mitigation is required	Construction: Less than Significant Operation: Less than Significant

ES.10.2 Significant and Unavoidable Impacts

Based on the detailed analysis provided in Sections 3.1 through 3.15 and Chapter 4, Cumulative Impacts Analysis, the proposed project would result in the following significant and unavoidable impacts during construction and/or operation of the project:

- **Air Quality**
  - **Operations** – Implementation of the proposed project would exceed the screening-level emissions thresholds for certain criteria pollutants, which would be a significant and unavoidable impact. With the exception of PM_{10}, concentrations of criteria pollutants would not exceed state or federal standards and, therefore, would result in a less than significant impact, relative to those pollutants. However, existing background concentrations of PM_{10} currently exceed state standards and the increase in PM_{10} concentrations associated with project operations would increase that existing exceedance. As such, the project's concentration-based impact associated with PM_{10} would be a ***significant and unavoidable impact***, even after implementation of feasible mitigation measures. It should be noted for informational purposes that air pollutant emissions associated with future operations at SDIA would be even greater (higher) without implementation of the proposed project (i.e., under the No Project Alternative) due to the fact that future growth in aircraft operations and passenger levels at SDIA would be the same with or without the proposed project; however, implementation of the proposed project would include improvements in aircraft taxiing operations and motor vehicle movements near SDIA that would reduce air pollutant emissions.
  - **Cumulative Impacts – Construction and Operations –** Construction of the proposed project in conjunction with other projects anticipated to be under construction during that same period would result in a ***significant*** impact relative to cumulative emissions, to which the proposed project's contribution to that significant impact would be ***cumulatively considerable***. Operation of the proposed project at buildout in 2035 and in 2050 would result in a cumulatively considerable net increase of VOCs and NO_X, which are precursors to ozone (O_3), for which the San Diego air basin is in nonattainment under federal and state ambient air quality standards. Even with implementation of Mitigation Measures MM-AQ/GHG-1 through MM-AQ/GHG-10 and MM-TDM-1, the proposed project's contribution to the cumulatively considerable net increase in VOCs and NO_X would be ***significant and unavoidable***. Existing background concentrations of PM_{10} currently exceed state standards and there would be an increase in PM_{10} emissions associated with project operations, which is considered to be cumulatively considerable; this is a ***significant and unavoidable impact***. Similar to above, the severity of these impacts would be greater (higher) if the proposed project was not implemented.
- **Greenhouse Gas (GHG) Emissions**
  - **Construction and Operations**:
    - Construction and operation of the proposed project would generate GHG emissions that may have a significant impact on the environment. Even with implementation of proposed Mitigation Measures MM-AQ/GHG-1 through MM-AQ/GHG-10 and

MM-TDM-1, impacts would be ***significant and unavoidable***. Similar to above relative to air quality impacts, and for the same reasons described therein, GHG emissions from future operations at SDIA would be even greater (higher) without implementation of the proposed project.

- Construction and operation of the proposed project would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Even with implementation of proposed Mitigation Measures MM-AQ/GHG-1 through MM-AQ/GHG-10 and MM-TDM-1, impacts would be ***significant and unavoidable***. Similar to above, the severity of this impact would be greater (higher) if the proposed project was not implemented.

- **Cumulative Impacts – Construction and Operations:**

  - Cumulatively considerable increase in GHG emissions. Even with implementation of proposed Mitigation Measures MM-AQ/GHG-1 through MM-AQ/GHG-10 and MM-TDM-1, project contribution would be ***significant and unavoidable***. Similar to above, the severity of this impact would be greater (higher) if the proposed project was not implemented.

  - Cumulatively considerable impact relative to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Even with implementation of proposed Mitigation Measures MM-AQ/GHG-1 through MM-AQ/GHG-10 and MM-TDM-1, project contribution would be ***significant and unavoidable***. Similar to above, the severity of this impact would be greater (higher) if the proposed project was not implemented.

- **<u>Cultural Resources</u>**

  - **Construction** – Implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East). Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation, is proposed to document the characteristics of each of these two buildings; however, even with implementation of MM-HR-1, the permanent loss of these two historic structures would be a ***significant and unavoidable impact*** of the proposed project.[6]

  - **Cumulative Impacts – Construction –** Even with implementation of Mitigation Measure MM-HR-1, the project's cumulatively considerable contribution to significant impacts to historical resources would be ***significant and unavoidable***.

[6] As further discussed in Section 3.6, Cultural Resources, of this Recirculated Draft EIR, implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is also a significant historical building. Mitigation Measures MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation and MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building, are proposed and would reduce the impact to a level less than significant.

- **Hazards and Hazardous Materials**
  - **Operations**
    - The proposed project would be located within an airport land use plan and, although it would not result in a safety hazard, it could result in excessive aircraft noise for people residing or working in the project area; even with implementation of aircraft noise-related Mitigation Measures MM-NOI-1 through MM-NOI-5. this would be a ***significant and unavoidable impact***. This significant impact could be considered to be a cumulatively considerable contribution to significant noise impacts within the region.
- **Land Use and Planning**
  - **Operations** – Significant impacts associated with future aircraft noise levels and future traffic could be considered to conflict with the Community Plans for the affected areas. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible. As such, operation of the proposed project would result in a ***significant and unavoidable impact***. As further described below relative to noise and traffic impacts, it should be noted for informational purposes that those impacts associated with future operations at SDIA would be generally the same with or without the proposed project due to future growth in aircraft and passenger activity levels that would occur regardless of the proposed project.
  - **Cumulative Impacts – Operations –** The project's significant noise and traffic impacts are considered to be a cumulatively considerable contribution to increased noise levels and traffic congestion within the affected Community Plan areas, which would be ***significant and unavoidable***. For the same reason noted above, this impact would be the same with or without implementation of the proposed project.
- **Noise**
  - **Operations:**
    - Airport operations at SDIA in future years (2024, 2026, 2030, 2035, and 2050) would generate aircraft noise that would increase noise levels at exterior use areas of residences and other noise-sensitive uses to noise levels of 65 CNEL or above, as compared to the existing (2018) baseline condition. Even with implementation of proposed Mitigation Measures MM-NOI-1 through MM-NOI-5, it is uncertain whether all of the affected uses would be soundproofed. As such, this would be a ***significant and unavoidable impact***. It should be noted for informational purposes, however, that the future increases in aircraft noise levels that result in this impact would be the same even if the proposed project was not implemented (i.e., there is no difference between the proposed project and the No Project Alternative relative to future increases in aircraft noise levels).
    - Implementation of the proposed project would cause a 1.5 dB or more increase resulting in noise-sensitive areas being exposed to 65 CNEL or greater increase in

2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition. Even with implementation of proposed Mitigation Measures MM-NOI-1 through MM-NOI-5, it is uncertain whether all of the affected areas would be soundproofed. As such, this would be a ***significant and unavoidable impact***. It should be noted for informational purposes, however, that the future increases in aircraft noise levels that result in this impact would be the same even if the proposed project was not implemented (i.e., there is no difference between the proposed project and the No Project Alternative relative to future increases in aircraft noise levels).

- Implementation of the proposed project would cause a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition. Even with implementation of proposed Mitigation Measures MM-NOI-1 through MM-NOI-5, it is uncertain whether all of the affected areas would be soundproofed. As such, this would be a ***significant and unavoidable impact***. It should be noted for informational purposes, however, that the future increases in aircraft noise levels that result in this impact would be the same even if the proposed project was not implemented (i.e., there is no difference between the proposed project and the No Project Alternative relative to future increases in aircraft noise levels).

- Implementation of the proposed project would cause a substantial increase in the number of nighttime flight operations that produce exterior SELs sufficient to awaken an increasing proportion of the population in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition. Even with implementation of proposed Mitigation Measures MM-NOI-1 through MM-NOI-5, it is uncertain whether all of the affected areas would be soundproofed. As such, this would be a ***significant and unavoidable impact***. It should be noted for informational purposes that the future increases in nighttime flights associated with flight operations at SDIA would be the same with or without the proposed project due to future growth in aircraft activity levels that would occur regardless of the proposed project.

- Implementation of the proposed project would cause traffic noise levels for existing development along two segments of one roadway to exceed the noise levels considered compatible for noise-sensitive areas associated with the applicable land use categories. Also, implementation of the proposed project would cause traffic noise levels along one segment that is currently at or already exceeds the levels considered compatible for noise-sensitive land use associated with the applicable land use categories to increase by 3 dB CNEL, or more, as compared to existing baseline conditions. There are no feasible mitigation measures available for these impacts. As such, these would be ***significant and unavoidable impacts***. Similar to above, it should be noted for informational purposes that the future increases in roadway noise levels that result in this impact would be generally the same even if the proposed project was not implemented (i.e., there is no material difference between the proposed project and the No Project Alternative relative to future

increases in roadway noise levels, with the exception of a segment of North Harbor Drive where future roadway noise levels would be lower with implementation of the proposed project, compared to without the proposed project).

- **Cumulative Impacts – Operations –** The combination of future aircraft noise levels and future traffic noise levels would result in significant cumulative noise impacts. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible. As such, the cumulative impact would be ***significant and unavoidable***. As noted above, future aircraft noise levels and impacts to noise-sensitive areas associated with operations at SDIA would be the same with or without the proposed project.

- **Traffic and Circulation**

  - **Construction**

    - Implementation of the proposed project would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be ***significant and unavoidable*** at 1 intersection.

    - Implementation of the proposed project would exceed thresholds of significance relating to the operation of 4 intersections in 2026 With Project Construction Conditions scenario (Construction Phase 2a). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be ***significant and unavoidable*** at 1 intersection.

    - Implementation of the proposed project would exceed thresholds of significance relating to the operation of 10 intersections in 2030 With Project Construction Conditions scenario (Construction Phase 2b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would remain ***significant and unavoidable*** at 4 intersections.

  - **Operations**

    - Implementation of the proposed project would result in unacceptable operations of study facilities. Of those facilities, 5 intersections, 11 roadway segments, and 14 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain ***significant and unavoidable*** at 7 roadway segments, and 14 freeway segments.

    - Implementation of the proposed project would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 13 roadway segments, and 17 freeway segments are expected to exceed thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these

impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain ***significant and unavoidable*** at 1 intersection, 10 roadway segments, and 17 freeway segments. It should be noted for informational purposes that traffic impacts around SDIA would generally be the same in the future with or without the project due to future growth in passenger activity levels at SDIA that would occur regardless of the proposed project. The one notable exception to this would be at North Harbor Drive where the new on-airport access road proposed as part of the project would remove some airport-related traffic from that road, thereby improving traffic conditions on North Harbor Drive, as compared to future conditions if the proposed project was not implemented.

- Implementation of the proposed project would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 14 roadway segments, and 19 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain ***significant and unavoidable*** at 1 intersection, 11 roadway segments and 19 freeway segments. As explained above, future traffic conditions and impacts would be generally the same if the proposed project was not implemented.

- Implementation of the proposed project would result in unacceptable operations of study facilities in 2030. Of those facilities, 8 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain ***significant and unavoidable*** at 2 intersections, 18 roadway segments and 21 freeway segments. As explained above, future traffic conditions and impacts would be generally the same if the proposed project was not implemented.

- Implementation of the proposed project would result in unacceptable operations of study facilities in 2035. Of those facilities, 13 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain ***significant and unavoidable*** at 4 intersections, 18 roadway segments and 21 freeway segments. As explained above, future traffic conditions and impacts would be generally the same if the proposed project was not implemented.

- Implementation of the proposed project would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 25 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these

impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain ***significant and unavoidable*** at 26 intersections, 23 roadway segments, and 22 freeway segments. As explained above, future traffic conditions and impacts would be generally the same if the proposed project was not implemented.

ES.10.3 Summary Comparison of Alternative

A comparative summary of the environmental impacts under each alternative with the environmental impacts associated with the proposed project is provided in Table ES-4. A more detailed description of the potential impacts associated with each alternative is provided above. Pursuant to Section 15126.6(c) of the State CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the proposed project.

As depicted in Table ES-4, Alternative 1, the No Project Alternative, would avoid all of the construction-related impacts of the proposed project, but would have greater operations-related impacts than those of the proposed project, particularly with regard to air quality, GHG, and human health risk impacts.

For Alternative 2, Reduced Scale of Development, the construction impacts would, for most environmental issue areas, be comparable to those of the proposed project; however, GHG emissions would be less, and relative to historic resources, Alternative 2 would avoid the significant impacts of the project and, relative to construction-related traffic, would reduce significant impacts, including avoiding the significant construction traffic impacts projected to occur from the proposed project in development phases 1b, 2a, and 2b. The operations-related impacts of Alternative 2 would be generally comparable to those of the proposed project; however, air pollutant emissions and GHG emissions would be slightly reduced compared to the proposed project.

For Alternative 3, Revised Phasing Implementation, the construction impacts would, overall, be comparable to those of the proposed project, as would also the operations-related impacts.

For Alternative 4, T1 Replacement and Transportation Improvements, the construction-related impacts would be less than those of the proposed project, particularly as related to air quality, GHG emissions, and traffic. Additionally, Alternative 4 would avoid the unavoidable significant impact to one historic resource (T2-East) that would occur with implementation of the proposed project. The operations-related impacts of Alternative 4 would also be less than those of the proposed project with respect to air quality (including avoiding the proposed project's exceedance of the CO threshold in 2050), GHG emissions and traffic. Additionally, one significant roadway noise impact of the proposed project in 2030 would be avoided under Alternative 4.

Table ES-4: Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

Environmental Resource	Proposed Project Impact	Alternative 1: No Project	Alternative 2: Reduced Scale of Development	Alternative 3: Revised Implementation Phasing	Alternative 4: T1 Replacement and Transportation Improvements
Aesthetics and Visual Resources					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Operations	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Air Quality					
Construction	Less Than Significant Project Impact; Significant and Unavoidable cumulatively considerable contribution to significant cumulative impact.	No Impact	Less Than Significant Project Impact; Significant and Unavoidable cumulatively considerable contribution to significant cumulative impact.	Less Than Significant Project Impact; Significant and Unavoidable cumulatively considerable contribution to significant cumulative impact.	Less Than Significant Project Impact; Significant and Unavoidable cumulatively considerable contribution to significant cumulative impact.
Operations	Significant and Unavoidable (VOCs, NO_X, CO, and SO_x) Also, PM_{10} emissions would be significant relative to contributing to ambient PM_{10} concentrations, which already exceed the CAAQS.)	Significant and Unavoidable (VOCs, NO_X, CO, PM_{10}, and SO_x) (emissions greater than those of proposed project in all future years)	Significant and Unavoidable (VOCs, NO_X, CO, PM_{10}, and SO_x) (emissions slightly less than those of proposed project in all future years)	Significant and Unavoidable (VOCs, NO_X, CO, PM_{10}, and SO_x) (emissions generally greater than those of the proposed project in 2024 and 2026, and comparable to those of proposed project in 2030, 2035, and 2050)	Significant and Unavoidable (VOCs, NO_X, CO, PM_{10}, and SO_x) (emissions less than those of proposed project in all future years except 2024, and Alternative 4 would avoid the proposed project's exceedance of the CO threshold in 2050)
Greenhouse Gas Emissions					
Construction and Operations	Significant and Unavoidable	Significant and Unavoidable (no construction GHG emissions; greater operational GHG emissions than proposed project in all future years)	Significant and Unavoidable (reduced construction GHG emissions; slightly reduced operational GHG emissions compared to proposed project)	Significant and Unavoidable (slightly greater construction GHG emissions; slightly reduced operational GHG emissions compared to proposed project in 2024, comparatively greater GHG emissions in 2026 and 2030, and the same GHG emissions as those of the proposed project in 2035 and 2050)	Significant and Unavoidable (reduced construction GHG emissions; reduced operational GHG emissions compared to proposed project in all future years)
Human Health Risk					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant

Table ES-4: Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

Environmental Resource	Proposed Project Impact	Alternative 1: No Project	Alternative 2: Reduced Scale of Development	Alternative 3: Revised Implementation Phasing	Alternative 4: T1 Replacement and Transportation Improvements
Operations	Less Than Significant with mitigation	Significant and Unavoidable	Less Than Significant with mitigation	Less Than Significant with mitigation	Less Than Significant with mitigation
Biological Resources					
Construction	Less Than Significant with mitigation	No Impact	Less Than Significant with mitigation	Less Than Significant with mitigation	Less Than Significant with mitigation
Operations	Less Than Significant with mitigation	Less Than Significant	Less Than Significant with mitigation	Less Than Significant with mitigation	Less Than Significant with mitigation
Cultural Resources					
Construction	Significant and Unavoidable	No Impact	No Impact	Significant and Unavoidable (same as those of the proposed project)	Significant and Unavoidable (would avoid the unavoidable significant impact to one historic resource (T2-East) that would occur with implementation of the proposed project)
Operations	No Impact	No Impact	No Impact	No Impact	No Impact
Tribal Cultural Resources					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Operations	No Impact	No Impact	No Impact	No Impact	No Impact
Geology and Soils					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Operations	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Hazards and Hazardous Materials					
Construction	Less Than Significant with mitigation	No impact	Less Than Significant with mitigation	Less Than Significant with mitigation	Less Than Significant with mitigation
Operations	Significant and Unavoidable	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)

Table ES-4: Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

Environmental Resource	Proposed Project Impact	Alternative 1: No Project	Alternative 2: Reduced Scale of Development	Alternative 3: Revised Implementation Phasing	Alternative 4: T1 Replacement and Transportation Improvements
Hydrology and Water Quality					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Operations	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Land Use/Planning					
Construction	Less Than Significant	No Impacts	Less Than Significant	Less Than Significant	Less Than Significant
Operations	Significant and Unavoidable	Significant and Unavoidable (noise and traffic impacts would be worse than those of proposed project)	Significant and Unavoidable (noise and traffic impacts would be comparable to those of proposed project)	Significant and Unavoidable (noise and traffic impacts would be comparable to those of proposed project)	Significant and Unavoidable (noise impacts would be comparable to those of proposed project; traffic impacts would be less than those of the proposed project)
Noise					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Operations – Aircraft Noise	Significant and Unavoidable	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)
Operations – Roadway Noise	Significant and Unavoidable	Significant and Unavoidable (impacts would be comparable to those of the proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be generally comparable to those of proposed project, although one significant roadway noise impact of the proposed project in 2030 would be avoided under Alternative 4)
Public Services					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant

Table ES-4: Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

Environmental Resource	Proposed Project Impact	Alternative 1: No Project	Alternative 2: Reduced Scale of Development	Alternative 3: Revised Implementation Phasing	Alternative 4: T1 Replacement and Transportation Improvements
Operations	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Traffic/Circulation					
Construction	Significant and Unavoidable	No Impact	Significant and Unavoidable (intersection impacts less than those of proposed project)	Significant and Unavoidable	Significant and Unavoidable (duration of construction impacts and intersection impacts less than those of proposed project)
Operations	Significant and Unavoidable	Significant and Unavoidable (impacts would be worse than those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be comparable to those of proposed project)	Significant and Unavoidable (impacts would be less than those of proposed project)
Utilities					
Construction	Less Than Significant	No Impact	Less Than Significant	Less Than Significant	Less Than Significant
Operations	Less Than Significant	Less than Significant	Less Than Significant	Less Than Significant	Less Than Significant

Source: CDM Smith, 2018.

ES.10.4 Environmentally Superior Alternative

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The State CEQA Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. With respect to identifying an environmentally superior alternative among those analyzed in this EIR, the range of alternatives includes: Alternative 1: No Project; Alternative 2: Reduced Scale of Development; Alternative 3: Revised Implementation Phasing; and Alternative 4: T1 Replacement and Transportation Improvements. The following evaluates each alternative relative to being the environmentally superior alternative.

Alternative 1: No Project

Alternative 1: No Project would avoid all the construction-related impacts of the proposed project; however, most of the proposed project's construction impacts are less than significant, with the exception of GHG emissions (when combined with operations-related impacts), construction-related traffic impacts, and a significant and unavoidable cumulatively considerable contribution to significant air quality cumulative impact. Moreover, several operational impacts of the No Project Alternative, including those related to human health risk and air quality and GHG emissions, would be greater than the unavoidable significant impacts of the proposed project. Alternative 1 would not result in any terminal, roadway, airfield, or other improvements that would occur under the proposed project to improve operational efficiency and environmental sustainability, and better accommodate future activity levels and coordinating of transit services and facilities, and therefore, would not meet any of the Project Objectives.

Alternative 2: Reduced Scale of Development

Implementation of Alternative 2: Reduced Scale of Development would result in construction-related impacts that would, for most environmental issue areas, be generally comparable to those of the proposed project; however, relative to historic resources, Alternative 2 would avoid the significant impacts of the project, and, relative to construction-related traffic and GHG emissions, would reduce significant impacts. The operations-related impacts of Alternative 2 would be generally comparable to those of the proposed project; however, air pollutant emissions and GHG emissions would be slightly reduced compared to the proposed project. Overall, in comparison to the other alternatives, Alternative 2 is the environmentally superior alternative. Implementation of Alternative 2 would not, however, meet most of the Project Objectives. The following summarizes the relationship between Alternative 2 and the Project Objectives.

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego. *Alternative 2 – Development of a new stand-alone terminal east of existing T1 would provide a limited improvement to passenger service and efficiency, but SDIA would still rely on the existing T1 which is relatively old and inefficient, and would not provide the quality of passenger satisfaction that SDCRAA is seeking for both existing and future activity levels*.

- Objectives:
  - Maintain appropriate level of service on the curbfront, security checkpoints, passenger holdrooms, and bag claim areas. *Alternative 2 – Existing T1, as retained under Alternative 2, would provide less than desired levels of service based on limitations associated with the existing size and design of the T1 facilities, although development of the new stand-alone terminal would help compensate for those limitations.*
  - Optimize airport concessions to meet demand and generate revenue for SDIA. Alternative *2 – This objective could be met under Alternative 2.*
  - Minimize walking distances and mode changes from curbside to aircraft gate. *Alternative 2 – The design of the stand-alone terminal under Alternative 2 has an elongated concourse that extends well east of the passenger processing area and curbside, which would not meet the objective to minimize walking distances. Additionally, its physical separation from T1 and T2 would require passengers on connecting flights to or from those other terminals to walk quite a distance or would require bussing of connecting passengers between terminals.*
  - Address T1 functional deficiencies, including replacement if necessary. *Alternative 2 – This objective would not be met under Alternative 2.*
  - Develop a plan that can be implemented in a phased manner. *Alternative 2 – This objective could be met under Alternative 2.*
  - Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego. *Alternative 2 – The new stand-alone terminal could meet this objective; however, retaining the existing T1 under Alternative 2 would not respond to the objective relative to a showplace of functionality and design.*

- Goal: Plan for an operationally efficient airfield that meets FAA standards
  - Objectives:
    - Improve and optimize airfield configuration for safety, efficiency, and capacity. *Alternative 2 – Retaining the existing T1 under Alternative 2 would substantially limit the proposed improvement of Taxiway A (i.e., the end gates on T1 are located where the new Taxiway A extension is proposed); hence, the ability to achieve this objective would be compromised.*
    - Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA. *Alternative 2 – Alternative 2 does not affect this objective.*
    - Provide flexibility to respond to future aircraft, technology, and industry changes. *Alternative 2 – Alternative 2 does not affect this objective.*

- Goal: Provide a plan that is fiscally and environmentally sustainable. *Alternative 2 – Retaining existing T1, which relatively old and inefficient, requiring substantial maintenance and upkeep, is not considered to be fiscally or environmentally sustainable.*
  - Objectives:
    - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand. *Alternative 2 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, is not considered prudent. Further, the footprint of existing T1 cannot be modified to accommodate an increase in the number of security screening lanes without a major structural modification that would affect the number of gates.*
    - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives. *Alternative 2 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, is not considered fiscally responsible from an operational cost perspective.*
    - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA. *Alternative 2 – Similar to above, the long-term costs of ongoing maintenance and operation associated with retaining existing T1, instead of replacing it, would not strengthen the financial position of the Airport.*
    - Maximize funding resources through appropriate facility planning. *Alternative 2 – Same as above.*
    - Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards. *Alternative 2 – Alternative 2 does not affect this objective.*
- Goal: Optimize the productive use of SDIA properties.
  - Objectives:
    - Maximize non-airline revenues. *Alternative 2 – Alternative 2 does not affect this objective.*
    - Identify opportunities for increased commercial utilization. *Alternative 2 – Alternative 2 does not affect this objective.*
- Goal: Provide a plan that meets the aviation need of the San Diego region in a socially responsible manner.
  - Objectives:
    - Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses. *Alternative 2 – Alternative 2 could meet this objective*.

- Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs. *Alternative 2 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, implementation of Alternative 2 is not considered to provide for airport improvements in a sustainable manner and considers the total cost of ownership*.

- Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand. *Alternative 2 – Alternative 2 would provide for improved ground access with the new on-airport roadway and includes a new surface lot for parking nearby, but does not provide improvements to enhance transit service.*

  - Objectives:

    - Provide enhanced vehicular access from Harbor Drive to SDIA. *Alternative 2 – Alternative 2 meets this objective*.

    - Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor. *Alternative 2 – Alternative 2 does not meet this objective.*

    - Improve transit connections to the existing transit system planned by the San Diego Association of Governments (SANDAG) and operated by the San Diego Metropolitan Transit System (MTS) including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers). *Alternative 2 – Alternative 2 does not meet this objective*.

    - Accommodate demand for short-term and long-term parking spaces on- airport to ensure sufficient passenger satisfaction and appropriate revenue generation. *Alternative 2 – Alternative 2 includes a new surface lot for parking nearby.*

In summary, Alternative 2 could avoid or reduce certain significant impacts associated with the proposed project, but would not meet most of the project objectives.

Alternative 3: Revised Implementation Phasing

Implementation of Alternative 3 does not avoid or reduce the significant impacts of the project. Alternative 3 includes all the elements of the proposed project but with modified phasing. Therefore, as with the proposed project, it would meet all the Project Objectives. However, the timing on meeting several of the objectives would change. For example, under Alternative 3, the completion of the new T1 would occur in Phase 2a, instead of Phase 1b as would occur under the proposed project. Therefore, while Alternative 3 would still meet the objective of addressing T1 functional deficiencies, the completion of the new T1 improvements would occur in 2030 under Alternative 3, instead of 2026 as would occur under the proposed project.

Alternative 4: T1 Replacement and Transportation Improvements

Implementation of Alternative 4: T1 Replacement and Transportation Improvements, would result in construction-related impacts that would, for most environmental issue areas, be generally comparable to those of the proposed project; however, relative to construction-related air pollutant emissions, would reduce significant impacts. The operations-related impacts of Alternative 4 would be less than those of the proposed project relative to traffic, air quality, greenhouse gas, cultural resources, and noise. Implementation of Alternative 4 would meet all of the Project Objectives, as summarized below.

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego. *Alternative 4 – As with the proposed project, the new T1 would provide improvement to passenger service and efficiency. No new stinger would be constructed and no improvements to T2 would occur under Alternative 4, although interior renovations and upgrades would likely occur in the future as normal business practice.*
  - Objectives:
    - Maintain appropriate level of service on the curbfront, security checkpoints, passenger holdrooms, and bag claim areas. *Alternative 4 – the new T1 would provide the desired levels of service.*
    - Optimize airport concessions to meet demand and generate revenue for SDIA. *Alternative 4 – This objective could be met under Alternative 4.*
    - Minimize walking distances and mode changes from curbside to aircraft gate. *Alternative 4 – the design of the new T1 would meet this objective, although not linear concourse between the new T1 and the existing T2-West would be implemented.*
    - Address T1 functional deficiencies, including replacement if necessary. *Alternative 4 – this objective would be met under Alternative 4 through the replacement of the existing T1 with a new T1.*
    - Develop a plan that can be implemented in a phased manner. *Alternative 4 – This objective would be met under Alternative 4.*
    - Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego. *Alternative 4 – the new T1 would meet this objective.*
- Goal: Plan for an operationally efficient airfield that meets FAA standards
  - Objectives:
    - Improve and optimize airfield configuration for safety, efficiency, and capacity. *Alternative 4 – Alternative 4 would meet this objective.*

- Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA. *Alternative 4 – Alternative 4 does not affect this objective.*
- Provide flexibility to respond to future aircraft, technology, and industry changes. *Alternative 4 – Alternative 4 does not affect this objective.*

- Goal: Provide a plan that is fiscally and environmentally sustainable. *Alternative 4– Replacing the existing T1, which relatively old and inefficient, with new environmentally efficient construction would meet this objective. Although there would be no improvements to T2-East under Alternative 4, interior renovations and upgrades would likely occur in the future as a normal business practice.*
  - Objectives:
    - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand. *Alternative 4 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, is not considered prudent. Further, the footprint of existing T1 cannot be modified to accommodate an increase in the number of security screening lanes without a major structural modification that would affect the number of gates. As such, replacement of T1 with a new facility is more appropriate. There would be no improvements to T2-East under Alternative 4, however, interior renovations and upgrades would likely occur in the future as a normal business practice.*
    - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives. *Alternative 4 – the replacement of T1 with a new facility and the resultant reduction of long-term costs of ongoing maintenance and operation, as compared with retaining the existing T1, would strengthen the financial position of the Airport.*
    - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA. *Alternative 4 – Same as above, Alternative 4 would meet this objective.*
    - Maximize funding resources through appropriate facility planning. *Alternative 4 – Same as above, Alternative 4 would meet this objective.*
    - Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards. *Alternative 4 – the replacement of the existing T1 with new construction that exceeds the State of California's current energy efficiency requirements would meet this goal.*

- Goal: Optimize the productive use of SDIA properties.

- Objectives:
  - Maximize non-airline revenues. *Alternative 4 – Alternative 4 does not affect this objective.*
  - Identify opportunities for increased commercial utilization. *Alternative 4 – Alternative 4 does not affect this objective.*

- Goal: Provide a plan that meets the aviation need of the San Diego region in a socially responsible manner.
  - Objectives:
    - Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses. *Alternative 4 – Alternative 4 meets this objective*.
    - Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs. *Alternative 4 –Alternative 4 would provide for airport improvements in a sustainable manner and considers the total cost of ownership*.

- Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand. *Alternative 4 – Alternative 4 would provide for improved ground access with the new on-airport roadway and parking structure. Additionally, Alternative 4 provides improvements to enhance transit service. In addition to transit improvements that would occur under the proposed project, Alternative 4 includes preservation of a portion of SDIA as a "transit-ready" area to accommodate potential future regional transit system improvements that would link to SDIA.*
  - Objectives:
    - Provide enhanced vehicular access from Harbor Drive to SDIA. *Alternative 4 – Alternative 4 meets this objective*.
    - Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor. *Alternative 4 – Alternative 4 meets this objective.*
    - Improve transit connections to the existing transit system planned by the San Diego Association of Governments (SANDAG) and operated by the San Diego Metropolitan Transit System (MTS) including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers). *Alternative 4 – Alternative 4 meets this objective*.
    - Accommodate demand for short-term and long-term parking spaces on- airport to ensure sufficient passenger satisfaction and appropriate revenue generation. *Alternative 4 – Alternative 4 includes a parking structure and would meet this objective.*

Based on the above comparison of environmental impacts associated with each alternative, Alternative 4 – T1 Replacement and Transportation Improvements is considered to be the environmentally superior alternative as it would reduce the significant impacts related to air quality, GHG emissions, traffic, and historical resources that would otherwise occur under the proposed project, both in terms of construction-related impact and operations-related impacts. Although the No Project Alternative would avoid all the construction-related impacts of the proposed project, most of those construction impacts are less than significant, with the exception of construction-related traffic impacts. Moreover, the operational impacts of the No Project Alternative, including those related to air quality and GHG emissions, would be greater than the unavoidable significant impacts of the proposed project.

ES.10.5 Summary of Traffic and Circulation Mitigation Measures and Significant and Unavoidable Impacts

The following are the mitigation measures that have been identified as physically feasible and capable, or partially capable, of reducing traffic and circulation impacts to below a level of significance. As explained throughout Section 3.14.6; however, some of the mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding, legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

MM-TDM-1: **TDM and Transit Measures.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, and continued through all Project phases, SDCRAA shall implement the following TDM and Transit measures:

1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and bus line riders who could connect at the station. Implementation of this service is dependent on further outreach with Old Town stakeholders to ensure that Airport passengers do not attempt to drive to the station and overrun the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.

2. Promote the use of transit using the Palm Street LRT station to access the Airport for Airport workers and travelers. Implement the following techniques: a) continue to allow free use of Airport buses for transit riders accessing transit at the Terminal Link Road near Palm Street; and, b) promote the use of LRT on Airport connection web sites (Airport websites, Metropolitan Transit System (MTS) websites, Airport terminal kiosks, and employee/vendor notification boards.

3. Promote the use of Bus Route 992 service between downtown and SDIA. This would include the following measures to help increase ridership on this route: a) allow 992 buses to use the new on-Airport access road

including preferential locations at the terminals for bus stops; b) 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); and, c) provide branding of the route as an Airport route.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

MM-TR-I-1a: **Improve the Intersection of Laurel Street at North Harbor Drive**. Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1b: **Improve the Intersection of Pacific Highway at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide protected traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths,

SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1c: **Improve the Intersection of Kettner Boulevard at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through-lane, and one optional through/left-turn lane. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1d: **Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at

this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1e: **Improve the Intersection of Kettner Boulevard at Palm Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is *physically feasible*, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1a: **Improve Sassafras Street from Pacific Highway to Kettner Boulevard.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1b: **Improve Grape Street from Harbor Drive to Pacific Highway.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1c: **Improve Grape Street from Pacific Highway to India Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1d: **Improve Grape Street from India Street to State Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way)

to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4a: **Improve the Intersection of Columbia Street at West Grape Street.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4b: **Improve the Intersection of Grape Street at State Street / I-5 SB Ramps.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While

the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-4a: **Improve Palm Street from Pacific Highway to Kettner Boulevard.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5a: **Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way.** Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the East leg to a left lane, through lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure

is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5b: **Improve the Intersection of Kettner Boulevard at Sassafras Street.** Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5c: **Improve the Intersection of India Street at W. Grape Street.** Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-LRP-1: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center. Implementation of MM-TR-Con-1 is ***feasible***.

ES.10.5.1 Traffic and Circulation Significant and Unavoidable Impacts

The proposed project would result in a significant and unavoidable impact on the following transportation facilities. As explained throughout Section 3.14.6, physically feasible mitigation measures have been identified to reduce significant traffic and circulation impacts of the proposed project. As explained throughout Section 3.14.6, some of the proposed mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding, legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

In addition, as described in Section 3.14.6 above, per City of San Diego and Caltrans direction to Kimley-Horn on September 7, 2018 regarding potential mitigation for traffic impacts associated with the proposed project, any improvements to roadway segments that would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Report are to be considered infeasible. The intersections, roadway segments, and freeway segments for which the impacts would remain significant and unavoidable because the improvements that could mitigate the impact would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Reports are indicated below in **bold**.

Operation

Existing

Intersection

- W Laurel St at N Harbor Drive
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Harbor Island Drive at N. Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**

- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- Grape Street from Harbor Drive to Pacific Highway
- Grape Street from Pacific Highway to India Street
- Grape Street from India Street to State Street
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of Route 94 Junction**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2024

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**

- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2026

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**

- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2030

Intersection

- **Pacific Highway at Enterprise Street**
- W Laurel St at N Harbor Drive
- **Pacific Highway at W Laurel Street**
- Kettner Boulevard at W Laurel Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**

- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle/Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2035

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at Sassafras Street / Admiral Boland Way
- Kettner Boulevard at Sassafras Street
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**

- Kettner Boulevard at W Laurel Street
- Columbia Street at W Hawthorn Street
- **State Street at W Hawthorn Street**
- India Street at W Grape Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- Palm Street from Pacific Highway to Kettner Boulevard
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Southbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**

- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India/Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Robinson Avenue**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle/ Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2050

Intersection

- **Pacific Highway at Taylor Street / Rosecrans Street**
- **Pacific Highway at Enterprise Street**
- **NB Pacific Highway On-Ramp / Frontage Road at Washington Street**
- **San Diego Avenue at Washington Street**
- **Pacific Highway at Sassafras Street / Admiral Boland Way**
- **Kettner Boulevard at Sassafras Street**
- **W Laurel Street at N Harbor Drive**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Pacific Highway at W Hawthorn Street**
- **Kettner Boulevard at W Hawthorn Street**
- **India Street at W Hawthorn Street**
- **Columbia Street at W Hawthorn Street**
- **State Street at W Hawthorn Street**

- **I-5 NB Off-Ramp / Brant Street at W Hawthorn Street**
- **Kettner Boulevard at W Grape Street**
- **India Street at W Grape Street**
- **Columbia Street at W Grape Street**
- **State Street / I-5 SB On-Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Cell Phone Lot at N Harbor Drive**
- **Terminal Link Road / Coastal Guard at N Harbor Drive**
- **Kettner Boulevard at Palm Street**
- **N Harbor Drive at Laning Road**
- **Rosecrans Street at Nimitz Boulevard**

Roadway

- **Pacific Highway from Barnett Avenue to Washington Street**
- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Washington Street from East of India Street
- **Sassafras Street from Pacific Highway to Kettner Boulevard**
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Laurel Street from Pacific Highway to India Street**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**
- **Harbor Island Drive from Harbor Island Drive to Parking Lot**

- **North Island Drive, east of Parking Lot**

Freeway

- **Southbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of J Street**
- **Southbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Southbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Southbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India/Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Southbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Robinson Avenue**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Westbound direction on I-8, from east of I-5 Junction**
- **Eastbound direction on I-8, from east of I-5 Junction**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle/ Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

Construction

2020/2021 – Phase 1a

- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2024 – Phase 1b

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Columbia Street at W Grape Street**
- **Kettner Boulevard at Palm Street**

2026 – Phase 2a

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2030 – Phase 2b

- **Pacific Highway at Enterprise Street**
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Pacific Highway at W Hawthorn Street**
- **Columbia Street at W Grape Street**
- **State Street / I-5 SB On Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Kettner Boulevard at Palm Street**

ES.11 Public Comment

ES.11.1 Issues Raised and Areas of Controversy

The NOP was prepared and circulated pursuant to CEQA, and responses were received during the scoping period. The NOP was published on January 21, 2017 and is included as Appendix A of this Draft EIR along with the comment letters received during the scoping period and scoping meeting transcripts. The scoping 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[7] were received and 10 people spoke at the scoping meetings.

Following is a general summary of issues raised during the scoping process:

[7] This includes emails and oral comments submitted to a stenographer at the public scoping meeting/open house.

- Disclose air quality impacts and identify any measures to minimize air quality impacts during construction and operations.
- Evaluate any effects on human health.
- Address any changes in aircraft noise contours.
- Address impacts on local and regional roadways, including state transportation facilities.
- Consider alternative transportation improvements and integration of transportation demand management strategies to reduce vehicle trips and parking demand.
- Identify and address potential direct and indirect impacts to the California least tern.
- Address consistency with the City's Climate Action Plan.
- Address any impacts to stormwater and stormwater infrastructure.
- Address impacts to the United Airlines Hangar (ASIG building).
- Address any impacts associated with use of or exposure to hazardous materials during construction and operation.
- Consider cumulative impacts in conjunction with San Diego Port planning efforts and other projects in the area.
- Address potential to tribal cultural resources and comply with Assembly Bill (AB) 53 requirements pertaining to consultation with California Native American tribes.

Areas of controversy known to SDCRAA include:

- Aircraft noise impacts to communities around SDIA.
- Traffic impacts around SDIA.
- Ongoing growth in activity levels at SDIA.

As discussed above under Section ES.2, Background to the Recirculated Draft EIR, 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, Alternative 4 - T1 Replacement and Transportation Improvements, discussed above in Section ES.6 above.

ES.11.2 Issues to be Resolved

The major issues to be resolved include decisions by the lead agency as to whether:

- The proposed project is preferable over one or more of the alternatives;
- The recommended mitigation measures within the jurisdiction of SDCRAA should be adopted or modified; and
- The proposed project should or should not be approved for implementation.

ES.11.3 Availability of the 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 (under link to Airport Projects/Environmental Affairs/CEQA & NEPA) or www.san.org/plan and at the following locations:

- San Diego International Airport, Airport Authority Administration Building, 3225 N. Harbor Drive, 3rd 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. 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.