

**Scoping Meeting**


**Northside Improvements**

**Supplemental**


**Environmental Impact**

**Report**

June 8, 2010



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SAN DIEGO INTERNATIONAL AIRPORT



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**Agenda**

- I. Purpose of Scoping Meeting
- II. Northside Improvements
- III. AMP Programmatic EIR
- IV. Supplemental EIR Process

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## ***Purpose of Public Hearing***

- Provide an opportunity for public and agency comment concerning the potential environmental effects of the Northside Improvements to be identified in the Supplemental Environmental Report Impact.

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## ***Background***

- Airport Master Plan adopted in May 2008.
- AMP included an Airport Land Use Plan and Implementation Plan depicting airport uses and proposed projects.
- AMP Programmatic EIR analyzed Airport Land Use Plan including Airport Support and Ground Transportation Uses including a Consolidated Rental Car Facility.
- AMP Final EIR evaluated “worst case” impacts including proposed CONRAC facility, air cargo, and a dedicated roadway.

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## Proposed Actions

- **Revise Airport Land Use Plan**
  - Amend Use Areas in Adopted Airport Master Plan
- **Propose Implementation Plan – Northside Improvements**
  - Consolidated Rental Car Facility
  - Air Cargo Facility
  - Central Receiving/Distribution Center
  - Terminal Link Roadway
  - Utility Improvements
- **No Project/No Action Alternative**

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## Revised Airport Land Use Plan

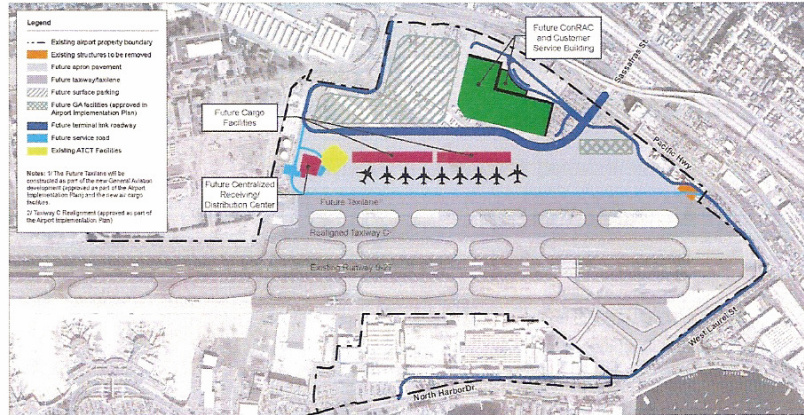


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## Airport Implementation Plan Northside Improvements



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## Environmental issues previously addressed in AMP EIR

Aesthetic/Visual	Minerals	Toxics/Hazardous
Agricultural Land	Noise	Traffic/Circulation
Air Quality	Parks/Recreation	Vegetation
Archaeological/Historical	Public Services	Water Quality
Coastal Zone	Schools	Water Supply
Economics	Septic Systems	Wetland/Riparian
Fire Hazard	Sewer Capacity	Wildlife
Flood/Drainage	Social	Growth Inducing
Geologic/Seismic	Soil Erosion	Incompatible Land Use
Jobs/Housing	Solid Waste	Cumulative Effects



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## ***Purpose of Supplemental EIR***

- Evaluate any new potentially significant impacts associated with the Northside Improvements not previously addressed in AMP Programmatic EIR.
- An Initial Study was completed along with the NOP to evaluate whether the impacts of the Northside Improvements have already been addressed in the AMP Programmatic EIR.
- The following slides summarize the environmental findings of that evaluation.

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## ***Environmental Findings for Potentially Affected Categories***

- **Traffic** – The currently proposed CONRAC is smaller in size and operations than that addressed in the AMP EIR; therefore, the associated traffic generation and impacts would be less than previously addressed in the AMP EIR.
- The dedicated roadway would be used for shuttle vehicles, reducing traffic on dedicated streets.
- Central Receiving Distribution Center would use airport road, reducing traffic further.

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## **Environmental Findings for Potentially Affected Categories**

- **Air Quality** – Air pollutant emissions associated with the AMP, which includes the Proposed Project, are well below *de minimis* thresholds and therefore is presumed to conform to the State Implementation Plan. National Ambient Air Quality Standards are exceeded for PM<sub>2.5</sub> as expected since the San Diego area includes PM<sub>2.5</sub> violations. The Proposed Project will not cause or contribute to a new violation nor increase the frequency or severity of any air quality standard.

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## **Environmental Findings for Potentially Affected Categories**

- **Light Emissions and Visual Impacts** – Appropriate lighting components have been added to the Proposed Project to reduce the impact of intrusive lighting; **however, potential visual/aesthetic impacts of the Project will be further evaluated in the SEIR based on new details regarding the proposed Northside improvements.**

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### ***Environmental Findings for Potentially Affected Categories***

- **Noise** – The Proposed Project would not change AMP finding of no significant increase in noise levels when compared to the No Project Alternative.
- **Land Use** – The Proposed Project is compatible with the existing terminal building, ground transportation, and air support facilities already on the project site, and is compatible with adjacent uses.

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### ***Environmental Findings for Potentially Affected Categories***

- **Historic, Architectural, Archeological, and Cultural Resources** – The Proposed Project will have no adverse effect on historic architectural resources.
- **Endangered Species** – The Proposed Project will not adversely affect the California least tern, which is the only endangered species near the Project.

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## **Overall Findings of the Initial Study for Northside Improvements**

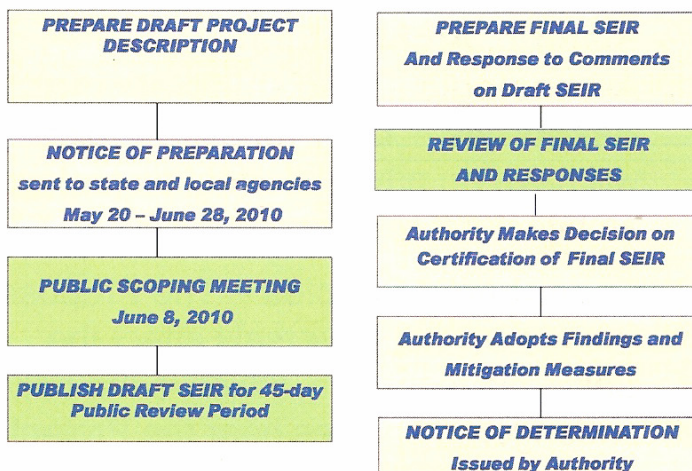
- The impacts associated with the Northside Improvements were sufficiently addressed in the AMP EIR for all environmental topics except Aesthetics.
- The availability of new details regarding the site plan and building plan for the CONRAC will allow the SEIR to further evaluate the potential for significant impacts to views and aesthetics.

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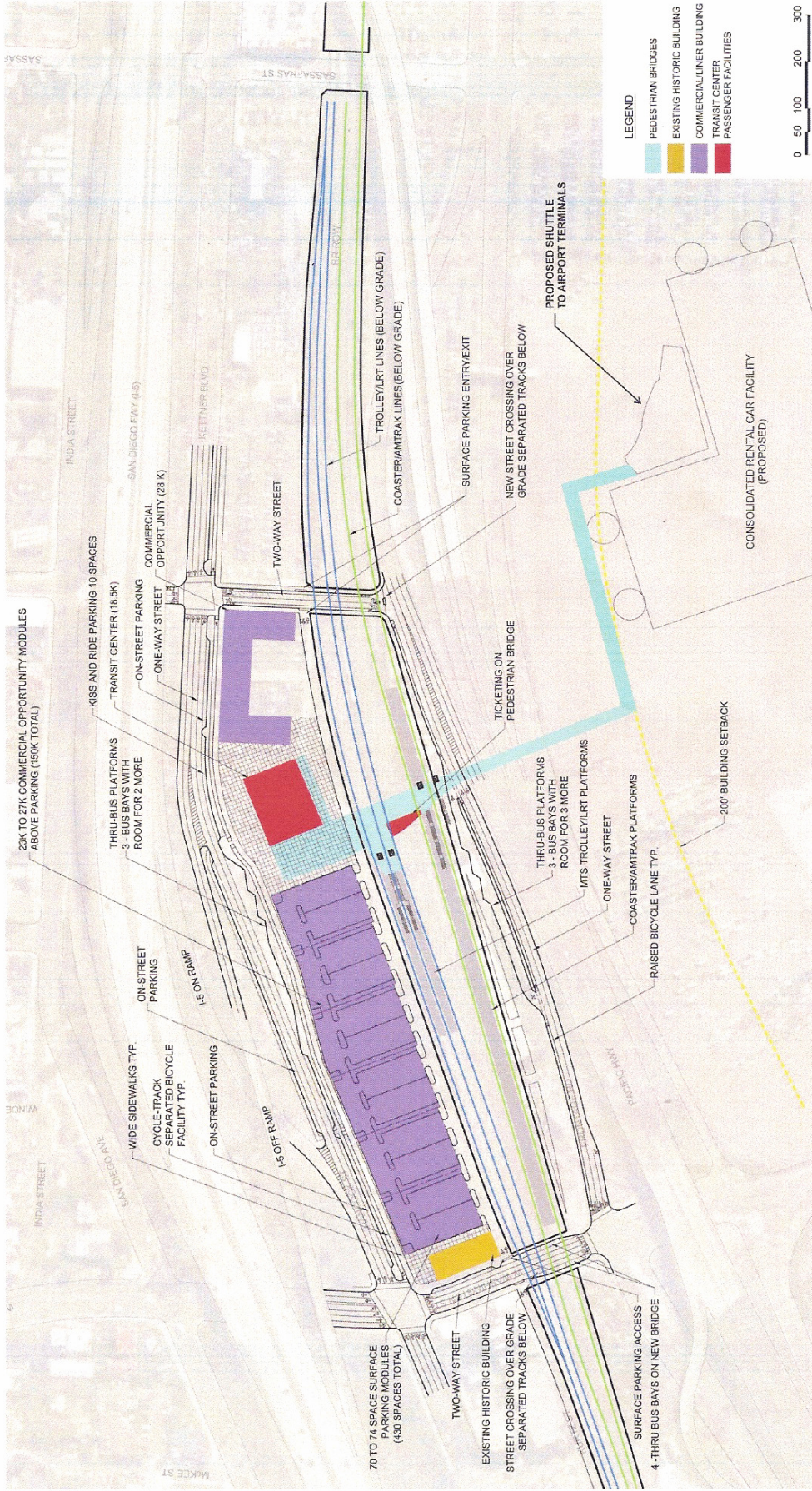
## **State Environmental Review Process (CEQA)**



# INTERMODAL TRANSPORTATION HUB - DRAFT

## OPENING DAY OPTION

BUS TRANSIT ON STREET - GRADE SEPARATION OF RAIL - ONE-WAY STREET SYSTEM - NO HIGH SPEED RAIL



- LEGEND**
- PEDESTRIAN BRIDGES
  - EXISTING HISTORIC BUILDING
  - COMMERCIAL/LINER BUILDING
  - TRANSIT CENTER
  - PASSENGER FACILITIES



**SANDAG** | SITEPLAN



IBI Group  
SANDAG ITC  
May 25, 2010



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## **Scoping Comments on Draft Supplemental EIR**

**Comments due by June 28, 2010**

<b>Mail</b>	San Diego County Regional Airport Authority Attn: Airport Planning Department P.O. Box 82776 San Diego, CA 92138-2776
<b>E-mail</b>	<a href="mailto:planning@san.org">planning@san.org</a> <ul style="list-style-type: none"><li>• E-mails must contain less than 2,000 words</li><li>• No attachments</li></ul>
<b>Deliver</b>	San Diego International Airport Commuter Terminal – Third Floor 3225 North Harbor Drive, San Diego, CA 92101
<b>Fax</b>	Attn: Airport Planning (619) 400-2459

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**Comments**

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