



# County of San Diego

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February 29, 2016

## **CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)**

1. Title:  
McClellan-Palomar Airport Master Plan
2. Lead agency and project sponsor name and address:  
County of San Diego, Department of Public Works Airport Division  
5510 Overland Avenue, Suite 410  
San Diego, CA 92123
3. Contact: Cynthia Curtis, Environmental Planning Manager  
Phone number: (858) 694-3906  
E-mail: [Cynthia.Curtis@sdcounty.ca.gov](mailto:Cynthia.Curtis@sdcounty.ca.gov)
4. Project location:  
The proposed project is located within existing County-owned property at McClellan-Palomar Airport (Airport) within the municipal boundary of the City of Carlsbad (Figure 1). Although the County's property in the vicinity totals 487 acres, including non-aviation land, the approximately 250-acre Master Plan project study area encompasses the active airfield, tenant leaseholds, aircraft and auto parking, passenger terminal building, and administrative facilities located north of Palomar Airport Road at Yarrow Drive. Included in the project study area is a 17-acre area that is currently vacant at the northeast corner of Palomar Airport Road at El Camino Real.
5. General Plan Designation: Public (City of Carlsbad General Plan)
6. Zoning: Industrial
7. Description of project:  
The McClellan-Airport Master Plan is a flexible, phased 20-year strategy to prioritize projects at the Airport that provide safety and operational enhancements. The Master Plan uses technical studies, forecast data, Federal Aviation Administration (FAA) design

engineering standards, and public involvement to support the modernization of the airport while maximizing use of existing airport property.

Due to the long-range and phased implementation schedule of the Master Plan, design and construction details, project funding, FAA review and approval for each proposed element are not yet available. Many of the proposed improvements are necessary precedents for action on larger projects. Accordingly, the County intends to conduct an analysis of potential environmental impacts at the program level to consider the scope of the action as a whole, and as a series of interrelated projects.

The Master Plan process itself was initiated after the County of San Diego Board of Supervisors received the completed *Feasibility Study for Potential Improvements to McClellan-Palomar Airport Runway* on September 25, 2013 (Item #2). The multi-year process to develop the draft Master Plan required coordination with Airport engineers, the FAA, leaseholders, regional and municipal stakeholders, as well as the public via three public workshops that occurred at milestones during the Master Plan process. The study's data and findings were incorporated into the framework of the new Master Plan, and on December 16, 2016 (Item #3), the Board of Supervisors directed staff to approach the CEQA review focused on the "Modified C/D-III classification as the preferred option, subject to the preparation of a Program-Level EIR."

The major objectives of the Modified C/D-III design for the airport include:

- Meeting FAA-required safety areas around the runway and taxiways (requires shifting aircraft movement areas),
- Maintaining a 150-foot wide runway,
- Installation of Engineered Materials Arresting System (EMAS) as a safety enhancement to stop aircraft in overrun situations,
- Improvements to the capacity and efficiency of landside (i.e. emergency services and passenger/visitor/administration) facilities.

The Master Plan evaluated rehabilitation, development, and new construction projects that would be required to meet the Modified C/D-III design, and the following projects are proposed to occur over flexible phases in the next 20-year planning period as demand or capacity is realized. A conceptual phasing plan is shown below, but is subject to funding:

Near-Term Projects (0-7 years):

- Elements to meet FAA's safety and design standards for the C/D-III airport classification, including the Runway Safety Area (RSA) of the existing runway/taxiway alignment
  - Relocation of the glideslope building, segmented circle, windsock equipment
  - Relocation of the vehicle service road
- New EMAS on the western end of runway 06-24
- Aircraft Rescue & Fire Fighting (ARFF) facility relocation
- 200-foot extension of the current runway and taxiway "A"
- Landside improvements to meet near-term aviation forecasts

Intermediate Term Projects (8-12 years):

- Elements to clear the RSA and the Runway Object Free Area (ROFA) of the ultimate runway/taxiway alignment
  - Removal of aircraft fueling tank and parking on north ramp
- Landside improvements to meet intermediate aviation forecasts

Long-Term Projects (13-20 years):

- Movement of runway 06-24 123-foot to the north, and all associated actions
  - Reconstruction/removal of connector taxiways
  - Relocation of EMAS on western end of new runway alignment
  - Relocation of navigational aids
  - Additional 600-foot extension on the ultimate runway and taxiway "A"
  - New EMAS on the eastern end of new runway alignment
- Landside improvements to meet long-term aviation forecasts

## 8. Surrounding land uses and setting:

The County owns 487 acres in and around McClellan-Palomar Airport within the municipal limits of the City of Carlsbad. Although the County's property in the vicinity totals 487 acres, including non-aviation land, the approximately 250-acre Master Plan project study area encompasses the active airfield, tenant leaseholds, aircraft and auto parking, passenger terminal building, and administrative facilities located north of Palomar Airport Road at Yarrow Drive. The airport is an important transportation asset in San Diego's North County, serving a variety of uses including commercial, corporate, and general aviation. Operations of the airport began in 1959, and the single runway public-use facility sits atop a mesa surrounded primarily by industrial/commercial land uses. Portions of the airfield and tenant leasehold areas are underlain by closed landfill. A municipal golf course lies to the west under the primarily departure end of runway 06-24, with a long tract of open space/vacant land to immediate east under the primarily arrival end of runway 06-24. The Pacific Ocean lies a little over two miles to the west.

9. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<b><u>Permit Type/Action</u></b>	<b><u>Agency</u></b>
Approval of the Airport Layout Plan	Federal Aviation Administration (FAA)
401 Permit - Water Quality Certification, General Construction Storm water Permit	Regional Water Quality Control Board (RWQCB)
404 Permit – Dredge and Fill	US Army Corps of Engineers (ACOE)
1602 – Streambed Alteration Agreement, Consistency Determination	CA Department of Fish and Wildlife (CDFW)
Consultation under Section 7 of the federal Endangered Species Act (ESA)	U.S. Fish & Wildlife Service
General Industrial Storm Water Permit	State Water Quality Control Board

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> <u>Aesthetics</u>                          | <input checked="" type="checkbox"/> <u>Agriculture and Forest Resources</u> | <input checked="" type="checkbox"/> <u>Air Quality</u>                        |
| <input checked="" type="checkbox"/> <u>Biological Resources</u>     | <input checked="" type="checkbox"/> <u>Cultural Resources</u>               | <input checked="" type="checkbox"/> <u>Geology &amp; Soils</u>                |
| <input checked="" type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input checked="" type="checkbox"/> <u>Hazards &amp; Haz. Materials</u>     | <input checked="" type="checkbox"/> <u>Hydrology &amp; Water Quality</u>      |
| <input checked="" type="checkbox"/> <u>Land Use &amp; Planning</u>  | <input type="checkbox"/> <u>Mineral Resources</u>                           | <input checked="" type="checkbox"/> <u>Noise</u>                              |
| <input type="checkbox"/> <u>Population &amp; Housing</u>            | <input type="checkbox"/> <u>Public Services</u>                             | <input type="checkbox"/> <u>Recreation</u>                                    |
| <input checked="" type="checkbox"/> <u>Transportation/Traffic</u>   | <input checked="" type="checkbox"/> <u>Utilities &amp; Service Systems</u>  | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- On the basis of this Initial Study, Department of Public Works finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, Department of Public Works finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

*Cynthia Curtis*

Signature

Cynthia Curtis

Printed Name

*February 25, 2016*

Date

Land Use/Environmental Planning  
Manager

Title

**INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance

**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

## Discussion/Explanation:

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

**Less than Significant Impact:** Scenic vistas are singular vantage points that offer obstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or designated visual resources. The proposed project is not located near or within, or visible from, a scenic vista and will not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. The project proposes improvements to Palomar Airport that would be consistent with the existing facilities and structures, and is not visible from a designated scenic vista. Therefore, the proposed project will not have an adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic (Caltrans - California Scenic Highway Program). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

**No Impact:** The proposed project is not located near or visible within the composite viewshed of a State scenic highway and will not damage or remove visual resources within a State scenic highway. All Master Plan improvements are proposed within airport property, and would be consistent with the existing visual landscape. Neither a State nor County scenic highway is located in the vicinity of the project site. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer’s perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers. The existing visual character and quality of the project site and surroundings can be characterized by the surrounding industrial and commercial uses along Palomar Airport Road and El Camino Real. The primary viewers of the airport property are motorists along Palomar Airport Road, and the entrance to the airport’s facilities is above road grade, so changes to the flat aircraft surfaces on the airport’s mesa, or improvements to structures would not be immediately visible within the viewshed.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** FAA standards specify the location, type, and height of navigational aviation lighting required for operation of the airport. The Master Plan proposes shifts of existing aircraft movement areas that will necessitate relocation of the navigational aids. The lighting would be located adjacent to runways and taxiways. Lighting sources at parking lots, access gates, and associated with building improvements or new construction would be low intensity, downward casting and shielded. The airport is located adjacent to industrial areas where no residences occur. The project does not propose new sources of substantial light or glare that would affect views in the area.

**II. AGRICULTURE AND FORESTRY RESOURCES** -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The active airfield and all existing airport facilities located on the parcel west of El Camino Real at Palomar Airport Road do not have a farmland designation. There are portions of the aircraft movement areas and leaseholds that are on top of closed landfill. To the east of El Camino Real, the County may develop a 17-acre portion of an airport-owned parcel to install landside improvements (See Figure 3). The potential development area does not currently support agricultural operations, but is designated as Unique Farmland and Prime Farmland. If the mapped farmland is converted to a paved or gravel surface, the project could cause a potentially significant impact to farmland, and will be further evaluated in the Program EIR.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project study area includes County-owned property currently operating at the airport, and 17 acres to the east of the airport across El Camino Real. The potential development areas allow for aviation and industrial uses, and the proposed Master Plan elements are consistent with existing the land use designation and zoning. The proposed improvements will not create a conflict with existing zoning as none of the lands are zoned for agricultural use. Additionally, the project site’s land is not under a Williamson Act Contract. Therefore, there will be no conflict with existing zoning for agricultural use, or a Williamson Act contract.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project study area does not contain forest lands or timberland. There are no Timberland Production Zones in the County of San Diego. In addition, the project is consistent with existing zoning and a rezone of the property is not proposed. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland production zones.

d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site does not contain any forest lands as defined in Public Resources Code section 12220(g), therefore project implementation would not result in the loss or conversion of forest land to a non-forest use. In addition, the project is not located in the vicinity of offsite forest resources.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Although the active airfield and current airport facilities are not underlain by lands designated as farmland, a 17-acre portion of land atop a mesa just east of El Camino Real is proposed for development. The potential development area does not currently support agricultural operations, but is designated as Unique Farmland and Prime Farmland. If the mapped farmland is converted to a paved or gravel surface, the project could cause a potentially significant impact to farmland, and will be further evaluated in the Program EIR.

**III. AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Air emissions at airports are most commonly associated with: aircraft, ground support equipment, fuel storage and transfer, stationary power sources, aircraft and ground facilities maintenance activities, periodic construction activities for improvements to existing facilities, and mobile air emissions associated with vehicular traffic coming to and leaving the airport. Over the course of the proposed 20-year Master Plan period, an increase in services and operations are expected, and will likely result in an increase in emissions. Although the project will incorporate many of the minimization measures in the RAQs, SIP, and other regional air plans, a detailed analysis of the proposed 20-year Master Plan’s potential impacts has not been conducted. If the proposed project were to be in conflict with the RAQs or the SIP, it could result in a Potentially Significant Impact. An evaluation of potential impacts to air quality will be conducted in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** State and Federal standards have been established for “criteria pollutants” including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). The Master Plan improvements would result in an increase in criteria pollutants, primarily mobile source emissions, from motor vehicles and aircraft. An increase in particulates would be associated with exhaust pipe and tire wear emissions, suspended dust, and construction activities. A detailed analysis of potential emission impacts associated with the proposed has not been conducted, but could result in a Potentially Significant Impact. An evaluation of potential impacts to air quality will be conducted in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O<sub>3</sub>). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM<sub>10</sub>) under the CAAQS. O<sub>3</sub> is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood,

oil); solvents; petroleum processing and storage; and pesticides. Sources of PM<sub>10</sub> in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

**Potentially Significant Impact:** As discussed above in 3(b), the proposed Master Plan improvements could result in a Potentially Significant level of criteria pollutants. An evaluation of potential impacts to air quality will be conducted in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12<sup>th</sup> Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly.

**Potentially Significant Impact:** In general, the proximity of sensitive receptors are limited to the immediate vicinity of the airport, which is predominantly industrial and commercial uses with open space/vacant land and a golf course. The nearest residential zoning is approximately ½ mile to the southwest of the airport. Pacific Ridge School is the nearest school at 1.75 miles away from the airport. The concentration of pollutants at sensitive receptors has not been quantified for either construction or operational emissions associated with the proposed Master Plan improvements, and could result in a Potentially Significant impact. Air quality impacts to sensitive receptors will be addressed in the EIR.

e) Create objectionable odors affecting a substantial number of people?

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/>            | No Impact                    |

Discussion/Explanation:

**Less Than Significant Impact:** Construction equipment may generate odors during project construction. Generation of construction odors would be a short-term impact that ceases upon completion of construction projects. The Airport also generates operational odors, primarily jet engine fumes. However, such odors would not affect a substantial number of people since aircraft operate primarily in infield areas, away from portions of the Airport which are open to the public (i.e., the terminal, parking lots). Therefore, generation of odors would be a Less Than Significant impact.

**IV. BIOLOGICAL RESOURCES** -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW), or U.S. Fish and Wildlife Service?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Airport property is primarily dominated by paved or frequently maintained (mowed/graded) surfaces which would not provide adequate habitat for sensitive species. Portions of the active airfield are underlain by a closed landfill, and the aircraft movement areas and tenant leaseholds were cleared and graded when the airport was constructed in the 1950's. However, there are small pockets of native vegetation at the western end of the runway, and on the area proposed for development just east of El Camino Real on airport-owned property. These areas may provide suitable habitat for sensitive plant and/or animal species. The proposed Master Plan improvements could result in Potentially Significant impact if sensitive species are found to be present within development areas. The County has initiated baseline biological surveys within the project study area to characterize the presence of species, and will analyze potential impacts in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The proposed Master Plan improvements could include alterations to airfield/landside drainages that may support riparian or other sensitive natural communities. Impacts to riparian habitat are Potentially Significant. Appropriate permits will be required from the USACE, RWQCB, CDFW and/or USFWS prior to construction of individual improvements, as applicable. Potential impacts to riparian habitat will be quantified and appropriate compensatory mitigation will be discussed in the EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The presence, location and size of vernal pools and seasonal wetlands will be evaluated at the airport for potential impacts where construction is proposed. A comprehensive wetland delineation has not been conducted on the airport, and would be subject to verification by the USACE as jurisdictional under Section 404 of the Clean Water Act. Wetlands not under federal Section 404 jurisdiction may still be jurisdictional under the state Porter-Cologne Water Quality Control Act. Impacts to jurisdictional wetlands would be Potentially Significant. Appropriate permits will be required from the USACE, and/or RWQCB prior to construction. Potential impacts to wetlands will be quantified and appropriate compensatory mitigation will be developed in the EIR.

d) 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?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The airport is primarily surrounded by industrial and commercial uses that do not provide connectivity for migration of wildlife. The airport perimeter is currently fenced to preclude the movement of large terrestrial wildlife onto the property to the extent feasible. Wildlife moving through the property can be a safety hazard when they cross runways and taxiways, and the Airport operates a wildlife hazard management program to minimize populations of animals which pose a threat to aviation safety.

e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project falls within the planning area of the proposed North County Multiple Species Conservation (MSCP) program. The North County MSCP has not been officially adopted; however the proposed project is consistent with the program's objectives and the proposed development/redevelopment projects are not within areas designated for conservation in the Plan.

**V. CULTURAL RESOURCES** -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Cultural resource surveys have been conducted on portions, but not all of the areas proposed for improvement in the Master Plan. Studies conducted to date have not included a detailed evaluation of the potential impacts to historical resources associated with the project, and could result in a Potentially Significant impact. A comprehensive cultural resource study will be conducted and potential impacts to cultural/archaeological resources will be addressed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** As discussed above in V.(a), potential impacts to archaeological resources have not yet been defined for the proposed project, and could be Potentially Significant. A comprehensive cultural resource study will be conducted and potential impacts to cultural/archaeological resources will be addressed in the EIR.

c) Directly or indirectly destroy a unique geologic feature?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

**No Impact:** The site does not contain any unique geologic features that have been listed in the County’s Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

d) Directly or indirectly destroy a unique paleontological resource or site?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** A review of the County’s Paleontological Resources Maps indicates that the project is located entirely on plutonic igneous rock and has no potential for producing fossil remains.

e) Disturb any human remains, including those interred outside of formal cemeteries?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**Less Than Significant Impact:** No burial sites are known to occur in the vicinity of the Airport, and most of the Airport has already been disturbed by past construction. In the event that human remains are unearthed during construction, work would cease until the County Coroner and a qualified archaeologist are consulted in accordance with State law and County CEQA Guidelines.

**VI. GEOLOGY AND SOILS** -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. 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? Refer to Division of Mines and Geology Special Publication 42.

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

ii. Strong seismic ground shaking?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The Master Plan improvements do include construction/redevelopment of new structures which would be occupied by people on a daily basis. Construction of the buildings would meet the standards of the Uniform Building Code for seismic resistance, site stability, grading, and geologic studies. Because the building would be designed to withstand seismic-related damage, and because of the proximity of the airport to fault lines, it is not expected that the proposed terminal building (or other structures) would be affected by fault rupture. Therefore, this would be a Less Than Significant impact.

iii. Seismic-related ground failure, including liquefaction?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site is not within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the liquefaction potential at the site is low. In addition, the site is not located within a floodplain. Therefore, there will be a less than significant impact from the exposure of people or structures to adverse effects from a known area susceptible to seismic-related ground failure, including liquefaction. In addition, since liquefaction potential at the site is low, earthquake-induced lateral spreading is not considered to be a seismic hazard at the site and impacts would be Less Than Significant.

iv. Landslides?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25%); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade

because these soils are slide prone. The project is not located within an identified Landslide Susceptibility Area, and the airport and vicinity does not have a history of landslides or earth flows. The project would have a Less Than Significant impact from the exposure of people or structures to potential adverse effects from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** According to the Soil Survey of San Diego County, the soils on-site are identified as Huerhuero loams, urban land complex, Diablo clay, Altamont clay, Las Flores loamy fine sand, and Loamy alluvial land. These soil types have moderate to high erodibility ratings as indicated by the Soil Survey for the San Diego Area. Construction of Master Plan improvements may affect soils that have high erodibility ratings, and those considerations will be included when design engineering plans are prepared for each element. A project-specific analysis of how the proposed project may affect soils has not yet been undertaken, and the impact is Potentially Significant and will be discussed in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Airport property includes areas underlain by a closed landfill, and construction of proposed improvements may extend into closed landfill cells. The location and extent of the construction impacts will be determined once design engineering plans are prepared for each element. A project-specific analysis of how the proposed project may affect geologic or soil stability has not yet been undertaken, and the impact is Potentially Significant and will be discussed further in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Elements of the proposed project may be constructed on soils defined as expansive, or require special design engineering considerations based on current

conditions. Elements of the proposed project that extend into portions of the closed landfill will be evaluated for constructability during the design phase. A project-specific analysis of the expansive characteristics of the soil and how the proposed project may affect soil stability has not yet been undertaken, and the impact is Potentially Significant and will be discussed further in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** All Master Plan improvements that require wastewater disposal would be continue to be serviced by the public sewer system, therefore there would not be impacts to soils associated with septic or wastewater disposal.

**VII. GREENHOUSE GAS EMISSIONS – Would the project:**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth’s average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

GHGs include carbon dioxide, methane, halocarbons (HFCs), and nitrous oxide, among others. Human induced GHG emissions are a result of energy production and consumption, and personal vehicle use, among other sources. A regional GHG inventory prepared for the San Diego Region<sup>1</sup> identified on-road transportation (cars and trucks) as the largest contributor of GHG emissions in the region, accounting for 46% of the total regional emissions. Electricity and natural gas combustion were the second (25%) and third (9%) largest regional contributors, respectively, to regional GHG emissions.

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<sup>1</sup> San Diego County Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets. University of San Diego and the Energy Policy Initiatives Center (EPIC), September 2008.

Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of ground level ozone and particulate matter, ecosystem changes, increased wildfire risk, agricultural impacts, ocean and terrestrial species impacts, among other adverse effects.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. SANDAG has prepared a Sustainable Communities Strategy (SCS) which is a new element of the 2050 Regional Transportation Plan (RTP). The strategy identifies how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible. The County of San Diego has also adopted various GHG related goals and policies in the General Plan.

As discussed in Section III. Air Quality, a detailed analysis of potential emission impacts associated with the proposed project has not been conducted, but could result in a Potentially Significant Impact. Elements of the proposed project include construction that may extend into cells of the closed landfill. Where construction impacts the existing methane gas extraction system, the project would need to include reconstruction of those elements, which may include the gas extraction wells, header piping, and condensate pipes. An inventory of ground and mobile emissions sources will be compiled for the proposed project and an evaluation of potential impacts to air quality will be conducted in the EIR.

It should be noted that an individual project’s GHG emissions will generally not result in direct impacts under CEQA, as the climate change issue is global in nature, however an individual project could be found to contribute to a potentially significant cumulative impact. CEQA Guidelines Section 15130 states that an EIR shall analyze greenhouse gas emissions resulting from a proposed project when the incremental contribution of those emissions may be cumulatively considerable.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

As discussed above in Sections III. Air Quality and VII. (a), a detailed analysis of potential emission impacts associated with the proposed project has not been conducted, but could result in a Potentially Significant Impact. An inventory of ground and mobile emissions sources will be compiled for the proposed project and an evaluation of potential impacts to air quality will be conducted in the EIR. A project-specific analysis in the EIR will determine consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of greenhouse gases.

**VIII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** A variety of common petrochemical and chemical products are routinely used at the Airport, including avgas, Jet A, solvents, cleaning products, and various lubricants. The Airport is a licensed hazardous waste generator, and follows all State and Federal laws applicable to the transport and storage of these materials. In addition, the Airport has an existing General Industrial Storm Water Permit with the Regional Water Quality Control Board. This permit requires inspections and monitoring of Airport facilities. Portions of the airport property are underlain by cells of a closed landfill. Elements of the proposed project include construction that may extend into those areas. Where construction impacts the existing methane gas extraction system, the project would need to include reconstruction of those elements, which may include the gas extraction wells, header piping, and condensate pipes. All construction activities that would require earthwork in the vicinity of those areas are required to be reviewed by the County Department of Environmental Health prior to construction. The proposed Master Plan improvements do not propose any modification to existing Airport operations related to transport, use, or storage of hazardous materials, and therefore, would result in a Less Than Significant impact.

- b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The airport’s nearest school is Pacific Heights Academy, located approximately 1.75 miles away at 5611 Palmer Way, Suite B, Carlsbad CA 92010.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The locations of proposed Master Plan improvements on airport property will be reviewed in conjunction with the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5., the San Diego County Hazardous Materials Establishment database, the San Diego County DEH Site Assessment and Mitigation (SAM) Case Listing, the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database (“CalSites” Envirostor Database), the Resource Conservation and Recovery Information System (RCRIS) listing, the EPA’s Superfund CERCLIS database or the EPA’s National Priorities List (NPL). An evaluation of the proposed project’s possibility of encountering hazardous materials and exposure of these materials to the public or the environment would be a Potentially Significant Impact, which will be addressed in the EIR.

- d) For a project 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, would the project result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The purpose of the new 20-year Master Plan is to provide a planning document to guide future development of a safe and efficient airport. All proposed changes to the airfield facilities or operations are designed for consistency with FAA design standards, and therefore would not result in a new or increased safety hazard to people in the project area. The San Diego Regional Airport Authority, as the Airport Land Use Commission for San Diego airports, approved an airport land use compatibility plan for the airport on December 1, 2011. The plan provides guidance on compatible land uses surrounding the airport, and requires the local land use jurisdiction to amend their planning documents to conform.

e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

The following sections summarize the project’s consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

**Less Than Significant Impact:** The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

**No Impact:** The San Onofre Nuclear Generating Station is in the process of being decommissioned. The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

**No Impact:** The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

**No Impact:** The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

**No Impact:** The Dam Evacuation Plan will not be interfered with because the project is not located within a dam inundation zone.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The Airport has a vegetation maintenance program, which includes regular mowing of grassed infield areas, thereby reducing the fuel load of grassed areas and decreasing the likelihood of fire. In addition, the Airport has aircraft rescue and fire fighting staff on the Airport to contain any aviation-related fires. The Project would not construct buildings adjacent to wildlands or expose people to a significant risk of wildland fire, and therefore, would have No Impact.

h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident’s exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or

other similar uses. Therefore, the project will not substantially increase current or future resident’s exposure to vectors, including mosquitoes, rats or flies.

**IX. HYDROLOGY AND WATER QUALITY** -- Would the project:

a) Violate any waste discharge requirements?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The airport is required to comply with the operational waste discharge requirements of the National Pollutant Discharge Elimination System (NPDES) permit program, and proposed Master Plan improvements would be designed to incorporate NPDES permit program requirements for construction and operational discharges. In addition, any impacts to jurisdictional waters or wetlands that would occur during construction would require permits from the USACE or RWQCB to ensure that federal and state water quality standards are met. Applicable permits will be identified in the EIR.

The project would result in construction of new impervious surfaces for the runway, taxiways, service road, etc. An increase in impervious surface area would result in an increase in storm water runoff which may contain pollutants. Earthwork could also result in soil erosion and discharges of pollutants into waterways if not properly mitigated, and these activities could present a Potentially Significant Impact. A project-specific analysis of potential construction and operation-related waste discharge impacts will be conducted and discussed in the EIR.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant:** The project lies in the (404.31) hydrologic subareas, within the Carlsbad hydrologic unit. According to the Clean Water Act Section 303(d) list, portions of this watershed, along the coast of the Pacific Ocean at Buena Vista Lagoon, Escondido Creek, Loma Alta Slough, and San Marcos are impaired for coliform bacteria; Agua Hedionda Lagoon is impaired for coliform bacteria and sedimentation; Buena Vista Lagoon is impaired for coliform bacteria, nutrients, and sedimentation; Loma Alta Slough is impaired for eutrophication and coliform bacteria; San Elijo Lagoon is impaired for eutrophication, coliform bacteria and sedimentation. Constituents of concern in the Carlsbad watershed include coliform bacteria, nutrients, sediment, trace metals, and toxics. However, the project would not contribute any new sources or land use activities that would generate these pollutants.

The project will likely include construction activities (i.e. grading) that could cause sediment and soils to be released off site and carried downstream from the project. However, the site

design measures, source control BMPs, and treatment control BMPs will be employed such that potential pollutants will be reduced in any runoff to the maximum extent practicable so as not to increase the level of these pollutants in receiving waters. These BMPs include the installation of vegetated swales; installation of fiber rolls; use of silt fences; and gravel bags.

The proposed BMPs are consistent with regional surface water and storm water planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result the project will not contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d). Regional surface water and storm water permitting regulation for County of San Diego includes the following: San Diego Region, Order No. R9-2013-0001, (NPDES No. CAS 0109266); County Watershed Protection Ordinance; Stormwater Management, and Discharge Control Ordinance (WPO); County Stormwater Standards Manual. The stated purposes of these ordinances are to protect the health, safety and general welfare of the County of San Diego residents; to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the County is compliant with applicable state and federal laws. The Watershed Protection Ordinance has discharge prohibitions, and requirements that vary depending on type of land use activity and location in the County. Each project subject to WPO is required to prepare a Stormwater Management Plan that details a project’s pollutant discharge contribution to a given watershed and propose BMPs or design measures to mitigate any impacts that may occur in the watershed.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region to protect the existing and potential beneficial uses of each hydrologic unit. The project lies in the Lower San Luis Rey hydrologic subarea, within the San Luis Rey hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply; industrial service supply; freshwater replenishment; hydropower generation; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; marine habitat; migration of aquatic organisms; and, rare, threatened, or endangered species habitat.

The project proposes the following potential sources of polluted runoff: construction activities including grading that could cause sediment and soils to be released off site and carried downstream from the project. The proposed project will result in a minor increase of impervious surface area. However, the project design will include drainage improvements to address this increase in impervious surfaces. The following site design measures, source control BMPs, and treatment control BMPs will be employed to reduce potential pollutants in

runoff to the maximum extent practicable, such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses: installation of vegetated swales; installation of fiber rolls; use of silt fences and gravel bags.

Dewatering of groundwater may be necessary if groundwater is encountered during construction of the drainage improvements at Keys Creek. A dewatering plan will be developed to ensure that impacts to surface waters would not result.

In addition, the proposed BMPs are consistent with regional surface water, storm water and groundwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project will not contribute to a cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Refer to Section VIII., Hydrology and Water Quality, Question b, for more information on regional surface water and storm water planning and permitting process.

d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The airport does not currently, and does not propose the use of groundwater for any purpose, as the site is connected to the public water system. Certain elements of airport landscaping are fed by reclaimed water lines. The Master Plan improvements would include additional pavement, but would not interfere substantially with groundwater recharge and would have No Impact on the local groundwater supply.

e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The Master Plan improvements include new areas of pavement that must adhere to specific FAA design standards for slope and drainage. A comprehensive analysis will be conducted to assess how these new surfaces will affect the existing drainage pattern of the site and address any on- or off-site impacts. The impacts could be Potentially Significant, and will be discussed in the EIR.

f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The Master Plan proposes construction of additional impervious surfaces. This would result in an increase in the amount of runoff over existing conditions. In addition, drainage improvements will be included in the project design to process on-site runoff (i.e., detention basins) and minimize post-project peak discharge rates. This could be a Potentially Significant impact, and will be addressed in the EIR.

g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Due to the increase in impervious surfaces, project design will include operational BMPs such as storm water detention basins to process additional runoff generated by new impervious surfaces. These structures would be designed to not generate runoff in excess of planned drainage system capacity. The EIR will include a review of the airport drainage plan and will address any identified potentially significant impacts.

h) Provide substantial additional sources of polluted runoff?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** Construction and operation of the airport improvements could cause sediment and soils or pollutants to be released off site and carried downstream from the project. However, site design measures and/or source control BMPs and/or treatment control BMPs will be employed such that potential pollutants will be reduced in runoff to the maximum extent practicable and in conformance with applicable water quality regulations.

i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** The proposed project does not involve the construction of housing. Therefore it will not place housing within a 100-year flood hazard area.

j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** No 100-year flood hazard areas were identified within the project study area. Therefore, no impact would occur.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** The project site lies outside any identified special flood hazard area. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the property. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

m) Inundation by seiche, tsunami, or mudflow?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

i. SEICHE

**No Impact:** The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

**No Impact:** The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

**No Impact:** Mudflow is a type of landslide. The site is not located within a landslide susceptibility zone. In addition, though the project does propose land disturbance that will expose unprotected soils, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

**X. LAND USE AND PLANNING** -- Would the project:

a) Physically divide an established community?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would not physically divide a community, as it is proposed entirely on airport land. Therefore, the proposed project will not significantly disrupt or divide the established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** All proposed airport improvements would be located entirely on existing airport property. Accordingly, the San Diego Regional Airport Authority’s Airport Land Use Commission (ALUC) does not have jurisdiction over the project itself. However, alterations to runway 06-24 and other applicable facilities, would require an update to the airport’s comprehensive Land Use Plan for changes in noise contours, safety zones, and/or land use type or density policies within the ALUC jurisdiction for the airport. Potential impacts to species associated with biological conservation plans are discussed in Section IV (e) and will be further evaluated in the EIR. The proposed Master Plan improvements would be reviewed for consistency with the County of San Diego General Plan, City of Carlsbad General Plan, and other applicable land use plans, policies and regulations of agencies that have jurisdiction. Some of the improvements could be Potentially Significant, and will be fully addressed in the EIR.

**XI. MINERAL RESOURCES** -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Potential Mineral Resource Significance” (MRZ-3).

However, the project is located within an existing airport that has been in use since 1959 and is surrounded by densely developed land uses (including commercial and industrial uses) which are incompatible to future extraction of mineral resources on the project site. A future mining operation at the project site would likely create a significant impact to neighboring properties for issues such as noise, air quality, traffic, and possibly other impacts. Therefore, implementation of the project will not result in the loss of availability of a known mineral resource that would be of value since the mineral resource has already been lost due to incompatible land uses.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site is not on designated mineral recovery site lands or is located within 1,300 feet of such lands. Therefore, the proposed project would not result in the loss of availability of locally important mineral resource(s). Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan will occur as a result of this project.

**XII. NOISE** -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Noise levels are typically measured in one of two ways, as the Community Noise Equivalent Level (CNEL) or the Day-Night Average Level (Ldn). Both methods provide a measurement of total noise exposure at a given location for an average day. The most common unit of sound measurement is the decibel (dB). Because the human ear is more sensitive to some sound wave frequencies than others, different sound weighting scales have been developed. The "A" weighting scale is the most commonly used for environmental noise assessment, as it correlates well with the human response to noise sources such as aircraft and traffic (A-weighted decibels is abbreviated as dBA).

A new noise analysis will be conducted for the proposed Master Plan improvements using CNEL as the impact metric, and will incorporate the forecasted aviation operations over the 20-year planning period. The projected number of annual operations, aircraft fleet mix, and traffic pattern will be modeled using the existing and proposed runway/taxiway alignments. Ground noise will also be analyzed. Noise impacts are Potentially Significant, and will be analyzed in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project would not generate excessive ground borne vibration. Construction activities may result in minor generation of ground borne vibrations from heavy construction equipment. No high vibration producing activities are proposed as part of construction. Ground borne vibrations generated by construction activities would be of low magnitude, would be temporary, and would result in a Less Than Significant groundborne noise impact.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The new Master Plan forecasts an increase in the number of flight operations over its 20-year planning period when compared to baseline levels, which could result in an increase in the ambient noise level in the Airport vicinity. This impact could be Potentially Significant. A new noise analysis will be conducted as part of the EIR environmental review process to determine if the changes would result in a substantial permanent increase over existing noise levels.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Construction activities will temporarily generate noise, however all of these construction activities would occur on airport property and sensitive receptors such as residences and schools are generally too far away from the Airport to be affected by construction noise. However, a project-specific noise analysis will be conducted for the proposed Master Plan improvements to assess temporary noise impacts associated with the use of heavy machinery, which may be Potentially Significant. Further CEQA review of construction noise will be included in the EIR.

e) For a project 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, would the project expose people residing or working in the project area to excessive noise levels?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** McClellan-Palomar Airport is a public airport and an airport land use plan (CLUP) applies to the surrounding area. As discussed above in Section XII, noise contours will be modeled and impacts analyzed for the proposed facilities and potential runway extensions as part of the EIR noise study. In addition, updated maps will be prepared for the use of the ALUC.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within the vicinity of a private airstrip, the project is located on a public airport.

**XIII. POPULATION AND HOUSING** -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed Master Plan improvements are designed to accommodate existing and long-term demand for the public-use airport. The proposed project will not induce substantial population growth in an area because the project does not propose new homes or businesses, nor does it require any physical or regulatory change that would remove a restriction to or encourage population growth in an area. Therefore the project would have a Less Than Significant impact on population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes facility improvements within existing airport property. No acquisition of additional right of way is required, nor will the project displace any existing housing. Therefore, the Master Plan improvements would have No Impact to existing housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No property is proposed for acquisition, therefore no displacement of residents would occur in association with the Master Plan improvements.

**XIV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts 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 service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:**

Fire protection: Due to the airport’s location within the City of Carlsbad, its landside fire response is provided by the City’s Fire Department. The Department’s Fire Station #5 is located east of the airport on Orion Way, just east of El Camino Real. The County has provided a fire apparatus staging area along the north side of the airport boundary. The Master Plan proposes moving and upgrading the onsite Aircraft Rescue and Fire Fighting (ARFF) facility to a vacant site adjacent to the air traffic control tower. (See Figure 4.) Specific emergency response facilities and equipment are dictated by the FAA in response to aircraft use of the airport. Any changes to the operations of emergency response would be arranged with the appropriate agencies prior to implementation.

Police Protection: The police response will continue to be from the City of Carlsbad, and County Sheriff as needed. There is not anticipated to be an increase in need for police protection in association with the proposed Master Plan activities as the project does not include development of new residences or businesses. Airport security within the passenger terminal would be provided by the federal Transportation Security Administration (TSA) and contracted security personnel, and would impact local police forces only in the event of an emergency.

Schools, Parks, or other Facilities: The proposed Master Plan improvements would not result in the need for new schools, parks, or public facilities or utilities.

Accordingly, there would be no impact to police, schools, park, or other facilities, and the upgrade/movement of the ARFF facility to a new location with improved access to the runway on a vacant site is Less Than Significant.

**XV. RECREATION**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any residential use including, but not limited to, a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

**XVI. TRANSPORTATION AND TRAFFIC** -- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of the effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Although the airport is owned and operated by the County of San Diego, airport users must use the local City of Carlsbad traffic network to access the site. The City of Carlsbad’s General Plan includes assumptions regarding the long-term use

forecast for the airport, and associated increases in ground and air transportation. The impact to the City of Carlsbad and Caltrans' road network is Potentially Significant. A project-specific traffic analysis for the proposed Master Plan improvements will be conducted and discussed in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation: The designated congestion management agency for the San Diego region is SANDAG. SANDAG is responsible for preparing the Regional Transportation Plan (RTP) of which the Congestion Management Program (CMP) is an element to monitor transportation system performance, develop programs to address near- and long-term congestion, and better integrate land use and transportation planning decisions. The CMP includes a requirement for enhanced CEQA review applicable to certain large developments that generate an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak hour vehicle trips. These large projects must complete a traffic analysis that identifies the project's impacts on CMP system roadways, their associated costs, and identify appropriate mitigation. Early project coordination with affected public agencies, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) is required to ensure that the impacts of new development on CMP transit performance measures are identified.

**Potentially Significant Impact:** As discussed above in Section XVI(a), potential traffic/transportation impacts associated with the proposed Master Plan are Potentially Significant and will be discussed in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Based on Master Plan aviation forecasts, there is expected to be an increase in commercial air service and overall aircraft operations over the 20-year planning period. The potential runway extensions and a slight northward shift in the runway and taxiways may slightly shift how aircraft operate on the ground, but air traffic patterns would not substantially differ from existing conditions. The forecasted increase in air traffic will be assessed in terms of safety risks, could be Potentially Significant, and will be discussed further in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** The proposed project will not alter vehicular traffic patterns, roadway design, place incompatible uses on existing roadways, or create or place curves, slopes or walls which would impede adequate site distance on a road. Any potential improvements to the ground network would be in accordance with the City of Carlsbad General Plan and Road Standards.

e) Result in inadequate emergency access?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**No Impact:** Emergency access is an engineering design consideration during development of the proposed Master Plan improvements. The project does not propose changes that would impede emergency access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The design and layout of parking lots, vehicular circulation, pedestrian access, etc. are elements that will be studied in the Master Plan. The project will reviewed and designed to conform with the City of Carlsbad General Plan for local and regional alternative transportation connectivity. The project will not conflict with policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

**XVII. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes to continue to discharge domestic waste through facilities operated by the Encina Wastewater Authority, a community sewer system that is permitted to operate by the RWQCB. Therefore, because the project will be discharging wastewater to a RWQCB permitted community sewer system, the project is consistent with the wastewater treatment requirements of the RWQCB, including the Regional Basin Plan and would have a Less Than Significant impact.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/>	No Impact

Discussion/Explanation:

**No Impact:** The project does not propose or require new or expanded water or wastewater treatment facilities, nor significant associated environmental effects.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input checked="" type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input type="checkbox"/>	No Impact

Discussion/Explanation:

**Potentially Significant Impact:** The proposed Master Plan improvements include areas of new impervious surfaces that would require adherence to aircraft movement area drainage requirements established by FAA design standards. Storm water drainage improvements would be constructed in association with these projects, including surface and subsurface drain system components and stormwater detention basins. The installation of these elements may constitute a Potentially Significant Impact and will be addressed in the EIR.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	Potentially Significant Impact	<input checked="" type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input type="checkbox"/>	No Impact

Discussion/Explanation:

**Less Than Significant Impact:** Proposed Master Plan improvements would require additional potable water, and generate greater amounts of wastewater than existing conditions,

due primarily to redevelopment to the passenger terminal, administrative building, and support facilities. Where applicable, reclaimed water will be used for landscaping. Once the actual landside improvements are sized and calculated for usage, the increased demand will be compared against the airport's existing entitlements, but due to the use of water-efficient fixtures and reclaimed water, it is expected to be a less than significant impact to the entitlements and wastewater treatment capacity.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** As discussed in Section XVII. (a,b,c,d), the increase in wastewater associated with the proposed landside improvements will be fully analyzed in the EIR. The increase in wastewater generation is not expected to exceed the facilities operated by the Encina Wastewater Authority.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The new Master Plan proposes improvement projects which would result in greater generation of solid waste over its 20-year planning period than under current conditions, primarily due to expansion of visitor-serving facilities (e.g., restrooms, restaurants) and the projected increase in the number of airline passengers anticipated to use these facilities. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project would comply with applicable federal, state, and local statutes and regulations related to solid waste during operation and construction, and therefore, would have No Impact.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

Implementation of the proposed Master Plan improvements could result in potentially significant impacts on: agriculture, air quality, biological resources, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation/traffic, and utilities and service systems. County Airports will be conducting project-specific analyses for each of these subject areas for evaluation in the Program EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

The new 20-year Master Plan will guide long-range planning and development on Airport property. The construction and operation of the facility improvements may generate project-level impacts which could contribute to a cumulatively considerable impact. These impacts will be evaluated in the Program EIR in the context of applicable cumulative study areas. Due to the long-range and phased implementation schedule of the Master Plan, design and construction details, project funding, FAA review and approval for each proposed element are not yet available. Each component of the Master Plan will be evaluated at the program-level in the EIR for environmental impacts. Over the 20-year planning period as implementing projects are initiated/preceding the securement of funding and approvals, the individual project will be reevaluated as being within or outside of the scope of the Program EIR and additional environmental review will be conducted, as applicable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/>            | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

The new 20-year Master Plan proposes improvements that could result in direct and/or indirect adverse effects to humans due to potential impacts associated with air quality, hazards and hazardous materials, noise, transportation and traffic, and those impacts will be evaluated in the Program EIR.

**XIX. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST**

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to [www.leginfo.ca.gov](http://www.leginfo.ca.gov). For County regulation refer to [www.amlegal.com](http://www.amlegal.com). All other references are available upon request.

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US Department of the Interior, Bureau of Land Management (BLM) modified Visual Management System.

US Department of Transportation, Federal Highway Administration (FHWA) Visual Impact Assessment for Highway Projects.

**Figure 1**

# **Airport Property & Vicinity**

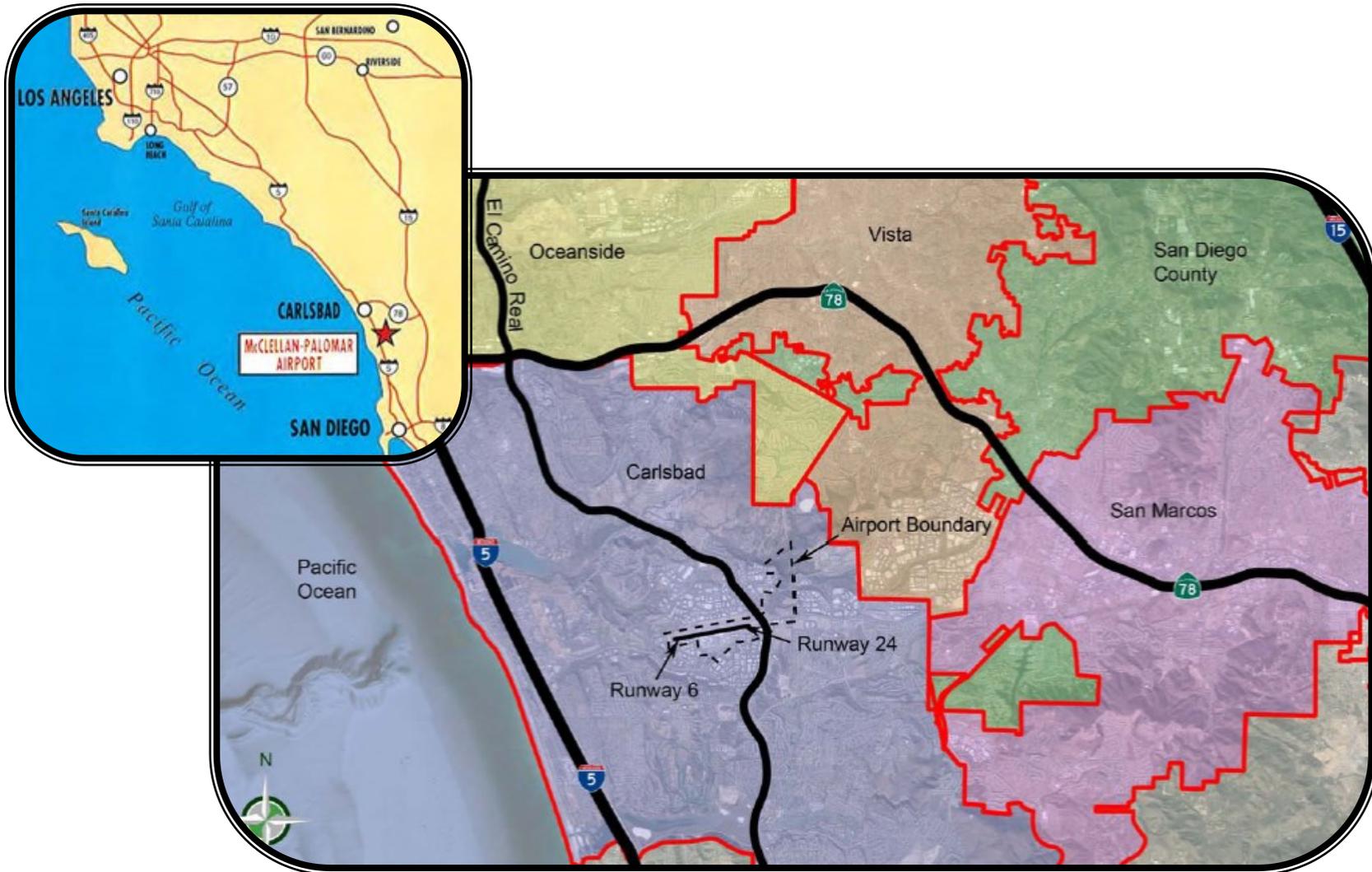


Figure 2

# Modified C/D-III: Airside Components



Figure 3

# Modified C/D-III: Landside Improvement Areas

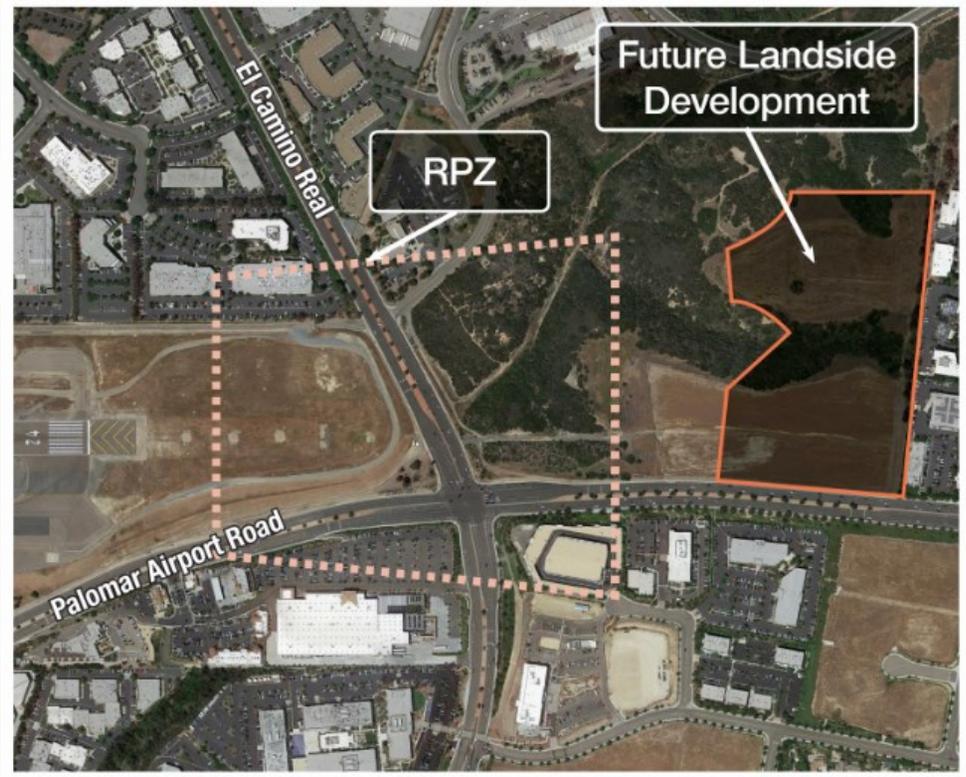


Figure 4

# Modified C/D-III: Airside & Landside Phasing Plan

## DEVELOPMENT PHASES/FEATURES:

NEAR-TERM (0-7 YEARS)	INTERMEDIATE-TERM (8-12 YEARS)	PHASE 3: LONG-TERM (13-20 YEARS)
1 Relocation of the Glideslope Building	9 Removal of Fuel Farm on North Apron	12 Relocation of RWY 06-24 (Includes REILs, PAPIs, Localizer Antennae and MALSRS)
2 Relocation of the Segmented Circles and Windsock Equipment	10 Removal of the North Apron	13 Removal/Reconstruction of Existing Connector Taxiways
3 Relocation of ARFF Facility	11 Future Airside Development	14 Removal/Reconstruction of Existing TWY A (Includes Lighting)
4 Construction of EMAS System on RWY West End		15 Construction of EMAS System on East End
5 Relocation of the Vehicle Service Road		16 Relocation of EMAS System on West End
6 200' Extension of Existing Runway		17 200' RWY Extension
7 200' Extension of Existing Taxiway A		18 600' RWY Extension
8 Relocation of Lighting Vault		19 Future Passenger/Admin Facilities Improvements

