



County of San Diego

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**NOTICE OF PREPARATION
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE
MCCLELLAN-PALOMAR AIRPORT MASTER PLAN
CARLSBAD, SAN DIEGO COUNTY, CALIFORNIA**

FEBRUARY 29, 2016

The County of San Diego Department of Public Works (County) owns and operates McClellan-Palomar (Palomar) Airport in the City of Carlsbad. The airport is an important transportation asset in San Diego's North County, serving a variety of uses including commercial, corporate, and general aviation. The current Master Plan was prepared in 1997 and is reaching the end of its 20-year planning period. The County will be the Lead Agency in preparation of a Program Environmental Impact Report (EIR) for the proposed new 20-year Master Plan in compliance with the California Environmental Quality Act (CEQA). As the CEQA Lead Agency, the County is requesting input as to the scope and content of the environmental information that should be contained in the Program EIR for the purpose of conducting an environmental review of the new McClellan-Palomar Airport Master Plan.

The Airport Master Plan objective is to develop a road map of airside and landside facility improvements for the next 20-year planning period in a manner that maximizes safety and operational efficiency, considers aviation forecasts, market trends, land use opportunities and constraints, phasing, financial feasibility, stakeholder and public input, as well as environmental review.

This notice is issued pursuant to Section 15082 of the State CEQA Guidelines. It is intended to inform those persons and organizations that may be concerned with the environmental effects of the project. Those public agencies with specific statutory responsibilities are requested to indicate their specific role in the project approval process. The Initial Study for this project is available for review and download on the Airport Master Plan's website:

<http://www.sandiegocounty.gov/content/sdc/dpw/airports/palomar/masterplan.html> Hard copies are also available for in-office review at the Airport's office located at: 2192 Palomar Airport Rd, Carlsbad, CA 92011, at the Carlsbad City Library, 1775 Dove Ln, Carlsbad, CA 92011, the San Marcos Branch Library at 2 Civic Center Drive, San Marcos, CA 92069, or the Vista Branch Library at 700 Eucalyptus Avenue, Vista, CA 92084.

The County will hold a public scoping meeting to outline elements of the Master Plan, provide an opportunity to view exhibits, and discuss the Airport's future with engineering and environmental staff. Written comments regarding the scope of analysis in the Program EIR will be accepted at the meeting. The meeting will be held on Monday, February 29, 2016, from 6 to 8pm at 1635 Faraday Ave, Carlsbad, CA 92008.

If you wish to submit written comments focusing on your area of expertise, your agency's area of expertise, or other issues related to the scope of the environmental analysis, written responses may be mailed, faxed, or emailed to the address below. Due to the time limits mandated by State law, responses should be sent at the earliest possible date, but no later than March 29, 2016, 5:00 p.m. Please send your comments to:

County of San Diego, Department of Public Works
 Attn: Cynthia Curtis, Environmental Planning Manager
 5510 Overland Avenue, Suite 410
 San Diego, CA 92123
 Fax: (858) 694-3925
 e-mail: Cynthia.Curtis@sdcounty.ca.gov



Figure 1: McClellan-Palomar Airport Regional Map & Master Plan Components

DEVELOPMENT PHASES/FEATURES:		
NEAR-TERM (0-7 YEARS)	INTERMEDIATE-TERM (8-12 YEARS)	PHASE 3: LONG-TERM (13-20 YEARS)
<ul style="list-style-type: none"> 1 Relocation of the Glideslope Building 2 Relocation of the Segmented Circles and Windssock Equipment 3 Relocation of ARFF Facility 4 Construction of EMAS System on RWY West End 5 Relocation of the Vehicle Service Road 6 200' Extension of Existing Runway 7 200' Extension of Existing Taxiway A 8 Relocation of Lighting Vault 	<ul style="list-style-type: none"> 9 Removal of Fuel Farm on North Apron 10 Removal of the North Apron 11 Future Airside Development 	<ul style="list-style-type: none"> 12 Relocation of RWY 06-24 (Includes REILs, PAPIs, Localizer Antennae and MALSRS) 13 Removal/Reconstruction of Existing Connector Taxiways 14 Removal/Reconstruction of Existing TWY A (Includes Lighting) 15 Construction of EMAS System on East End 16 Relocation of EMAS System on West End 17 200' RWY Extension 18 600' RWY Extension 19 Future Passenger/Admin Facilities Improvements



ENVIRONMENTAL DOCUMENT

The environmental document will be a program-level EIR as defined in Section 15168 of the CEQA Guidelines and is intended to allow the County to examine the environmental effects of the proposed Master Plan improvements and to take steps to avoid environmental impacts.

PROJECT LOCATION: The proposed project is located within existing County-owned property at McClellan-Palomar 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.

PROJECT DESCRIPTION: The McClellan-Palomar 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 #3). 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-feet 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

POTENTIAL ENVIRONMENTAL IMPACTS

An analysis of the environmental impacts is currently being conducted and will be discussed in the environmental document. The following resources will be analyzed for potentially significant impacts: 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. Additional issues may be identified during the scoping process. These issues, along with an analysis of project alternatives, cumulative effects, and potential for growth inducement, will be analyzed and discussed in the Program EIR.