

## McClellan-Palomar Airport Recirculation Fact Sheet



### Why is the County recirculating the Master Plan EIR?

On January 18, 2018, the McClellan-Palomar Airport Master Plan Update and Draft Program Environmental Impact Report (PEIR) were circulated for public review for 61 days concluding on March 19, 2018. After reviewing public comments received during the public review period, staff determined it was necessary to recirculate portions of the Draft PEIR, including Biology, Energy, Greenhouse Gas Emissions, and several exhibits.

Recirculation is not uncommon with large projects, and it is a part of the process. If after public comments are reviewed and it is determined revisions and clarifications are needed, as in this case, the public has an opportunity to review and comment on the recirculated elements. This allows for a thorough public review process. More information regarding the recirculation can be found in the Draft PEIR Reader's Guide available on the Master Plan website ([www.PalomarAirportMP.com](http://www.PalomarAirportMP.com)).

### When is the public review period for the recirculated Draft PEIR?

The recirculated portions of the Draft PEIR will be available for a 46-day public review period from June 21 – August 6, 2018. Reviewers should limit the scope of their comments to only the portions of the Draft PEIR that have changed and are included in the recirculation of the Draft PEIR. Previous comments on the Draft PEIR do not need to be resubmitted and will be responded to in the Final PEIR.

### What is being recirculated?

Sections of the Draft PEIR that went out for public review were updated and will be provided to the public for review. These include Section 2.2 Biological Resources, a new Section 3.1.10 Energy, Section 3.1.5 Greenhouse Gas Emissions, and associated technical report addendum. Exhibits pertaining to the Runway Protection Zone (RPZ) – areas located on each end of the runway where land uses may be restricted to protect persons and property on the ground from aircraft – are also included to provide the public with more specific information on the how airport RPZs would shift with each proposed alternative and the potential impacts to land use.

### Why are these components being recirculated?

#### Biology

FAA owns and operates the existing navigational lighting system on the County-owned parcel just east of El Camino Real. It is anticipated that with the shift of the runway to the north, a corresponding shift in the location of the existing lights and associated access road would be needed. Although this project element was shown and described in the Draft PEIR released for public review, the conceptual placement and alignment of the light relocation was not designed or calculated for potential impacts. This Eastern Parcel component is now being analyzed to describe the potential impacts to biological resources if, or when, the FAA funds relocation of their navigational lighting system.

#### Energy

Although energy use and consumption was disclosed in sections of the Draft PEIR, the analysis did not include energy conservation as it related to current regulations regarding energy, so a new Draft PEIR Section 3.1.10 is added to the document. The scope of analysis in the new Revised Draft PEIR Section 3.1.10 pertains to the consumption of energy resources for County Airports' ground facilities as the County has no authority over the

June 2018

quantity, type, or flight track of an aircraft arriving or departing from the airport, which are under the jurisdiction of the FAA. This section has been added for clarity and no new significant impact was identified.

#### Greenhouse Gas Emissions

Since the Draft PEIR was released for public review, the County of San Diego's Climate Action Plan (CAP) was adopted by the Board of Supervisors. Reference to the CAP's applicability to the Airport Master Plan is discussed in a new Greenhouse Gas Emissions Analysis Addendum dated June 2018 and in revisions to Section 3.1.5 Greenhouse Gas Emissions in the Draft PEIR. The additional analysis includes discussion of the Master Plan elements in the context of the CAP, as well as reevaluation of the Draft PEIR's CEQA impact determination using alternative approaches to analyzing GHG emissions. These approaches were suggested in public comments received during the public review period. No new significant impact was identified.

#### Runway Protection Zone (RPZ)

The Draft Master Plan and Draft PEIR have been updated to provide the public with more information regarding the location of RPZs on both ends of the airport runway by alternative, and by phase. New figures are included in the Revised Draft PEIR to provide a zoom-in detail of each runway end for each alternative and are numbered after the original figure. The new figures are 4-1b, 4-2b, 4-3b, 4-4b, 4-5b, 4-6b. The more detailed exhibits allow the public to see the RPZs of each alternative within the context of the existing land uses and provides more clarity to reviewers.

#### **What does this mean for the Master Plan?**

There are no significant changes to the Master Plan alternatives. The objectives of the project remain the same, to maximize safety and efficiency of the airport and accommodate forecasted demand in the next 20-year planning period. As with any high profile project with extensive community outreach, we received a large number of public comments with recommendations on how to address potential environmental impacts. The County decided in the interest of collaboration and building a stronger project to incorporate those suggestions into the CEQA administrative record. Some of those changes warranted notifying the public of the opportunity to provide feedback, which is why we are recirculating portions of the documents. This additional information will be incorporated in the record for decision by the Board of Supervisors.

#### **Will there be another public workshop?**

The County is not currently planning to conduct a public workshop for the recirculated portions of the Draft PEIR. Previous public workshops were held on January 30, 2018 and February 13, 2018, along with an Open House at the airport on February 7, 2018.

#### **What are the next steps?**

After the 46-day public review period ends for the recirculated portions of the Draft PEIR, County staff will review and develop responses to comments received. The Master Plan Update and its associated Final PEIR will be considered by the County Board of Supervisors later this year.

#### **How can the community comment on the recirculated EIR?**

Written comments on the recirculated portions of the Draft PEIR must be received or post-marked no later than August 6, 2018. Comments may be submitted either via email to [PalomarMP@sdcounty.ca.gov](mailto:PalomarMP@sdcounty.ca.gov) or mailed to Cynthia Curtis, Environmental Planning Manager, 5510 Overland Avenue, Suite 410, San Diego, CA 92123. Comments received during the initial Draft PEIR public review period (January 18 – March 19, 2018) do not need to be resubmitted since they will be included in the Final PEIR.

For more information and to access the recirculated documents, please visit the Master Plan's website: [www.PalomarAirportMP.com](http://www.PalomarAirportMP.com).