

# APPENDIX

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<b>Appendix A</b>	Correspondence
<b>Appendix B</b>	Biological Resources
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# APPENDIX A

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## Correspondence

This appendix contains federal and state agency correspondence regarding the preparation of the Environmental Assessment.

<u>Agency/Organization</u>	<u>Name</u>	<u>Date</u>
US Fish and Wildlife Service	Karen Goebel	August 21, 2013
Federal Aviation Administration	David Kessler	August 27, 2015
Office of Historic Preservation	Julianne Polanco	September 8, 2015
Federal Aviation Administration	Mark A. McClardy	October 5, 2015
CA Department of Fish and Wildlife	Marilyn J. Fluharty	December 9, 2015
Federal Aviation Administration	David Kessler	December 11, 2015
Office of Historic Preservation	Julianne Polanco	December 21, 2015
Federal Aviation Administration	David Kessler	February 11, 2016
City of San Diego	Rodney Propst	February 24, 2016
US Fish and Wildlife Service	Karen Goebel	March 31, 2016
Environmental Science Associates	Peter Green	April 22, 2016
Federal Aviation Administration	David Kessler	May 25, 2016
Office of Historic Preservation	Julianne Polanco	July 21, 2016
Federal Aviation Administration	Gail Campos	September 23, 2019



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
2177 Salk Ave, Suite 250  
Carlsbad, California 92008



In Reply Refer To:  
FWS-SDG-09B0378-13TA0374

AUG 21 2013

Mr. Victor Globa  
Federal Aviation Administration  
Western Pacific Region  
Los Angeles Airports District Office  
P.O Box 92007  
Los Angeles, California 90009

Subject: Section 7 Consultation on the Brown Field Airport Metropolitan Airpark Project, City of San Diego, San Diego County, California

Dear Mr. Globa:

This letter acknowledges U.S. Fish and Wildlife Service's (Service) receipt of your letter, dated July 18, 2013, requesting initiation of formal section 7 consultation under the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The consultation concerns the possible effects of the proposed Brown Field Airport Metropolitan Airpark Project on the federally listed as endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*) and San Diego Button Celery (*Eryngium aristulatum var. parishii*, button celery). We have assigned log number 09B0378 to this consultation. Please refer to that number in future correspondence on this consultation.

The Multiple Species Conservation Program (MSCP) was established to minimize and mitigate habitat loss and incidental take of covered species in association with specific activities covered by the program. The MSCP encompasses a 900-square mile (mi) [2,331-square kilometer (km)] area in southwestern San Diego County and includes the City of San Diego (City), 10 additional city jurisdictions, and unincorporated portions of the County of San Diego. On July 18, 1997, the Service issued a section 10(a)(1)(B) permit ("incidental take permit") to the City for their Subarea Plan under the broader MSCP. The proposed project is located within the City's Subarea Plan boundary.

The federally threatened coastal California gnatcatcher (*Poliptila californica californica*, gnatcatcher) may occur in coastal sage scrub that will be impacted by proposed project storm drains and associated outfall structures. The gnatcatcher is a covered species under the City's Subarea Plan, and the City's incidental take permit authorizes take of gnatcatcher for projects consistent with their Subarea Plan. However, we do not concur that the proposed storm drains and associated outfall structures are consistent with the City's Subarea Plan. Specifically, the City has not demonstrated that the proposed storm drains and associated outfall structures are

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consistent with the City's MSCP Subarea Plan requirement that all proposed utility lines should be designed to avoid or minimize intrusion into the Multiple Habitat Planning Area or preserve established by the City's MSCP Subarea Plan. Therefore, we recommend that the FAA initiate consultation on possible effects to the gnatcatcher as well. If the project is demonstrated to be consistent with the City's MSCP Subarea Plan, additional consultation on the gnatcatcher with the FAA would not be needed.

Your letter states that the FAA determined that the proposed project will have no effect on the Quino checkerspot butterfly (*Euphydryas editha quino*). Therefore, this species will not be addressed in this consultation. Your letter also states that the FAA determined that the proposed project is likely to adversely affect the burrowing owl (*Athene cunicularia*) which is a covered species under the City's Subarea Plan. However, the burrowing owl is not federally listed and therefore will not be addressed in this consultation.

It is not clear if surveys for federally listed vernal pool plants, or protocol surveys for San Diego and Riverside fairy shrimp (*Streptocephalus woottoni*), were completed for the off-site construction areas. Our records identify vernal pools occupied by San Diego fairy shrimp that may fall within the potential La Media road widening impact footprint. Therefore, listed vernal pool plant and protocol fairy shrimp surveys should be completed. If present, any impacts to listed vernal pool plants or fairy shrimp in the offsite road improvement areas should be addressed in this consultation with the FAA.

The Environmental Impact Report/Environmental Assessment for the San Diego Air Commerce Center at Brown Field Master Plan (Helix 1999) and biological opinion for San Diego Air Commerce Center at Brown Field Master Plan (1-6-99-F-65) identified several pools occupied by San Diego fairy shrimp on the airport property that were not included in the information submitted for this consultation. The status of the pools needs to be determined. If they are still extant, impacts to these pools should be addressed in this consultation. If they are no longer extant, we wish to determine with the FAA an appropriate method to offset the loss of these pools.

Based on the information submitted for this consultation, it appears that protocol fairy shrimp surveys have not been completed for several pools on the airport property that will be impacted by the proposed project. This appears to be due at least partly to the fact that dry season surveys in 2009 were based on a late season vernal pool survey in 2008 that did not detect as many pools as were sampled during wet season surveys in 2010/11. Protocol fairy shrimp surveys should be completed for these pools. Alternatively, we would concur if the FAA assumed that these pools are occupied by San Diego fairy shrimp for the purposes of this consultation.

Formal consultation for this project was initiated upon receipt of your letter on July 18, 2013. Section 7 allows the Service up to 90 calendar days to conclude formal consultation with your agency and an additional 45 calendar days to prepare our biological opinion (unless we mutually agree to an extension). Therefore, we expect to provide you with our biological opinion no later than November 29, 2013.

Though we have sufficient information to initiate consultation, we need the following information to complete our biological opinion:

- 1) Geographic Information System data for:
  - i) Vegetation communities, permanent and temporary impact footprints (including staging areas and access roads), and project component overlay for on-site and/or off-site vernal pool restoration and construction, including the storm drains and associated outfall structures.
  - ii) Vernal pool basins and watersheds shown on: Figure 7 of the Metropolitan Airpark Project Biological Assessment May 23, 2011 (revised March 2013); Figures 11a and 11b of the Final Metropolitan Airpark Project Vernal Pool Restoration Plan (February 2013) and; Figure 3 of the Brown Field Metropolitan Airpark 2010-2011 Vernal Pool Branchiopod Wet Season Survey 90 Day Report (Sage Institute May 23, 2011).
  - iii) Vernal pool survey results including all San Diego fairy shrimp and button celery locations.
- 2) Scaled construction drawings/ grading plans (including staging areas and access roads) for on and off-site construction, storm drains and associated outfall structures, and vernal pool restoration.
- 3) The results of protocol fairy shrimp surveys, and surveys for federally listed vernal pool plants, for all the pools on the airport property and the off-site construction areas.
- 4) If additional consultation with the FAA is needed for the gnatcatcher, any proposed project phasing or conservation measures to minimize potential direct or indirect impacts to gnatcatcher (*e.g.*, avoiding vegetation and/or construction during the gnatcatcher breeding season; coastal sage scrub restoration; dust control; project fencing; sound walls; noise limits and monitoring; biological monitoring; directing and shielding night lighting away from adjacent habitat to be avoided, *etc...*).
- 5) The status of the pools occupied by San Diego fairy on the airport property identified in the Environmental Impact Report/Environmental Assessment for the San Diego Air Commerce Center at Brown Field Master Plan (Helix 1999) and biological opinion for San Diego Air Commerce Center at Brown Field Master Plan (1-6-99-F-65).
- 6) The FAA's determination on the status of San Diego fairy shrimp in pools on the airport property that were not subject to protocol fairy shrimp surveys.

If we do not receive this information prior the end of the 90-day consultation period on October 15, 2013, we may need to request an extension of formal consultation.

As a reminder, the Act requires that after initiation of formal consultation, the Federal action agency may not make any irreversible or irretrievable commitment of resources that limits future options. This practice insures that agency actions do not preclude the formulation or implementation of reasonable and prudent alternatives that avoid jeopardizing the continued existence of endangered or threatened species.

We request a meeting with you and the City to visit the off-site roadway improvement areas. Please contact Patrick Gower of my staff at 760-431-9440, extension 352, to schedule the site visit or if you have any questions regarding this consultation.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen A. Goebel". The signature is stylized and includes a large, sweeping flourish at the end.

Karen A. Goebel  
Assistant Field Supervisor



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

August 27, 2015

Dr. Carol Roland-Nawi  
State of California  
State Historic Preservation Officer  
Office of Historic Preservation  
1725 23rd Street, Suite 100  
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Dr. Roland-Nawi:

**Proposed Metropolitan Airpark Project  
Brown Field Municipal Airport, San Diego, San Diego County, California  
Section 106 Coordination**

The City of San Diego (City), and the Federal Aviation Administration (FAA) are preparing federal environmental documentation to comply with the *National Environmental Policy Act of 1969* (NEPA) for proposed Metropolitan Airpark Project (MAP) at Brown Field Municipal Airport (SDN). SDN is located in the Otay Mesa portion of the City. The Federal actions are approval of the City's Airport Layout Plan and an application for federal funding assistance for the proposed undertaking.

The City of San Diego proposes to construct Phase 1 of its Proposed MAP which includes of a new Fixed Base Operator (FBO) facility and associated facilities. These facilities also include an FBO Building, aircraft parking apron, aircraft hangar buildings, a Helicopter business center; grading of the undeveloped areas on the south side of the airport, site preparation, and grading and drainage of the northwest side of the airport for a future non-aviation industrial park. FAA Advisory Circular 150/5190-7, Minimum Standards for Commercial Aeronautical Activity, defines an FBO as "*a commercial business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc.*" The purpose for the proposed improvements is to meet unmet demand for general aviation facilities in southern San Diego.

The City also has a number of proposed projects at SDN that include reconstruction or repair of existing airfield pavements that are separate and independent from the proposed MAP and are expected to occur with or without implementation of the proposed MAP at the same time. Those projects are part of the No Action Alternative and will be evaluated in the cumulative impacts portion of the federal environmental documentation.

FAA has considered the proposed MAP along with the City's proposed pavement rehabilitation/repair projects and delineated a Direct Effects and an Indirect Effects Area of Potential Effects (APE) for the proposed undertaking. FAA used the boundaries of the entire airport that would have physical disturbance to delineate the Direct Effects APE. FAA determined these boundaries through consultation with the City on the extent of their proposed pavement rehabilitation/repair projects along with the developer constructed MAP.

Since the proposed MAP is expected to result in an increased number of aircraft operations, FAA delineated the Indirect Effects APE (airport noise) to the east and west of the airport where aircraft overfly existing developed land uses. FAA will include this information in the environmental documentation for the proposed project.

FAA is seeking comments from your office on the acceptability of the APE's under Title 36, Code of Federal Regulations Section 800.4 *Identification of Historic Properties*.

**Description of the APE for the proposed undertaking:** Metropolitan Airpark Project. The enclosed figure shows the two components of the APE: Direct Effects APE (Physical Disturbance Area) and an Indirect Effects APE (area affected by airport noise). We have depicted the APE on an aerial photo of the airport. The Direct Effects APE for the proposed undertaking includes the entire airport property with the exception of a small parcel of airport land located southwest of the intersection of Otay Mesa Road (east/west road) and Heritage Road (north south road). The Direct Effects APE also includes the northern right of way of Otay Mesa Road and both Heritage Road on the West and Lamedia on the East. Each of these roads will have improvements made as part of the proposed undertaking.

Pursuant to Title 36, Code of Federal Regulations, Section 800.4, the FAA is seeking concurrence with the APE for the proposed undertaking from the California State Historic Preservation Office.

If you have any further questions about this matter, please call me at 310/725-3615.

Sincerely,



David B. Kessler, AICP  
Regional Environmental Protection Specialist

Enclosure: Figure showing APE for the proposed undertaking.

Cc: LAX-600; W. Reiter – City of San Diego



SEP 10 2015

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov

Federal Aviation Administration  
Western-Pacific Region  
Airports Division - AWP-600



September 8, 2015

Refer to: FAA\_2015\_0831\_001

Dave Kessler, AICP  
Regional Environmental Protection Specialist  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

RE: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego,  
San Diego County, CA

Dear Mr. Kessler:

Thank you consulting with me on the above-referenced undertaking. You do so on behalf of the Federal Aviation Administration (FAA) in an effort to comply with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and its implementing regulation found at 36 CFR Part 800. You are requesting my comments on this undertaking's Area of Potential Effects (APE).

The City of San Diego and the FAA are preparing federal environmental documentation to comply with the National Environmental Protection Act of 1969 for the above-referenced undertaking. The City plans to construct a Fixed Base Operator (FBO) facility and other associated improvements, including the construction of an aircraft parking apron, aircraft hangar buildings, and a helicopter business center. Areas to the south and northwest of the airport will be graded and fitted for drainage infrastructure.

In anticipation of this project, the FAA has delineated two APEs for this project: an APE for direct effects consisting of the Brown Filed Municipal Airport property line, and an Indirect APE established for potential noise increases comprised of residential and commercial properties located east and west of the airport.

In addition to your letter, you have provided an aerial image of the APE.

Having reviewed your submittal, I have the following comments:

- 1) I have no objections to your delineation of the APE, as depicted on the aerial image included with your letter;
- 2) I recommend that the FAA consult with the State Historic Preservation Officer on any identification and evaluation efforts undertaken in the Direct and Indirect APE.

September 8, 2015

Page 2 of 2

Thank you for considering historic properties as a part of the project planning process. If you have any questions or comments, please contact Tristan Tozer of my staff at (916) 445-7027 or by email at [Tristan.Tozer@parks.ca.gov](mailto:Tristan.Tozer@parks.ca.gov).

A handwritten signature in black ink, consisting of a large, stylized 'J' followed by a horizontal line that extends to the right.

**Julianne Polanco**  
State Historic Preservation Officer



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

**OCT - 5 2015**

Ms. Gwendolyn Parada  
Chairperson  
LaPosta Band of Mission Indians  
8 Crestwood Road  
Boulevard, CA 91905

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Parada:

### **Government-to-Government Consultation Initiation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Brown Field Municipal Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. The City is the sponsor for Brown Field Municipal Airport. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

### **Purpose of Government-to-Government Consultation**

The primary purpose of Government-to-Government consultation, as described in Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and FAA's Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes. I am the FAA Official with the responsibility of coordinating Government-to-Government consultations with Tribes under FAA Order 1210.20.

### **Consultation Initiation**

With this letter, the FAA is seeking input or concerns that may uniquely or significantly affect your Tribe by the proposed airport improvements. Early identification of Tribal concerns or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

## Project Information

The City proposes to build the Metropolitan Airpark Project (MAP) on both the North and South sides of the airport which includes a new Fixed Base Operator (FBO) facility and other associated improvements. These facilities include a multi-story FBO building, aircraft parking apron, aircraft hangar buildings, a helicopter business center; grading of the undeveloped areas on the south side of the airport, and grading and drainage of the Northwest side of the airport for a future non-aviation industrial park. The proposed industrial park area is currently being used for automobile salvage yards. The proposed undertaking would occur primarily on existing airport property. The proposed undertaking also includes various minor roadway improvements on Heritage Road (on the West side of the airport), Otay Mesa Road (on the South side), La Media Road (on the East side) and construction of a new road along the northern boundary of the airport to the future Industrial Park from La Media Road. We have enclosed a drawing showing the location of the Area of Potential Effect (APE). The drawing shows the proposed development and depicts the location for direct effects and indirect effects (aircraft noise).

The City also has a number of proposed projects at the airport, including reconstruction or repair of existing airfield pavements, that are separate and independent from the proposed MAP. These projects are expected to occur at the same time with or without implementation of the proposed MAP. Those projects are part of the No Action Alternative and will be evaluated in the cumulative impacts portion of the federal environmental documentation.

## Confidentiality

We understand that you may have concerns about the confidentiality of information on areas or resources of traditional, religious, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

## FAA Contact Information

Your timely response within 30-days of receipt of this correspondence will greatly assist us in incorporating your concerns into project planning. If you wish to provide comments related to this proposed project, please contact David B. Kessler, Regional Environmental Protection Specialist, at the address above or by telephone at 310-725-3615 or by e-mail at [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov). Please feel free to contact me directly at 310-725-3600 or [mark.mcclardy@faa.gov](mailto:mark.mcclardy@faa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Mark A. McClardy", with the number "607" written below it.

Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S. Department  
of Transportation

Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

OCT - 5 2015

Mr. Robert Pinto, Sr.  
Chairperson  
Ewilaapaayp Tribal Office  
4054 Willows Road  
Alpine, CA 91901

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Pinto:

### **Government-to-Government Consultation Initiation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Brown Field Municipal Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. The City is the sponsor for Brown Field Municipal Airport. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

### **Purpose of Government-to-Government Consultation**

The primary purpose of Government-to-Government consultation, as described in Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and FAA's Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes. I am the FAA Official with the responsibility of coordinating Government-to-Government consultations with Tribes under FAA Order 1210.20.

### **Consultation Initiation**

With this letter, the FAA is seeking input or concerns that may uniquely or significantly affect your Tribe by the proposed airport improvements. Early identification of Tribal concerns or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

## **Project Information**

The City proposes to build the Metropolitan Airpark Project (MAP) on both the North and South sides of the airport which includes a new Fixed Base Operator (FBO) facility and other associated improvements. These facilities include a multi-story FBO building, aircraft parking apron, aircraft hangar buildings, a helicopter business center; grading of the undeveloped areas on the south side of the airport, and grading and drainage of the Northwest side of the airport for a future non-aviation industrial park. The proposed industrial park area is currently being used for automobile salvage yards. The proposed undertaking would occur primarily on existing airport property. The proposed undertaking also includes various minor roadway improvements on Heritage Road (on the West side of the airport), Otay Mesa Road (on the South side), La Media Road (on the East side) and construction of a new road along the northern boundary of the airport to the future Industrial Park from La Media Road. We have enclosed a drawing showing the location of the Area of Potential Effect (APE). The drawing shows the proposed development and depicts the location for direct effects and indirect effects (aircraft noise).

The City also has a number of proposed projects at the airport, including reconstruction or repair of existing airfield pavements, that are separate and independent from the proposed MAP. These projects are expected to occur at the same time with or without implementation of the proposed MAP. Those projects are part of the No Action Alternative and will be evaluated in the cumulative impacts portion of the federal environmental documentation.

## **Confidentiality**

We understand that you may have concerns about the confidentiality of information on areas or resources of traditional, religious, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

## **FAA Contact Information**

Your timely response within 30-days of receipt of this correspondence will greatly assist us in incorporating your concerns into project planning. If you wish to provide comments related to this proposed project, please contact David B. Kessler, Regional Environmental Protection Specialist, at the address above or by telephone at 310-725-3615 or by e-mail at [dave.kessler@faa.gov](mailto:dave.kessler@faa.gov). Please feel free to contact me directly at 310-725-3600 or [mark.mcclardy@faa.gov](mailto:mark.mcclardy@faa.gov).

Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S. Department  
of Transportation

Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

OCT -5 2015

Ms. Rebecca Osuna  
Chairperson  
Inaja Band of Mission Indians  
2005 S. Escondido Boulevard  
Escondido, CA 92025

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Osuna:

### **Government-to-Government Consultation Initiation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Brown Field Municipal Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. The City is the sponsor for Brown Field Municipal Airport. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

### **Purpose of Government-to-Government Consultation**

The primary purpose of Government-to-Government consultation, as described in Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and FAA's Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes. I am the FAA Official with the responsibility of coordinating Government-to-Government consultations with Tribes under FAA Order 1210.20.

### **Consultation Initiation**

With this letter, the FAA is seeking input or concerns that may uniquely or significantly affect your Tribe by the proposed airport improvements. Early identification of Tribal concerns or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

## **Project Information**

The City proposes to build the Metropolitan Airpark Project (MAP) on both the North and South sides of the airport which includes a new Fixed Base Operator (FBO) facility and other associated improvements. These facilities include a multi-story FBO building, aircraft parking apron, aircraft hangar buildings, a helicopter business center; grading of the undeveloped areas on the south side of the airport, and grading and drainage of the Northwest side of the airport for a future non-aviation industrial park. The proposed industrial park area is currently being used for automobile salvage yards. The proposed undertaking would occur primarily on existing airport property. The proposed undertaking also includes various minor roadway improvements on Heritage Road (on the West side of the airport), Otay Mesa Road (on the South side), La Media Road (on the East side) and construction of a new road along the northern boundary of the airport to the future Industrial Park from La Media Road. We have enclosed a drawing showing the location of the Area of Potential Effect (APE). The drawing shows the proposed development and depicts the location for direct effects and indirect effects (aircraft noise).

The City also has a number of proposed projects at the airport, including reconstruction or repair of existing airfield pavements, that are separate and independent from the proposed MAP. These projects are expected to occur at the same time with or without implementation of the proposed MAP. Those projects are part of the No Action Alternative and will be evaluated in the cumulative impacts portion of the federal environmental documentation.

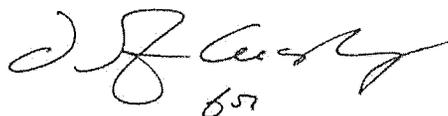
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## **FAA Contact Information**

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Sincerely,

Handwritten signature of Mark A. McClardy in black ink, with the number '657' written below it.

Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S. Department  
of Transportation

Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

OCT - 5 2015

Mr. Mark Romero  
Chairperson  
Mesa Grande Band of Mission Indians  
P.O. Box 270  
San Ysabel, CA 92070

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Romero:

### **Government-to-Government Consultation Initiation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Brown Field Municipal Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. The City is the sponsor for Brown Field Municipal Airport. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

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### **Consultation Initiation**

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## Project Information

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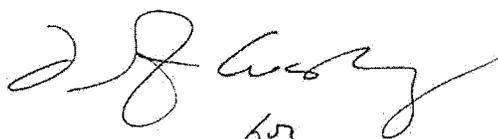
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Sincerely,



Mark A. McClardy  
 Manager, Airports Division

Enclosure



U.S Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

**OCT - 5 2015**

Mr. Raymond Hunter  
Chairperson  
Jamul Indian Village  
P.O. Box 612  
Jamul, CA 91935

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Hunter:

#### **Government-to-Government Consultation Initiation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Brown Field Municipal Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. The City is the sponsor for Brown Field Municipal Airport. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

#### **Purpose of Government-to-Government Consultation**

The primary purpose of Government-to-Government consultation, as described in Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and FAA's Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes. I am the FAA Official with the responsibility of coordinating Government-to-Government consultations with Tribes under FAA Order 1210.20.

#### **Consultation Initiation**

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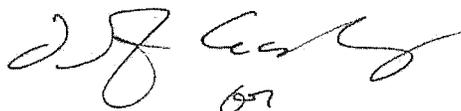
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Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S. Department  
of Transportation

Federal Aviation  
Administration

OCT -5 2015

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

Mr. Ralph Goff  
Chairperson  
Campo Band of Mission Indians  
36190 Church Road, Suite 1  
Campo, CA 91906

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Goff:

### **Government-to-Government Consultation Initiation**

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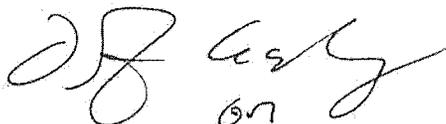
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Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S Department  
of Transportation

Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

OCT - 5 2015

Mr. Cody J. Martinez  
Chairperson  
Sycuan Band of the Kumeyaay Nation  
1 Kwaaypaay Court  
El Cajon, CA 92019

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Martinez:

#### **Government-to-Government Consultation Initiation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Brown Field Municipal Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. The City is the sponsor for Brown Field Municipal Airport. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

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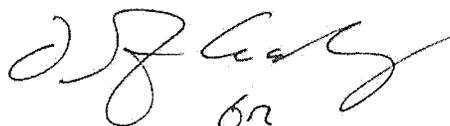
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Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S Department  
of Transportation

**Federal Aviation  
Administration**

**OCT - 5 2015**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

Mr. Allen E. Lawson  
Chairperson  
San Pasqual Band of Mission Indians  
P.O. Box 365  
Valley Center, CA 92082

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Lawson:

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Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S. Department  
of Transportation

Federal Aviation  
Administration  
OCT - 5 2015

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

Ms. Angela Elliott Santos  
Chairperson  
Manzanita Band of Kumeyaay Nation  
P.O. Box 1302  
Boulevard, CA 91905

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson Santos:

### **Government-to-Government Consultation Initiation**

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Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



U.S Department  
of Transportation

Federal Aviation  
Administration

OCT - 5 2015

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

Mr. Clifford LaChappa  
Chairperson  
Barona Group of the Capitan Grande  
1095 Barona Road  
Lakeside, CA 92040

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California, Government-to-Government Consultation Initiation

Dear Chairperson LaChappa:

### **Government-to-Government Consultation Initiation**

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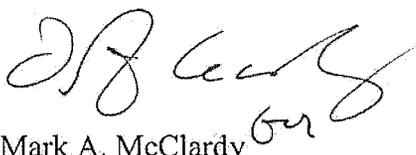
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Sincerely,



Mark A. McClardy  
Manager, Airports Division

Enclosure



State of California - The Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
www.wildlife.ca.gov

EDMUND G. BROWN, JR., Governor  
CHARLTON H. BONHAM, Director



December 9, 2015

Metropolitan Airpark, LLC., and  
City of San Diego, Real Estate Assets Department  
c/o Ms. Christina Schaefer  
Schaefer Ecological Solutions  
815 Madison Avenue  
San Diego, California 92116

Subject: Notification of Lake or Streambed Alteration No. 1600-2015-0007-R5  
Metropolitan Airpark Project

Dear Ms. Schaefer:

On January 7, 2015, the California Department of Fish and Wildlife ("Department") received your Notification of Lake or Streambed Alteration ("Notification"). The Department is required to submit a draft Lake or Streambed Alteration Agreement ("Agreement") to you within 60 calendar days from the date the Notification is complete, if the Department determines that an Agreement is required for the project. The Department did not meet that date. As a result, by law, you may now complete the project described in your notification without an Agreement.

Please note that pursuant to Fish and Game Code section 1602(a)(4)(D), if you proceed with this project, it must be the same as described and conducted in the same manner as specified in the notification and any modifications to that notification received by the Department in writing prior to December 9, 2015. This includes completing the project within the proposed term and seasonal work period and implementing all avoidance and mitigation measures to protect fish and wildlife resources specified in the notification. If the term proposed in your notification has expired, you will need to re-notify the Department before you may begin your project. Beginning or completing a project that differs in any way from the one described in the notification may constitute a violation of Fish and Game Code section 1602.

Also note that while you are entitled to complete the project without an Agreement, you are still responsible for complying with other applicable local, state, and federal laws. These include, but are not limited to, the state and federal Endangered Species Acts and Fish and Game Code sections 5650 (water pollution) and 5901 (fish passage).

Finally, if you decide to proceed with your project without an Agreement, you must have a copy of this letter and your notification with all attachments available at all times at the work site. If you have any questions, please contact Kelly Fisher at (858) 467-4207 or [kelly.fisher@wildlife.ca.gov](mailto:kelly.fisher@wildlife.ca.gov).

Sincerely,



Marilyn J. Fluharty  
Senior Environmental Scientist

cc: Ms. Cybele Thompson, City of San Diego  
Mr. Richard Sax, Metropolitan Airpark, LLC.



U.S Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

December 11, 2015

Ms. Julianne Polanco  
State of California  
State Historic Preservation Officer  
Office of Historic Preservation  
1725 23rd Street, Suite 100  
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Ms. Polanco:

**Proposed Metropolitan Airpark Project  
Brown Field Municipal Airport, San Diego, San Diego County, California  
Section 106 Coordination  
Revised Indirect Effects Area of Potential Effects  
Reference: FAA\_2015\_0831-001**

In August 2015, we wrote to you about the City of San Diego (City) and the Federal Aviation Administration (FAA) actions about preparing federal environmental documentation for the proposed undertaking called the Metropolitan Airpark Project consisting of building a new Fixed Base Operator building, aircraft parking apron, aircraft hangar buildings, a Helicopter business center; grading of the undeveloped areas on the south side of the airport, site preparation, and grading and drainage of the northwest side of the airport for a future non-aviation industrial park.

Since we last wrote to you, the FAA has implemented use of a new combined air pollutant and aircraft noise computer model, known as the *Aviation Environmental Design Tool* (AEDT). This new computer model replaces the FAA's Integrated Noise Model (INM). However, we've learned that using the terrain feature of the AEDT has caused the airport noise contour to expand significantly compared to what was previously calculated using FAA's INM. In the interest of ensuring proper analysis of the proposed undertaking, the FAA has revised the Indirect Effects Area of Potential Effect (APE) for the proposed undertaking to include the larger noise contour using the terrain feature in AEDT. The Direct Effects APE does not change because the area to be physically disturbed by grading and construction remains the same.

The enclosed aerial photograph shows the Revised Indirect Effects APE (noise) and shows draft noise contours using both the INM and AEDT for the proposed Metropolitan Airpark Project.

FAA will include this information in the environmental documentation for the proposed project. Pursuant to Title 36, Code of Federal Regulations § 800.4, the FAA is seeking concurrence with the Revised Indirect Effects APE for the proposed undertaking from the California State Historic Preservation Office.

If you have any further questions about this matter, please call me at 310/725-3615.

Sincerely,

A handwritten signature in black ink, appearing to read 'D.B. Kessler', followed by a long horizontal line extending to the right.

David B. Kessler, AICP  
Regional Environmental Protection Specialist

Enclosure: Figure showing Revised Indirect Effects APE for the proposed undertaking.

Cc: LAX-600; W. Reiter – City of San Diego

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



December 21, 2015

Refer to: FAA\_2015\_0831\_001

Dave Kessler, AICP  
Regional Environmental Protection Specialist  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

RE: Area of Potential Effects Revision, Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, CA

Dear Mr. Kessler:

The Federal Aviation Administration (FAA) is consulting with the State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and its implementing regulation found at 36 CFR Part 800. The FAA is requesting SHPO comments on a revised Area of Potential Effects (APE).

The City of San Diego and the FAA are preparing federal environmental documentation to comply with the National Environmental Protection Act of 1969 for the above-referenced undertaking. The City plans to construct a Fixed Base Operator facility and other associated improvements, including the construction of an aircraft parking apron, aircraft hangar buildings, and a helicopter business center. Areas to the south and northwest of the airport will be graded and fitted for drainage infrastructure.

In prior consultation, the SHPO did not object to the FAA's delineation of the APE for this undertaking. Since this time, the FAA has implemented use of a new combined air pollutant and aircraft noise computer model, known as the Aviation Environmental Design Tool. This tool replaces Integrated Noise Model used as an aid in determining the APE. The new tool has generated a larger noise contour and, consequently, the APE must be expanded. The revised APE consists of the proposed construction areas and an enlarged boundary around this area, as depicted on the aerial image included with the FAA letter.

Having reviewed your submittal, I have the following comments:

1) The SHPO has no objections to the delineation of the APE, as depicted on the aerial image included with your letter;

2) I recommend that the FAA consult with the SHPO on any identification and evaluation efforts undertaken in the APE.

Please be reminded that in the event of a change in the scale or scope of the undertaking, the FAA may have additional consultation responsibilities under 36 CFR Part 800. If you have any questions or comments, please contact Tristan Tozer of my staff at (916) 445-7027 or email at [tristan.tozer@parks.ca.gov](mailto:tristan.tozer@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco  
State Historic Preservation Officer



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

February 11, 2016

Mr. G. Mendel Stewart  
U.S. Fish and Wildlife Service  
Carlsbad Field Office  
Endangered Species Division  
2177 Salk Avenue, Suite 250  
Carlsbad, California 92008

Attention: David Zoutendyk

Dear Mr. Stewart:

**Proposed Metropolitan Airpark Program  
Brown Field Municipal Airport  
San Diego, San Diego County, California  
Request for Formal Section 7 Consultation**

The City of San Diego (City), in association with Metropolitan Airpark, LLC, and the Federal Aviation Administration (FAA) are preparing a federal environmental assessment (EA) for proposed improvements to Brown Field Municipal Airport (Brown Field) in the Otay Mesa portion of the City of San Diego.

The City proposes to build the Metropolitan Airpark Project (MAP) on both the North and South sides of Brown Field which includes a new Fixed Base Operator (FBO) facility and other associated improvements. These facilities include a multi-story FBO terminal building, aircraft parking apron, aircraft hangar buildings, a helicopter business center; grading of the undeveloped areas on the south side of the airport, and grading and drainage of the Northwest side of the airport for a future non-aviation industrial park. The proposed industrial park area is currently being used for automobile salvage yards. The proposed project would occur primarily on existing airport property. The proposed project also includes various minor roadway improvements on Heritage Road (on the West side of the airport), Otay Mesa Road (on the South side), La Media Road (on the East side) and construction of a new road along the northern boundary of the airport to the future Industrial Park from La Media Road.

The City also has a number of proposed projects at the airport, including reconstruction or repair of existing airfield pavements that are separate and have independent utility from the proposed MAP. These projects are expected to occur at the same time with or without implementation of the proposed MAP. Those projects are part of the No Action Alternative and will be evaluated in the cumulative impacts portion of the federal environmental documentation.

The purpose of this letter is to initiate formal consultation with US Fish and Wildlife (Service) under Section 7 of the Endangered Species Act for the proposed MAP project. Since the proposed project includes work in areas under the jurisdiction of the U.S. Army Corps of Engineers (Corps), we are also submitting the enclosed Biological Assessment (BA) on behalf of the Corps for their actions within the airport boundary for the proposed MAP. The City is also proposing various roadway improvements on roads south of the 905 freeway that may affect waters of the United States that are under the jurisdiction of the Corps. That proposed roadway work is not included in this BA and would be the subject of a separate consultation effort by the Corps.

The BA for the proposed MAP was prepared by ESA Associates, Inc. from San Diego, and Sage Institute from San Luis Obispo, California. The BA provides a detailed description of the action being considered and addresses potential impacts of the project on federally-listed species, designated critical habitat.

### **Project Background**

The City, as owner and operator of Brown Field proposes to permit Metropolitan Airpark, LLC to implement the proposed MAP. The City and Metropolitan Airpark, LLC have identified a demand to develop additional general aviation facilities in south San Diego County that meets the level of customer service expected by operators of business jet aircraft. This includes a demand for a modern FBO facility at Brown Field, including an FBO terminal building and aircraft storage hangars that cannot be met with existing facilities at Brown Field. Many of the buildings at the airport are more than 40 years old. In fact, some buildings date back to the military's prior ownership and use of the airfield. These older buildings have space and floor plans that do not meet modern FBO terminal building needs and do not meet the customer service expectations of large business jet operators. Examples include, but are not limited to: limited passenger waiting areas; limited FBO office and meeting space; limited food and concessions; and buildings and hangars with dated finishes. This has contributed, in part, to decisions by some customers to use other airports and/or lease facilities at other airports in the County. The airport does not presently have hangars available to adequately store and maintain large general aviation aircraft. There are four large hangar buildings at Brown Field that can accommodate medium and small sized business jets. All four of the large hangars on the airport are presently leased. There is also a demand for additional hangar space beyond the FBO facility for executive hangars and T-hangars. The City reports that airport customers have requested improved and modern facilities at the airport. The purpose of the Proposed Project is to accommodate the demand for additional and modern aviation facilities at Brown Field.

## Project Description

Section 1.3 of the enclosed BA includes a detailed description of the various components of the proposed MAP. These include:

- Construction of a four-story FBO building including but not limited to: passenger lounge, counter sales area, flight planning space, pilots lounge, office space, restaurant, conference room, and ten large metal-frame aircraft hangars.
- Construction of an aircraft parking apron,
- Construction of aircraft hangar buildings,
- Construction of a helicopter business center;
- Grading of the undeveloped areas on the south side of the airport, and
- Grading and drainage of the Northwest side of the airport for a future non-aviation industrial park.
- Construct improvements to roadway access to Otay Mesa Road, and construction of a new on-airport roadway.

## Effects on Federally-listed Species and designated Critical Habitat

The proposed MAP has been reviewed for its effects on federally listed threatened and endangered species, and designated critical habitat. Based on the analysis contained in the enclosed BA, FAA has determined the Quino checkerspot butterfly (*Euphydryas editha quino*) is absent from the action area of the proposed MAP. FAA has also determined the San Diego fairy shrimp (*Branchinecta sandiegonensis*), San Diego button-celery (*Eyrngium aristulatum var. parishii*) and Coastal California gnatcatcher (*Polioptila californica*) are confirmed to occur in on Brown Field.

As described in the BA, species-specific avoidance and minimization measures have been incorporated into the proposed project and will essentially serve as “built-in” mitigation measures to reduce effects on listed species, and designated critical habitat. Section 3.2 of the BA describes various conservation measures included in a Habitat Restoration and Monitoring Plan (HRMP), presented in Appendix G of the BA, which was developed for the proposed MAP. The HRMP was prepared in accordance with requirements from the City of San Diego, the Corps, California Regional Water Quality Control Board and the California Department of Fish and Wildlife. In addition to implementation of the avoidance and minimization measures, the City will ensure that mitigation work for vernal pool creation/restoration, shown on Figure 3.2-1 of the BA, will be accomplished in accordance with the HRMP. Section 3.2.2 of the BA identifies the various species-specific measures that will be used for the Coastal California gnatcatcher.

After reviewing the current status of these species, the effects of the proposed project, and proposed measures to avoid, minimize and compensate for effects to listed species, and designated critical habitat, the FAA has determined that the proposed project: **may affect, is likely to adversely affect** San Diego fairy shrimp, San Diego button-celery, and Coastal California gnatcatcher. The FAA has determined the proposed MAP **will not affect** the Quino checkerspot butterfly.

FAA seeks the Service's concurrence with our determinations made pursuant to Title 50, Code of Federal Regulations Part 402, for the proposed MAP project at Brown Field Municipal Airport.

Please call me at 310/725-3615 if you have any questions or need additional information concerning this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. B. Kessler', with a long horizontal flourish extending to the right.

David B. Kessler, AICP  
Regional Environmental Protection Specialist

Enclosure: Biological Assessment

Cc: LAX-600; W. Reiter, City of San Diego; M. Guerrero US Army Corps of Engineers.

February 24, 2016

Mr. David Kessler, AICP  
Regional Environmental Protection Specialist  
Federal Aviation Administration, Airports Division, Western-Pacific Region  
P.O. Box 92007  
Los Angeles, CA 90009

Subject: Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, Land Use Assurance Letter

Dear Mr. Kessler:

The City of San Diego, as the airport sponsor for Brown Field Municipal Airport (SDM), makes the following statement of land use assurance as required by Section 511(a)(5) of the Airport and Airway Improvement Act of 1982, as amended:

The City of San Diego provides assurance that appropriate action, within the authority of the City, including encouragement of the adoption of zoning laws, has been or will be taken, to the extent reasonable to restrict the use of land adjacent to or in the immediate vicinity of Brown Field Municipal Airport, to activities and purposes compatible with normal airport operations, both existing and in the future. In 2010, the San Diego County Regional Airport Authority, acting as the Airport Land Use Commission (ALUC), adopted an Airport Land Use Compatibility Plan (ALUCP) for the communities surrounding Brown Field Municipal Airport. In 2011, the City of San Diego adopted an Airport Land Use Compatibility Overlay Zone Ordinance to formally implement the ALUCP to ensure new development located within the airport influence area is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas.

Brown Field Municipal Airport is physically located in the City of San Diego, California, immediately adjacent to the City of Chula Vista, and in the vicinity of the City of Imperial Beach and the San Diego County limits. The San Diego County Regional Airport Authority, which operates San Diego International Airport (SAN), acts as the Airport Land Use Commission for all airports located in San Diego County; however, it has no land use jurisdiction over municipalities within the County of San Diego, including the City of San Diego. The City of San Diego works with adjacent municipalities having land use jurisdiction over land adjacent to or in the immediate vicinity of Brown Field Municipal Airport, and encourages the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with airport operations. While the City of San Diego works with various outside agencies and municipalities, it does not have the authority to impose restrictions on the use of land adjacent to or in the vicinity of the Airport.

Page 2  
Mr. David Kessler, AICP  
February 24, 2016

If you have any question regarding this matter, please contact Wayne Reiter of my staff at (858) 573-1436 or by email at [wreiter@sandiego.gov](mailto:wreiter@sandiego.gov).

Sincerely,



Rodney Propst, A.A.E.  
Deputy Director, Airports Division

RP/wjr

cc: Wayne J. Reiter, Program Manager, Airports Division



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
2177 Salk Ave, Suite 250  
Carlsbad, California 92008



In Reply Refer To:  
FWS-SDG-09B0378-16TA0412

MAR 31 2016

Mr. David Kessler  
Federal Aviation Administration  
Western Pacific Region  
Los Angeles Airports District Office  
P.O. Box 92007  
Los Angeles, California 90009

Ms. Meris Guerrero  
Chief, South Coast Branch  
U.S. Army Corps of Engineers  
Regulatory Branch – San Diego Field Office  
5900 La Place Court, Suite 100  
Carlsbad, California 92008

Subject: Section 7 Consultation on the Brown Field Airport Metropolitan Airpark Project and Offsite Road Improvements along La Media Road, City of San Diego, California

Dear Mr. Kessler and Ms. Guerro:

This letter acknowledges U.S. Fish and Wildlife Service's (Service) receipt of the February 11, 2016 and March 16, 2016, letters from the Federal Aviation Administration (FAA) and the U.S. Army Corps of Engineers (Corps), respectively, requesting initiation of formal section 7 consultation under the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The consultation concerns the possible effects of the proposed: 1) Brown Field Airport Metropolitan Airpark Project on the federally listed as endangered San Diego fairy shrimp (*Branchinecta sandiegonensis*) and San Diego Button Celery (*Eryngium aristulatum* var. *parishii*, button celery) and federally threatened coastal California gnatcatcher (*Polioptila californica californica*; gnatcatcher) (onsite project, FAA); and 2) offsite road improvements along La Media Road on the San Diego fairy shrimp (offsite project, Corps). We have assigned log number 09B0378 to this consultation. Please refer to that number in future correspondence on this consultation.

The Multiple Species Conservation Program (MSCP) was established to minimize and mitigate habitat loss and incidental take of covered species in association with specific activities covered by the program. The MSCP encompasses a 900-square mile (mi) [2,331-square kilometer (km)] area in southwestern San Diego County and includes the City of San Diego (City), 10 additional city jurisdictions, and unincorporated portions of the County of San Diego. On July 18, 1997, the Service issued a section 10(a)(1)(B) permit ("incidental take permit") to the City for their Subarea Plan (SAP) under the broader MSCP. The proposed project is located within the City's SAP boundary.

The gnatcatcher occurs in coastal sage scrub that will be impacted by proposed storm drains and associated outfall structures. The gnatcatcher is a covered species under the City's SAP, and the City's incidental take permit authorizes take of gnatcatcher for projects consistent with their SAP. However, the City has not demonstrated that the proposed storm drains and associated outfall structures are consistent with the City's SAP requirement that all proposed utility lines should be designed to avoid or minimize intrusion into the Multiple Habitat Planning Area (MHPA) or preserve established by the City's SAP. Therefore, we recommend that the FAA direct the City to evaluate an alternative that detains and/or retains runoff in a way that maintains existing drainage patterns and eliminates the need for storm drains and outfalls into the MHPA through the use of grass swales, basins or other appropriate facilities onsite consistent with the City's LEEDs program. Elimination of the outfalls and associated outfall structures would allow a streamlined consultation with the FAA on the gnatcatcher.

Formal consultation for this project was initiated upon receipt of your letters on February 11, 2016 and March 16, 2016. Section 7 allows the Service up to 90 calendar days to conclude formal consultation with your agency and an additional 45 calendar days to prepare our biological opinion (unless we mutually agree to an extension). Therefore, we expect to provide you with our biological opinion no later than June 25 (FAA) and July 29 (Corps), 2016.

Though we have sufficient information to initiate consultation, we need the following information to complete our biological opinion:

1. A table that includes the permanent and temporary impacts to coastal sage scrub and proposed offset ratios.
2. A table that includes the impacts to vernal pools for the onsite and offsite projects that includes pool identifier, area, listed species occupancy and proposed offset ratios.
3. Figure 3.2-1 in the biological assessment (BA) submitted with your agencies' requests for consultation identifies two vernal pool mitigation areas (i.e., A and B) for the proposed project. However, this and all the other applicable figures in the BA do not include these mitigation areas in the proposed action area. To be included in this consultation, the mitigation areas should be included in the proposed action area.
4. Section 5.1.1 and Table 8 in the BA indicate that vernal pool BFVP-3C will be impacted while Figure 3.0-1 shows this pool outside of the proposed action area. Please clarify this apparent discrepancy. There are also other apparent discrepancies between Section 5.1.1 and Table 8 which we need clarification on.
5. A revised Figure 3.0-2 in the BA that shows the location of gnatcatcher observations.
6. A coastal sage scrub restoration plan.
7. Scaled construction drawings/grading plans and Geographic Information System data for vegetation communities (including vernal/road pools and their watersheds), permanent and

temporary impacts (including staging areas, storm drains and associated outfall structures and access roads), and vernal pool restoration.

8. A timeline which shows when vernal pool and coastal sage scrub restoration are scheduled to begin and end in relation to project impacts.
9. Sections 1 and 2 of the Corps' initiation letter states that 0.26-acre of wetland and non-wetland waters of the U.S. will be permanently impacted in the Corps scope of analysis, while Section 3 of the letter states that 0.34 acre of suitable San Diego fairy shrimp habitat may be affected by the action. Please clarify which suitable San Diego fairy shrimp habitat is in the Corps' jurisdiction and scope of analysis.
10. Sections 3 and 4 of the Corp's initiation letter states that 0.34 acre and 0.32 acre of San Diego fairy shrimp habitat will be impacted, respectively. Please clarify this apparent discrepancy.
11. More pools have been documented within the offsite project limits than indicated in the information submitted with the Corps' initiation letter, as documented in the *Focused, Protocol-Level Wet Season Fairy Shrimp Survey Summary Report For The La Media Road Improvements Project, City Of San Diego, San Diego County, California* (Busby Biological Services, October 13, 2015). We are not aware that protocol fairy shrimp surveys have been completed for these additional pools. If completed, these surveys should be provided to the Service. If not, protocol surveys should be completed, or the Corps could presume these pools are occupied by San Diego fairy shrimp as already done in Section 4 of your initiation letter for other pools.
12. The legend of Figure 2. *Aquatic Resources in La Media Road Widening Area* of the Corps initiation letter lists 0.03 acre of potential fairy shrimp habitat. Please clarify this apparent discrepancy with the 0.34 acre of suitable San Diego fairy shrimp given in Section 3, and whether the habitat shown on Figure 2 is based upon the vernal pool mapping completed as part of *Metropolitan Airpark Offsite Improvement Fairy Shrimp Habitat Wetland Assessment* (Sage Institute 2014).

If we do not receive this information prior the end of the 90-day consultation period on May 11 and June 14, 2016, we may need to request an extension of formal consultation.

As a reminder, the Act requires that after initiation of formal consultation, the Federal action agency may not make any irreversible or irretrievable commitment of resources that limits future options. This practice insures that agency actions do not preclude the formulation or implementation of reasonable and prudent alternatives that avoid jeopardizing the continued existence of endangered or threatened species.

Mr. David Kessler (FWS-SDG-09B0378-16TA0412)

4

We request a meeting with the FAA, Corps, City and Metropolitan Airpark LLC to coordinate consultation on the project. Please contact Patrick Gower of my staff at 760-431-9440, extension 352, to schedule the meeting or if you have any questions regarding this consultation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Karen A. Goebel" with a stylized flourish at the end.

Karen A. Goebel  
Assistant Field Supervisor



4200 West Cypress Street  
Suite 450  
Tampa, FL 33607  
813.207.7200 phone  
813.207.7201 fax

[www.esassoc.com](http://www.esassoc.com)

April 22, 2016

Mr. Wayne Reiter  
Planning Manager  
City of San Diego Airports Division  
3750 John J. Montgomery Drive  
San Diego, CA 92123

**Subject: REQUEST FOR ADDITIONAL INFORMATION - SECTION 7 CONSULTATION  
METROPOLITAN AIRPARK PROJECT  
BROWN FIELD MUNICIPAL AIRPORT  
FWS-SDG-09B0378**

Dear Mr. Reiter:

As requested, the following information is provided in response to the U.S. Fish and Wildlife Service's request for additional information on the above-referenced project. The information includes information prepared by ESA, as well as, information provided to ESA by other parties. In addition to the information provided in this letter, electronic files containing additional information, maps, and GIS data can be downloaded via a link to an FTP site provided separately.

#### **Consistency of Proposed Outfalls with the Multiple Habitat Planning Area / Subarea Plan**

The northerly outfalls were subject to detailed evaluation during the preparation of the (approved) CEQA EIR and subsequent planning and design processes. The EIR noted that the location of the proposed storm drain outfalls are necessary to maintain existing drainage patterns and the City's MSCP Subarea Plan allows the construction of utilities inside the MHPA provided planning policies and design guidelines are followed.

The Project Proponent (Metropolitan Airpark LLC) and City of San Diego representatives, during processing for discretionary approval, reached an agreement to enhance the design criteria of the northerly outfall storm drains and riprap pads so that providing maintenance vehicle access to each outfall location was no longer required. The design modifications substantially reduced impacts within the Multi-Habitat Planning Area (MHPA) by eliminating the need to grade access roads along the steep canyons. The design modifications include, but are not limited to, upsizing the diameter of downslope pipes, increasing the number of cleanouts, and design measures to reduce discharge velocity and prevent erosion and scouring. Drawings and GIS data related to the north outfalls is contained in Attachment E of the electronic file download.

The Project Proponent previously evaluated alternatives to the proposed north outfalls. Three alternatives evaluated routing stormwater via underground pipes to existing storm drains south and southwest of the airport. One alternative would construct lined channels of the northerly slopes in lieu of underground storm drains. None of the alternatives were considered feasible and practicable. The alternatives evaluation is contained in Attachment E of the electronic file download. The proposed modifications to the airport's stormwater management system would meet local requirements and FAA guidance for airport drainage and wildlife hazard attractants. The Project Proponent determined that detaining/retaining runoff in a manner that eliminates the need for storm drains and outfalls into the MHPA is not feasible or practicable.



Mr. Wayne Reiter  
 April 22, 2016  
 Page 2

**Requested Information**

**1. A table that includes the permanent and temporary impacts to coastal sage scrub and proposed offset ratios.**

The proposed project impacts occurring within Diegan-Coastal Sage Scrub are located at the northern end of the project footprint, at two planned stormwater drains and outfall structures. Temporary ground disturbance impacts would result from trench excavation for the installation of the drainage pipes. The trenches will be back-filled with side cast soils, returned to natural grade, and revegetated. The revegetation plan prepare for this area is provided in Attachment A of the electronic file download. Permanent impacts would result from the outfall structures. To minimize environmental impacts, the design of the outfall structures incorporated measures that alleviated the need for access roads, while satisfying City codes. In addition, all work will be conducted within the existing drainage easements depicted on the drawings provided previously. The permanent and temporary impacts associated with the outfall structures are provided in Table 1.

**Table 1. Coastal Sage Scrub Impacts and Ratios**

Habitat Type <sup>1</sup>	Permanent Impacts and Mitigation (acres)			Temporary Impacts and Mitigation (acres)		Total Impacts
	Impacts	Offset Ratio	Mitigation	Impacts	Mitigation	
Diegan-Coastal Sage Scrub (32500)	0.02	1:1	0.02	0.19	Restore disturbed area	0.21
Non-Native Grassland (42200)	0.13	1:1	0.13	0.28	Restore disturbed area	0.41
Total	0.15	--	0.15	0.47	--	0.62

Source: *Drainage Revegetation Plan*. ESA. August 2014.

<sup>1</sup> Vegetative community descriptions are modified from Oberbauer et al. 2008.

<sup>2</sup> Offset ratios derived from the *City of San Diego Municipal Code, Land Development Code – Biology Guidelines* (Amended April 23, 2012).

The Biology Guidelines contained in the City of San Diego’s Land Development Code outlines mitigation requirements for projects affecting habitats within the Multi-Habitat Planning Area (MHPA). For upland impacts within the MHPA, but outside the Coastal Overlay Zone, “City linear utility projects (i.e. sewer and water pipelines) are exempt from the development area limitation but need to mitigate all direct impacts in accordance with Table 3.” The table shows that for Coastal Sage Scrub (CSS) and Non-Native Grasslands impacts inside the MHPA, mitigation ratios shall be 1:1 for each habitat type.

Temporary impacts to both Diegan Coastal Sage Scrub and Non-Native Grasslands will be mitigated by the restoration of soils and natural vegetation upon the completion of construction activities, as specified within the Drainage Revegetation Plan (see Attachment A). Restoration objectives outlined within the Plan include: harvesting the topsoil and existing plant material (for reuse), restoring the natural grade within the impacted areas, applying appropriate seed mixtures, re-establishing salvaged plant material and implementing a maintenance and monitoring plan to reduce nuisance and exotic vegetative growth and to document success.

**2. A table that includes the impacts to vernal pools for the onsite and offsite projects that includes pool identifier, area, listed species occupancy and proposed offset ratios.**



Mr. Wayne Reiter  
 April 22, 2016  
 Page 3

Table 2 provides the impacts to vernal pools for both onsite and offsite projects. As requested, this table includes the pool identifier, acreage of impact, listed species occupancy and proposed offset ratios.

**Table 2. Onsite and Offsite Vernal Pool Impact Summary Table**

Vernal Pool Identification Number	Listed Species Occupancy	Onsite Impacts (square feet)		Offsite Impacts (Square feet)		Mitigation Ratios
		USFWS	USACOE	USFWS	USACOE	
BFVP-2	Present, <i>Branchinecta sandiegonensis</i>	3200	3200			5:1
BFVP-3A	Present, <i>Branchinecta sandiegonensis</i>	440	440			5:1
BFVP-3B	Cysts, no adults; assumed present, <i>Branchinecta sandiegonensis</i> ; San Diego button-celery ( <i>Eryngium aristulatum</i> var. <i>parishii</i> ) present approximately 90 individuals	3790	3790			5:1
BFVP-3C	Adults presumed <i>Branchinecta sandiegonensis</i>	20	--			5:1
BFVP-3D	Cysts, no adults; assumed <i>Branchinecta sandiegonensis</i>	700	700			5:1
BFVP-5	De Minimis cysts presumed <i>Branchinecta sandiegonensis</i>	1800	1800			5:1
BFVP-14	Present, <i>Branchinecta sandiegonensis</i>	2050	2050			5:1
BFVP-18	Presumed, <i>Branchinecta sandiegonensis</i> ; from Helix 1998 VP1, below; tip of Mitigation A	Helix VP-1)	Helix VP-1			--
VP-1	Presumed, <i>Branchinecta sandiegonensis</i> from Helix 1998 VP1; tip of Mitigation A	120	--			5:1
VP-5	De Minimis cysts presumed <i>Branchinecta sandiegonensis</i> ; no adults; located in Mitigation A	240	--			5:1
VP-17	VP-17 covers vernal pools BFVP-3A, 3B, 3C and 3D, which are areas accounted for above	--	--			--
RP14	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	150	--			5:1
RP15	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	251	--			5:1
RP16	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	545	--			5:1
RP17	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	106	--			5:1
RP18	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	209	--			5:1
RP19	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	87	--			5:1
RP20	Presumed, <i>Branchinecta sandiegonensis</i> ; from previous reports.	414	--			5:1



Table 2 (continued)

Vernal Pool Identification Number	Listed Species Occupancy	Onsite Impacts (square feet)		Offsite Impacts (Square feet)		Mitigation Ratios
		USFWS	USACOE	USFWS	USACOE	
<b>TOTAL</b>		<b>14,122 sf (0.32 ac)</b>	<b>11,980 sf (0.28 ac)</b>			
LM-1	Cysts, no adults; assumed present, Branchinecta sandiegonensis (from Helix 2005 #44)			2,145	22	5:1
LM-2	Cysts, no adults; assumed present, Branchinecta sandiegonensis (from Helix 2005 #34)			6,176	331	5:1
LM-3	Presumed, Branchinecta sandiegonensis			331	--	5:1
LM-4	Cysts, no adults; assumed present, Branchinecta sandiegonensis (from Helix 2005 #33, 28, 7)			6,035	560	5:1
<b>TOTAL</b>				<b>14,687 sf (0.34 ac)</b>	<b>913 sf 0.021 ac</b>	

**3. Figure 3.2-1 in the biological assessment (BA) submitted with your agencies' requests for consultation identifies two vernal pool mitigation areas (i.e. A and B) for the proposed project. However, this and all the other applicable figures in the BA do not include these mitigation areas in the proposed action area. To be included in this consultation, the mitigation areas should be included in the proposed action area.**

All applicable figures in the FAA's Biological Assessment have been updated to include the two proposed vernal pool mitigation areas within the Proposed Action Area. Copies of the updated figures are included in Attachment B of the electronic file download.

**4. Section 5.1.1 and Table 8 in the BA indicate that vernal pool BFVP-3C will be impacted while Figure 3.0-1 shows this pool outside of the proposed action area. Please clarify this apparent discrepancy. There are also other apparent discrepancies between Section 5.1.1 and Table 8 which we need clarification on.**

While the symbol indicating Vernal Pool BFVP-3C on Figure 3.0-1 appears just outside of the proposed action area, the watershed associated with this vernal pool feature will be impacted by the construction activities of the Proposed Project. Due to the watershed impact, BFVP-3C was included within the impact assessment (Section 5.1.1 and Table 8). As indicated within the FAA's Biological Assessment, San Diego Fairy Shrimp (*Branchinecta sandiegonensis*) has not been observed within BFVP-3C in recent surveys. However, BFVP-3C was historically documented to contain San Diego Fairy Shrimp and therefore included within Table 8. It should be noted that the United States Army Corp of Engineers (USACOE) performed a jurisdictional review of the on-site wetland impacts and concluded that BFVP-3C was a road rut and not a jurisdictional waterbody based on USACOE criteria (see USACOE Jurisdictional Letter in Attachment C in the electronic file download).

**5. A revised Figure 3.0-2 in the BA that shows the location of gnatcatcher observations.**

A revised Figure 3.0-2 that includes the location of gnatcatcher observations has been included in Attachment B of the electronic file download.



Mr. Wayne Reiter  
April 22, 2016  
Page 5

**6. A coastal sage scrub restoration plan.**

A copy of the Drainage Revegetation Plan is provided in Attachment A of the electronic file download.

**7. Scaled construction drawings/grading plans and Geographic Information System data for vegetation communities (including vernal/road pools and their watersheds), permanent and temporary impacts (including staging areas, storm drains and associated outfall structures and access roads), and vernal pool restoration.**

Scaled drawings and grading plans (pdf format) related to the vernal pool mitigation area and north storm drain outfalls were provided on March 15, 2016. GIS data for burrowing owl burrows, aquatic resources, the coastal gnatcatcher survey, habitats, and vernal pool impacts were also provided in the March 15 submittal. In response to this letter, the additional requested information is available for download via a link provided in a separate email. See Attachments E and F of the electronic file download.

**8. A timeline which shows when vernal pool and coastal sage scrub restoration are scheduled to begin and end in relation to project impacts.**

The project is currently evaluating bids from contractors for the restoration work planned on the “Tongue” and “Thumb” areas, as well as the ephemeral channel creation. The project expects to have the restoration contractor under contract and initiating work before the end of May 2016. Initial tasks for the contractor include contract growing from seed already collected specifically for the project and inoculum collection in Summer 2016. Grading on the Tongue and Thumb areas is currently scheduled for September or October 2016, weather and soil conditions permitting. Implementation of the vernal pool restoration plans will continue into Spring 2017. Grading on the project site is expected to start in late Fall of 2016, prior to and concurrently with implementation of the onsite vernal pool restoration program. The vernal pool restoration grading will most likely be completed prior to impacts to onsite resources that have the potential to support fairy shrimp but this is dependent on timing of all relevant permissions, ecological constraints, and soil conditions.

The specific methods and sequence of storm drain construction has not yet been finalized. The impact areas associated with construction of the two proposed underground storm water pipe outfall structures to the north of the Project site will be revegetated during the next appropriate planting season after construction is complete (see Drainage Revegetation Plan in Attachment A).

**9. Sections 1 and 2 of the Corps’ initiation letter states that 0.26-acre of wetland and non-wetland waters of the US will be permanently impacted in the Corps scope of analysis, while Section 3 of the letter states that 0.34 acre of suitable San Diego fairy shrimp habitat may be affected by the action. Please clarify which suitable San Diego fairy shrimp habitat is in the Corps’ jurisdiction and scope of analysis.**

See Table 2 above. Within the limits of the offsite portion of the project, there are 1,350 square feet (0.03 acre) of assumed occupied San Diego fairy shrimp habitat that will be directly impacted, of which 913 square feet (0.021 acre) is within the Corps’ jurisdiction and scope of analysis.

**10. Sections 3 and 4 of the Corps’ initiation letter states that 0.34 acre and 0.32 acre of San Diego fairy shrimp habitat will be impacted, respectively. Please clarify this apparent transparency.**

There will be 0.34 acre of San Diego fairy shrimp habitat offsite and 0.32 acre of San Diego fairy shrimp habitat onsite impacted with implementation of this project. To further clarify the onsite and offsite impacts for each permitting

agency, Table 1 from the Habitat Restoration and Monitoring Plan (HRMP) is provided as Figure 1, below. A copy of the HRMP is provided as Attachment D of the electronic file download.

**Figure 1. HRMP (Table 1) Summary of Jurisdictional Impacts (Acres)**

**TABLE 1  
 SUMMARY OF JURISDICTIONAL IMPACTS (ACRES)**

Agency	Non-wetland Waters / Unvegetated Channels			Offsite Wetlands	Vernal Pools		
	Onsite	Offsite	Total	Offsite	Onsite	Offsite	Total
Corps	0.73	0.01	0.74	0.23	0.28	0.025	0.305
USFWS	--	--	--	--	0.32	0.340	0.660
CDFW*	2.90	0.01	2.91	0.23	0.28	0.340	0.620
RWCQB	0.73	0.01	0.74	0.23	0.28	0.340	0.620
City of San Diego	--	--	--	0.23	0.28	0.290	0.570

\*CDFW may choose not to take jurisdiction of the non-wetland Waters/unvegetated channels.  
 Source: *Habitat Restoration and Monitoring Plan for Impacts to Vernal Pools and Wetlands for the Metropolitan Airpark Project*. Schaefer Ecological Solutions. November 2015.

**11. More pools have been documented within the offsite project limits than indicated in the information submitted with the Corps' initiation letter, as documented in the Focused, Protocol-Level Wet Season Fairy Shrimp Survey Summary Report For The La Media Road Improvements Project, City of San Diego, San Diego County, California (Busby Biological Services, October 13, 2015). We are not aware that protocol fairy shrimp surveys have been completed for these additional pools. If completed, these surveys should be provided to the Service. If not, protocol surveys should be completed, or the Corps could presume these pools are occupied by San Diego fairy shrimp as already done in Section 4 of your initiation letter for other pools.**

The Busby (2015) survey included a larger study area than is proposed for the offsite project limits. Out of the 74 features sampled during the Busby 2014/2015 survey, three were found to contain fairy shrimp, and one of which was found to contain San Diego fairy shrimp. The pool that was found to contain San Diego fairy shrimp is located outside of the offsite project limits. The other two pools with fairy shrimp supported the versatile fairy shrimp (*Branchinecta lindahli*) and an unidentified *Branchinecta* female (which, in the report, was presumed to be *B. lindahli* based on its proximity to the other pool with the same species and its typical association with disturbed areas adjacent to roadside edges). The Busby survey did not detect San Diego fairy shrimp in any pools that occur within the proposed offsite project limits. This project is moving forward with the assumption of presence based on previous records.

**12. The legend of Figure 2. Aquatic Resources in La Media Road Widening Area of the Corps initiation letter lists 0.03 of potential fairy shrimp habitat. Please clarify this apparent discrepancy with the 0.34 acre of suitable San Diego fairy shrimp given in Section 3, and whether the habitat shown on Figure 2 is based upon the vernal pool mapping completed as part of Metropolitan Airpark Offsite Improvement Fairy Shrimp Habitat Wetland Assessment (Sage Institute 2014).**

The legend on Figure 2 is referring to the acreage of the suitable San Diego fairy shrimp habitat within the project limits. Each basin continues outside of the project limits and overall total to 0.34 acre, which are being accounted for impacts to potential habitat as a result of the project. The amount of potential San Diego fairy shrimp habitat was based on the *Metropolitan Airpark Offsite Improvement Fairy Shrimp Habitat Wetland Assessment, Final Revised* (Sage



Mr. Wayne Reiter  
April 22, 2016  
Page 7

Institute 2015). This revised assessment was based on January 23 and May 1, 2015 field meetings with the USFWS and is in the 2015 report and Corps letter.

Please let us know if the City has any corrections, additions, or supplemental information that would be helpful to this response. If you find the information in this letter and the electronic files (sent separately) acceptable, please forward the information to Mr. David Kessler at the FAA's Western-Pacific Regional Office.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter M. Green", written over a light blue horizontal line.

Peter M. Green, AICP  
Program Manager

Copy: Metropolitan Airpark, LLC  
Schaeffer Ecological Solutions  
ECORP Consulting  
Sage Institute



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
San Diego, CA 90009-2007

May 25, 2016

Ms. Julianne Polanco  
State of California  
State Historic Preservation Officer  
Office of Historic Preservation  
1725 23rd Street, Suite 100  
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Ms. Polanco:

**Proposed Metropolitan Airpark Project  
Brown Field Municipal Airport, San Diego, San Diego County, California  
Section 106 Coordination  
Reference: FAA\_2015\_0831-001**

In December 2015, we wrote to you about the City of San Diego (City) and the Federal Aviation Administration (FAA) actions concerning preparation of federal environmental documentation for the proposed undertaking called the Metropolitan Airpark Project (MAP) consisting of building a new Fixed Base Operator (FBO) building, aircraft parking apron, aircraft hangar buildings, and a helicopter business center; grading of the undeveloped areas on the south side of the airport, site preparation, and grading; and drainage of the northwest side of the airport for a future non-aviation industrial park.

Your office previously concurred with FAA's Area of Potential Effects (APE) for the proposed undertaking by letter dated December 21, 2015. A drawing depicting the APE is shown on **Figure 4** in the enclosed copy of the *Cultural Resources Survey and Assessment for the Proposed Metropolitan Airpark Project*, dated May 2016. It is also shown in **Figure 4** in the enclosed copy of the *Historical Resources Assessment for the Proposed Metropolitan Airpark Project*, dated May 2016. These figures delineate four specific areas on and around the airport: the Airport property boundary; the Indirect Effects APE (primarily from airport noise); the Direct Effects APE; and a Disturbance Area. The Disturbance Area is a subset of the Direct Effects APE where the Developer proposes to disturb the ground through grading and construction of various structures that are components of the proposed MAP.

FAA is providing the following background information to assist you in reviewing FAA's determinations of eligibility and findings of effect related to the proposed undertaking.

### **1. Background Information.**

The City, as owner and operator of Brown Field Municipal Airport (Brown Field) proposes to permit Metropolitan Airpark, LLC (the Developer) to implement the proposed MAP. The City and Metropolitan Airpark, LLC have identified a demand to develop additional general aviation facilities in south San Diego County that meets the level of customer service expected by operators of business jet aircraft. This includes a demand for a modern FBO facility at Brown Field, including an FBO terminal building and aircraft storage hangars that cannot be met with existing facilities at Brown Field. Many of the buildings at the airport are more than 40 years old. In fact, some buildings date back to the Department of Defense's prior ownership and use of the airfield. These older buildings have space and floor plans that do not meet modern FBO terminal building needs and do not meet the customer service expectations of large business jet operators. Examples include, but are not limited to: limited passenger waiting areas; limited FBO office and meeting space; limited food and concessions; and buildings and hangars with dated finishes. This has contributed, in part, to decisions by some customers to use other airports and/or lease facilities at other airports in the County. The airport does not presently have hangars available to adequately store and maintain large general aviation aircraft. There are four large hangar buildings at Brown Field that can accommodate medium and small sized business jets. All four of the large hangars on the airport are presently leased. There is also a demand for additional hangar space beyond the FBO facility for executive hangars and T-hangars. The City reports that airport customers have requested improved and modern facilities at the airport. The purpose of the Proposed Project is to accommodate the demand for additional and modern aviation facilities at Brown Field.

FAA expects the Developer will disturb, the top 3-4 feet of soil during grading of the various areas of the airport. FAA anticipates the Developer will disturb soil down to a depth of 10-12 feet below the surface for the proposed FBO building. Following the completion of earthwork, the Developer will pave those areas of the apron to match the existing pavement.

**2. Native American Consultation.** FAA received a listing of Native American contacts for the proposed undertaking from the State of California Native American Heritage Commission for the MAP project at Brown Field. The commission recommended FAA contact the LaPosta Band of Mission Indians, Ewilaapaayp Tribe, Inaja Band of Mission Indians, Mesa Grande Band of Mission Indians, Jamul Indian Village, Campo Band of Mission Indians, Sycuan Band of the Kumeyaay Nation, San Pasqual Band of Mission Indians, Manzanita Band of Kumeyaay Nation, and the Barona Group of the Capitan Grande.

On October 5, 2015, FAA provided detailed information about the APE and the proposed undertaking to the tribal contacts provided by the California Native American Heritage Commission using the U.S. Mail. FAA received no reply from any of the tribes.

**3. National Register Eligibility Determinations.** ESA, the Developer's environmental and cultural resources consultant contacted the South Coastal Information Center at San Diego State University. ESA also used other environmental documentation including earlier site surveys and an Environmental Impact Report prepared under the California

Environmental Quality Act for the proposed undertaking as well as other on-line resources. The consultant's archival investigations revealed that there were 40 other investigations within the APE (See Table 1 of the Cultural Resources Survey – pages 25-27). Both the Cultural Resources Survey and the Historical Resources Survey have further identified a "Disturbance Area" that indicates land within the APE that will have physical disturbance, primarily through grading and subsequent construction.

Table 3 of the Cultural Resources Survey (page 41) states a total of 19 previously recorded archaeological resources were identified within the disturbance area. The Historical Resources Survey indicates a number of structures located within the APE, including the Auxiliary Naval Air Station Brown Field Historic District.

Table 4 of the Cultural Resources Survey and Table 3 of the Historical Resources Survey identify those properties that are located within the Direct Effects APE that your office concurred with in December 2015.

The Cultural Resources Survey identified 12 non-building properties within the Disturbance Area of the Direct Effects APE. Based on the information contained in both the Cultural Resources Survey and the Historical Resources Survey, the FAA has determined the various structures that comprise the Auxiliary Naval Air Station Brown Field Historic District collectively remain eligible for inclusion into the National Register of Historic Places (NRHP). Based on the information contained in Cultural Resources Survey, FAA has determined that none of the 12 non-building properties identified in Table 4, are listed or eligible for listing on the National Register of Historic Places within the APE for the proposed undertaking.

**FAA seeks the California SHPO's concurrence with this determination.**

**4. Assessment of Adverse Effects on Historic Properties.** The Auxiliary Naval Air Station Brown Field Historic District is located within the Direct Effects APE, but outside of the Disturbance Area. Thus, the proposed undertaking does not involve demolition, alteration, or other direct effect on the Historic District. Therefore, FAA finds the proposed undertaking would not have a direct effect on the components of the Historic District.

FAA also considered potential indirect effects on the Historic District by the proximity of the proposed undertaking and construction of new buildings within 300-feet of the Historic District. Section 5 (Page 42) of the Historical Resources Reports states in part:

*“The Proposed Undertaking's component located closest to the Historic District would be the proposed Fixed Base Operator/Executive Hangar complex. The nearest structure would be located approximately 250 feet to the southeast of the Historic District's Building 2002. The other four structures comprising the District would be between 950 and 2,700 feet away from any Proposed Undertaking component. Intervening uses between the Proposed Undertaking and the District include the existing paved parking lot for the Terminal Building (Building 2002), and open grassy spaces. The proposed new FBO building and aircraft hangars would be modern structures that would not imitate the feeling or*

*association of the buildings within the Historic District. Along the same line, the new buildings would not be designed to have such a high contrast as to detract from or diminish the qualities supporting the Historic District's eligibility for listing in the NRHP."*

Based on this information, FAA finds the proposed undertaking will not have an indirect effect on the Auxiliary Naval Air Station Brown Field Historic District. Further, FAA also finds the proposed undertaking will not have a direct or indirect effect on any other historic property listed or eligible for listing on the National Register of Historic Places under 36 CFR Part 800.4(d)(1). **FAA seeks the California SHPO's concurrence with this finding.**

If you have any further questions about this matter, please call me at 310/725-3615.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. B. Kessler', with a long horizontal flourish extending to the right.

David B. Kessler, AICP  
Regional Environmental Protection Specialist

Enclosures: Cultural Resources Survey and Assessment  
Historical Resources Assessment

Cc: LAX-600; W. Reiter – City of San Diego

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



July 21, 2016

Refer to: FAA\_2015\_0831\_001

Dave Kessler  
Regional Environmental Protection Specialist  
Federal Aviation Administration  
Western-Pacific Region Airports Division  
P.O. Box 92007  
San Diego, CA 90009-2007

RE: Finding of Effect, Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California

Dear Mr. Kessler:

The Federal Aviation Administration (FAA) is continuing consultation with the State Historic Preservation Officer (SHPO) in an effort to comply with 36 CFR Part 800 of the National Historic Preservation Act of 1966, as amended. The FAA is requesting concurrence with a Finding of No Adverse Effect to Historic Properties.

The SHPO offered comments on the FAA's delineation of the Area of Potential Effects (APE) in a letter dated December 21, 2015. Since this time, the FAA has provided a project description. The City of San Diego (City), as owner of the Brown Field Municipal Airport (Airport), plans to develop new service buildings and areas at the Airport. The development of new facilities will require extensive excavation and grading throughout the airport property. The depth of excavation will vary throughout the project area, with a maximum depth of fifteen feet below surface level in the vicinity of the proposed terminal building and executive hangar complex.

In an effort to identify historic properties in the APE, the FAA retained the services of cultural resources professionals to assess prehistoric and historic sensitivity of the APE. Environmental Science Associates produced the following studies:

- *Historical Resources Assessment for the Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego County, California* (Brad Brewster and Michael Vader, ESA: May 2016)
- *Cultural Resources Survey and Assessment for the Proposed Metropolitan Airpark Project, San Diego, San Diego County, California* (Monica Strauss, ESA: May 2016)

The Cultural Resources Survey indicates that eleven archaeological sites located in the APE have previously been determined ineligible for listing on the National Register of Historic Places (NRHP). One additional site, identified as P-37-034481, could not be relocated. Given

the presence of archaeological sites in the APE and the extent of ground disturbance required to complete the project, ESA recommends that the project proponent retain a qualified archaeologist to monitor ground disturbing activity in the APE.

Records on file with the South Coastal Information Center show that five World War II-era buildings located in the APE. The buildings (an air traffic control tower and four nose hangars) were evaluated in 1999 and recommended eligible for listing on the National Register of Historic Places (NRHP) as the Auxiliary Naval Air Station Brown Field Historic District. The evaluation was never sent to SHPO for concurrence. As the evaluation was undertaken long ago, the FAA retained a cultural resources consulting company to update the study. The consulting historian is of the opinion that the proposed district retains sufficient integrity and is therefore eligible for listing on the NRHP under National Register Criterion A for association with the mobilization and training of the armed forces during World War II, and Criterion C because the five structures embody distinctive architectural designs and methods of construction associated with World War II-era naval air stations.

The FAA received a list of Native American contacts from the California Native American Heritage Commission (NAHC). The NAHC recommended the FAA contact the LaPosta Band of Mission Indians, Ewilaapaayp Tribe, Inaja Band of Mission Indians, Mesa Grande Band of Mission Indians, Jamul Indian Village, Campo Band of Mission Indians, Sycuan Band of the Kumeyaay Nation, San Pasqual Band of Mission Indians, Manzanita Band of the Kumeyaay Nation, and the Barona Group of the Capitan Grande. On October 5, 2015, the FAA provided detailed information about the APE and the proposed project undertaking to the tribal groups and entities identified by the NAHC. The FAA received no responses.

Having reviewed the undertaking and supporting documentation, SHPO has the following comments:

- 1) SHPO does not concur that the proposed Auxiliary Naval Air Station Brown Field Historic District is eligible for listing on the NRHP under Criteria A and C. Brown Field was one of more than fifteen aircraft training facilities created in the eleventh Naval District to help meet the demands of the war effort. How was Brown Field significant within the context of World War II other than the fact that carrier pilots trained at Brown Field participated in numerous battles against the Japanese in the Pacific Theater? Also worth considering is the fact that least twelve World War II-era buildings and structures inventoried in the 1999 evaluation have since been demolished. The cumulative effects of these demolitions seem to have greatly diminished the material integrity of the proposed district. SHPO recommends the FAA address these issues if the agency intends to find the proposed district eligible for listing on the NRHP.
- 2) SHPO concurs with the FAA's Finding of Effect.
- 3) SHPO agrees that archaeological monitoring of ground disturbing activity is appropriate given the extent of ground disturbance and the presence of archeological resources in the project area.

July 21, 2015  
FAA\_2015\_0831\_001  
Page 3 of 3

- 4) Be reminded that in the event of an unanticipated discovery or change in the scale or scope of the undertaking, the FAA may have further consultation responsibilities under 36 CFR Part 800.

If the FAA has any questions or comments, please contact State Historian Tristan Tozer at (916) 445-7027 or by email at [Tristan.Tozer@parks.ca.gov](mailto:Tristan.Tozer@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco  
State Historic Preservation Officer



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150  
El Segundo, CA 90245

September 23, 2019

Mr. David Zoutendyk  
U.S. Fish and Wildlife Service  
Carlsbad Fish and Wildlife Office  
2177 Salk Avenue, Suite 250  
Carlsbad, California 92008

Attention: Patrick Gower

Dear Mr. Zoutendyk:

**Brown Field Airport  
Metropolitan Airpark Project  
San Diego, California  
Section 7 Consultation**

The Federal Aviation Administration (FAA) and the City of San Diego (City) are in the process of preparing an Environmental Assessment (EA) for a proposed Metropolitan Airpark Project (MAP) at Brown Field Municipal Airport (Airport) in the City of San Diego, San Diego County, California. The City has requested the FAA's approval to change the existing Airport Layout Plan (ALP) depicting the proposed development projects. The airport is a public use airport managed by the City of San Diego. The FAA is the lead federal agency thereby charged with conducting Section 7 consultation with the U.S. Fish & Wildlife Service (Service).

The purpose of this letter is to re-initiate (Log Number 09B0378) formal consultation with U.S. Fish and Wildlife (Service) under Section 7 of the *Endangered Species Act of 1973*, as amended, for the proposed MAP project.

**Consultation History**

The FAA requested formal Section 7 consultation in letters dated July 18, 2013 and February 11, 2016. The Service in letters dated August 21, 2013 and March 31, 2016 requested more information. On October 2017, the City finalized their City of San Diego Vernal Pool Habitat Conservation Plan (VPHCP) and Minor Amendment process. The VPHCP covers species impacted by MAP.

**Project Information**

The City, as owner and operator of the Airport proposes to implement MAP. The City and Metropolitan Airpark, LLC have identified a demand for additional general aviation facilities in south San Diego County. The purpose of MAP is to accommodate the need for

additional and modern aviation facilities at the Airport. The proposed MAP project includes construction of approximately 311-acres of proposed airport aviation and non-aviation development. A detailed description of the various components of the proposed MAP is enclosed with this letter. These components include:

- Construction of a new fixed base operator (FBO) facility including but not limited to: passenger lounge, counter sales area, flight planning space, pilots lounge, office space, restaurant, conference room, and ten large metal-frame aircraft hangars.
- Construction of an aircraft parking apron.
- Construction of aircraft hangar buildings.
- Construction of a helicopter business center.
- Grading of the undeveloped areas on the south side of the airport.
- Grading and drainage of the Northwest side of the airport for a future non-aviation industrial park (The site is currently automobile salvage yards).
- Construct improvements to roadway access on Heritage Road (on the West side of the airport), Otay Mesa Road (on the South side), La Media Road (on the East side) and construction of a new road along the northern boundary of the airport to the future Industrial Park from La Media Road.

The City has a number of proposed projects at the airport, including reconstruction or repair of existing airfield pavements that are separate and have independent utility from the proposed MAP. These projects are expected to occur at the same time with or without implementation of the proposed MAP and will be evaluated in the cumulative impacts portion of the federal environmental documentation. Each of these projects will be evaluated under the National Environmental Policy Act prior to their construction.

The La Media Road south of State Route 905 will be a Capital Improvement Project for the City of San Diego. However, the mitigation required for this project will not occur on the Airport (see enclosed letter).

### **Species Evaluation**

A Biological Technical Report (BRT) (enclosed) reviewed the proposed MAP for its effects on threatened and endangered species, and designated critical habitat. Based on the BRT, the FAA has determined the Quino checkerspot butterfly (*Euphydryas editha quino*) is absent from the action area of the proposed MAP. The FAA determined the San Diego Fairy Shrimp (*Branchinecta sandiegonensis*), San Diego button celery (*Eryngium aristulatum var. parishii*) and coastal California gnatcatcher (*Polioptila californica californica*) are confirmed to occur on the Airport.

Project implementation would directly affect vernal pools that support San Diego fairy shrimp through the permanent removal of 13,762 square feet (0.32 acre) of presumed occupied or occupied habitat. One vernal pool (BFVP-3B) would directly affect San Diego button-celery through the permanent removal of approximately 90 individuals from 3,790 square feet (0.09 acre) of occupied habitat. The proposed MAP would fully mitigate at a 5:1 ratio all impacts to existing occupied San Diego fairy shrimp habitat and San Diego button-celery. Both the San Diego fairy shrimp and San Diego button-celery are covered species under the City's VPHCP.

The Proposed MAP will temporary affect approximately 0.19 acre of coastal California gnatcatcher habitat by the proposed storm drains and outfall structures. Construction and restoration activity avoidance and minimize measures will be implemented during breeding season (March 1 - August 15) to reduce temporary impacts to coastal California gnatcatcher. The coastal California gnatcatcher is a covered species under the City's Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The enclosed Minor Amendment provides a consistency determination to show that MAP is consistent with the VPHCP and MSCP. The Minor Amendment describes the species-specific avoidance and minimization measures incorporated into the proposed MAP to reduce effects on the listed species.

A Habitat Restoration and Monitoring Plan (HRMP) providing detailed guidelines and success criteria for the creation of vernal pools is being prepared. This plan includes specific measures and target occupancy rates for San Diego fairy shrimp and San Diego button-celery that meet the 5:1 mitigation ratio targets. The HRMP will be submitted to your office for approval prior to the issuance of any MAP related construction permits.

### **Project Consultation**

After reviewing the current status of these species, the effects of the proposed project, and proposed measures to avoid, minimize and compensate for effects to listed species, and designated critical habitat, the FAA has determined that the project: *may affect, is likely to adversely affect* San Diego fairy shrimp, San Diego button-celery, and Coastal California gnatcatcher. The FAA has determined the proposed MAP will not affect the Quino checkerspot butterfly.

FAA requests the Service's concurrence with our determinations made pursuant to Title 50, Code of Federal Regulations Part 402, for the proposed MAP project at the Airport.

### **FAA Contact Information**

If needed, the FAA and Airport staff is available to meet to discuss this Section 7 consultation. If you have any questions or require additional information, please feel free to contact me at (424) 405-7269 or [gail.campos@faa.gov](mailto:gail.campos@faa.gov).

Sincerely,



Gail Campos  
Environmental Protection Specialist

Enclosure

1. Metropolitan Airpark Project Consistency Analysis for Minor Amendment
2. Metropolitan Airpark Project Description
3. City of San Diego's Letter regarding La Media Road Mitigation
4. Biological Technical Report

Cc:

Cindy Dunn, Environmental Biologist III, City of San Diego

# **APPENDIX B**

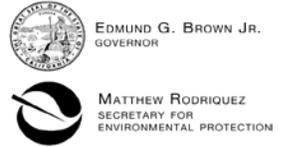
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## **Biological Resources**

This appendix contains:

Appendix B-1 Clean Water Act Section 401 Water Quality Certification

Appendix B-2 Preliminary Jurisdictional Determination



EDMUND G. BROWN JR.  
GOVERNOR

MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

## San Diego Regional Water Quality Control Board

July 26, 2016

In reply/refer to:  
**R9-2015-0025:812296:lhonma**

Ms. Cybele Thompson  
City of San Diego,  
Real Estate Assets Department  
1200 Third Avenue, Suite 1700  
San Diego, CA 92101  
[Thompsonc@sandiego.gov](mailto:Thompsonc@sandiego.gov)

**Certified Mail – Return Receipt Requested (Original)**  
Article Number: 7011 0470 0002 8952 8264

Mr. Richard Sax  
Metropolitan Airpark, LLC  
2100 Palomar Airport Road, Suite 209  
Carlsbad, CA 92011  
[dpcri@sax.com](mailto:dpcri@sax.com)

**Certified Mail – Return Receipt Requested (Copy)**  
Article Number: 7011 0470 0002 8952 8271

**Subject: Clean Water Act Section 401 Water Quality Certification No. R9-2015-0025 for the Metropolitan Airpark Project**

Ms. Thompson and Mr. Sax:

Enclosed find Clean Water Act Section 401 Water Quality Certification No. R9-2015-0025 (Certification) issued by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board ) in response to the application submitted by the City of San Diego and Metropolitan Airpark, LLC for the Metropolitan Airpark Project (Project). A description of the Project and Project location can be found in the Certification and site maps which are included as attachments to the Certification.

The City of San Diego and Metropolitan Airpark, LLC are enrolled under State Water Resources Control Board Order No. 2003-017-DWQ as a condition of the Certification and is required to implement and comply with all terms and conditions of the Certification in order to ensure that water quality standards are met for the protection of wetlands and other aquatic resources. Failure to comply with this Certification may subject the City of San Diego and Metropolitan Airpark, LLC to enforcement actions by the San Diego Water Board including administrative enforcement orders requiring the City of San Diego and Metropolitan Airpark, LLC to cease and desist from violations or to clean up waste and abate existing or threatened conditions of pollution or nuisance; administrative civil liability in amounts of up to \$10,000 per day per violation; referral to the State Attorney General for injunctive relief; and, referral to the District Attorney for criminal prosecution.

HENRY ABARBANEL, PH.D., CHAIR | DAVID GIBSON, EXECUTIVE OFFICER

2375 Northside Drive, Suite 100, San Diego, California 92108-2700 | [www.waterboards.ca.gov/sandiego](http://www.waterboards.ca.gov/sandiego)

Ms. Cybele Thompson  
Mr. Richard Sax  
Metropolitan Airpark Project  
File No. R9-2015-0025

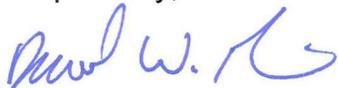
- 2 -

July 26, 2015

Please submit all reports and information required under this Certification in electronic format via e-mail to [SanDiego@waterboards.ca.gov](mailto:SanDiego@waterboards.ca.gov). Documents over 50 megabytes will not be accepted via e-mail and must be placed on a disc and delivered to the San Diego Water Board, 2375 Northside Drive, San Diego, CA 92108. Each electronic document must be submitted as a single file, in Portable Document Format (PDF), and converted to text searchable format using Optical Character Recognition (OCR). All electronic documents must include scanned copies of all signature pages; electronic signatures will not be accepted. Electronic documents submitted to the San Diego Water Board must include the following identification numbers in the header or subject line: Certification No. R9-2015-0025:812296:lhonma.

For questions or comments regarding the Certification, please contact Lisa Honma by telephone at (619) 521-3367 or by email at [Lisa.Honma@waterboards.ca.gov](mailto:Lisa.Honma@waterboards.ca.gov).

Respectfully,



DAVID W. GIBSON  
Executive Officer

Enclosure:

Clean Water Act Section 401 Water Quality Certification No. R9-2015-0025 for the Metropolitan Airpark Project

DWG:jgs:eb:lbh

cc: Via Email Only

U.S. Army Corps of Engineers, Regulatory Branch  
San Diego Field Office  
Meris Guerrero  
[Meris.Guerrero@usace.army.mil](mailto:Meris.Guerrero@usace.army.mil)

California Department of Fish and Game  
South Coast Region  
Habitat Conservation Planning – South  
Kelly Fisher  
[Kelly.Fisher@wildlife.ca.gov](mailto:Kelly.Fisher@wildlife.ca.gov)

Ms. Cybele Thompson  
Mr. Richard Sax  
Metropolitan Airpark Project  
File No. R9-2015-0025

July 26, 2015

cc: Continued

U.S. Department of the Interior  
Fish and Wildlife Service  
Dave Zoutendyk  
[David\\_Zoutendyk@fws.gov](mailto:David_Zoutendyk@fws.gov)

ECORP Consulting, Inc.  
Ms. Margaret Bornyasz  
[Mbornyasz@ecorpconsulting.com](mailto:Mbornyasz@ecorpconsulting.com)

Schaefer Ecological Solutions  
Ms. Christina Schaefer  
[Schaeferecology@cox.net](mailto:Schaeferecology@cox.net)

U.S. EPA, OWOW, Region 9  
[R9-WTR8-Mailbox@epa.gov](mailto:R9-WTR8-Mailbox@epa.gov)

State Water Resources Control Board, Division of Water Quality  
401 Water Quality Certification and Wetlands Unit  
[Stateboard401@waterboards.ca.gov](mailto:Stateboard401@waterboards.ca.gov)

San Diego Water Board  
Mr. Eric Becker  
[Eric.Becker@waterboards.ca.gov](mailto:Eric.Becker@waterboards.ca.gov)

San Diego Water Board  
Mr. David Barker  
[David.Barker@waterboards.ca.gov](mailto:David.Barker@waterboards.ca.gov)

Tech Staff Information	
Certification No.	R9-2015-0025
Party ID	520475/549748
Reg. Meas. ID	399486
Place ID	812296
Person ID	549746/549749
WDID	9 000002805

**CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD  
SAN DIEGO REGION**

2375 Northside Drive, Suite.100, San Diego, CA 92108  
Phone (619) 516-1990 • Fax (619) 516-1994  
<http://www.waterboards.ca.gov/sandiego/>

Clean Water Act Section 401 Water Quality Certification  
and Waste Discharge Requirements  
for Discharge of Dredged and/or Fill Materials

**PROJECT: Metropolitan Airpark Project  
Certification Number R9-2015-0025  
WDID: 9 00002805**

Reg. Meas. ID: 399486 Place ID: 812296 Party ID: 520475/549748 Person ID: 549746/549749
--

**APPLICANTS: City of San Diego, Real Estate Assets  
Department  
1200 Third Avenue, Suite 1700  
San Diego, CA 92101**

**Metropolitan Airpark, LLC  
2100 Palomar Airport Road, Suite 209  
Carlsbad, CA 92011**

**ACTION:**

<input type="checkbox"/> Order for Low Impact Certification	<input type="checkbox"/> Order for Denial of Certification
<input checked="" type="checkbox"/> Order for Technically-conditioned Certification	<input type="checkbox"/> Enrollment in Isolated Waters Order No. 2004-004-DWQ
<input checked="" type="checkbox"/> Enrollment in SWRCB GWDR Order No. 2003-017-DWQ	

**PROJECT DESCRIPTION**

An application dated January 6, 2015 was submitted by the City of San Diego and Metropolitan Airpark, LLC (hereinafter Applicants), for Water Quality Certification pursuant to section 401 of the Clean Water Act (United States Code (USC) Title 33, section 1341) for the proposed Metropolitan Airpark Project (Project). The California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) deemed the application to be complete on April 10, 2015. The Applicants propose to discharge dredged or fill material to waters of the United States and/or State associated with construction activity at the Project site. The Applicants have also applied for a Clean Water Act section 404 permit from the United States Army Corps of Engineers for the Project (USACE File No. SPL-2012-00212-MG).

The Project is located within the City of City of San Diego, San Diego County, California at 1424 Continental Street, San Diego, CA 92154. The Project center reading is located at latitude 32.570933 and longitude -116.980083. The Applicants have paid all required application fees for this Certification in the amount of \$83,330.00. On an annual basis, the Applicants shall also pay all active discharge fees and post discharge monitoring fees, as appropriate. On April 10, 2015, the San Diego Water Board provided public notice of the Project application pursuant to California Code of Regulations, title 23, section 3858 by posting

information describing the Project on the San Diego Water Board's web site and providing a period of twenty-one days for public review and comment. No comments were received.

The Applicants propose a large-scale jet aviation development and other supportive aviation and related non-aviation facilities on the existing Brown Field Municipal Airport. The Project will include the following types of development: a jet aviation fixed-base operator (FBO), large and small aircraft hangars, a helicopter FBO, an industrial park, a commercial center, and a six to eight megawatt solar photovoltaic energy generation facility. The Project also includes off-site roadway improvements on and near the intersection of La Media and Airway Roads. The Project will be constructed in phases and is expected to be completed in approximately 20 years.

The Project will convert approximately 138 acres of pervious ground cover to impervious surfaces. Runoff leaving the developed Project area would be significantly greater in volume, velocity, peak flow rate, and duration than pre-development runoff from the same area without mitigation. Post-construction best management practices (BMPs) to manage and control the effects of these runoff increases will consist of bioretention facilities and extended detention facilities. These BMPs will be designed, constructed, and maintained to meet City of San Diego requirements for permanent storm water BMPs, including Source Control BMPs, LID Site Design BMPs, Treatment Control BMPs (TC-BMPs), and Hydromodification Management BMPs.

The Project application includes a description of the design objective, operation, and degree of treatment expected to be attained from equipment, facilities, or activities (including construction and post-construction BMPs) to treat waste and reduce runoff or other effluents which may be discharged. Compliance with the Certification conditions will help ensure that construction and post-construction discharges from the Project will not cause on-site or off-site downstream erosion, damage to downstream properties, or otherwise damage stream habitats in violation of water quality standards in the *Water Quality Control Plan for the San Diego Basin (9)* (Basin Plan).

Project construction will permanently impact 0.74 acre (5,257 linear feet) of stream channel, 0.24 acre (783 linear feet) of wetland, and 0.30 acre of vernal pool waters of the United States and/or State. The Applicants report that the Project purpose cannot be practically accomplished in a manner which would avoid or result in less adverse impacts to aquatic resources considering all potential practicable alternatives, such as the potential for alternate available locations, designs, reductions in size, configuration or density.

The Applicants report that compensatory mitigation for the permanent loss of 1.28 acre of jurisdictional waters will be achieved through the establishment of 0.74 acres of stream channel waters of the United States and/or State and re-establishment of 2.75 acres of vernal pool waters of the United States and/or State. All waters of the United States and/or State receiving temporary discharges of fill material will be restored upon removal of the fill. Mitigation for discharges of fill material to waters of the United States and/or State will be completed by the Applicants at the following:

- The On-site Ephemeral Channel Mitigation Site located in the Tijuana hydrologic sub-area (HSA 911.12) at a minimum compensation ratio of 1:1 (area mitigated:area impacted) for stream channel impacts, and
- The On-site MAP Vernal Pool Restoration Project Site located in the Otay hydrologic sub-area (HAS 910.20) at a minimum compensation ratio of 1:1 for stream channel impacts, 2:1 for wetland impacts, and 5:1 for vernal pool impacts.

Detailed written specifications and work descriptions for the compensatory mitigation project including, but not limited to, the geographic boundaries of the project, timing, sequence, monitoring, maintenance, ecological success performance standards and provisions for long-term management and protection of the mitigation areas are described in the *Vernal Pool and Ephemeral Channel Habitat Restoration and Monitoring Plan for the Metropolitan Airpark Project* (Mitigation Plan), dated June 2016, or a revision and/or Supplemental Mitigation Plan) approved by the San Diego Water Board that provides the additional vernal pool compensatory mitigation for stream channel impacts as described in section V.B, and the *Draft Metropolitan Airpark Project Long-Term Management Plan for Vernal Pool and Ephemeral Channel Mitigation Sites on Brown Field Airport*, dated June 2016, or subsequent version approved by the U.S. Army Corps of Engineers. San Diego Water Board acceptance of the Mitigation Plan applies only to the Project described in this Certification and must not be construed as approval for other current or future projects that are planning to use additional acreage at the site for mitigation. The Mitigation Plan is incorporated in this Certification by reference as if set forth herein. The Mitigation Plan provides for implementation of compensatory mitigation which offsets adverse water quality impacts attributed to the Project in a manner that protects and restores the abundance, types and conditions of aquatic resources and supports their beneficial uses. Implementation of the Mitigation Plan will reduce significant environmental impacts to resources within the San Diego Water Board's purview to a less than significant level. Based on all of these considerations, the Mitigation Plan will adequately compensate for the loss of beneficial uses and habitat within waters of the United States and/or State attributable to the Project.

Additional Project details are provided in Attachments 2 through 5 of this Certification.

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### Attachments:

- 1. Definitions**
- 2. Project Location Maps**
- 3. Project Site Plans**
- 4. Mitigation Figures**
- 5. CEQA Mitigation Monitoring and Reporting Program**

## I. STANDARD CONDITIONS

Pursuant to section 3860 of title 23 of the California Code of Regulations, the following three standard conditions apply to all water quality certification actions:

- A. This Certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to section 13330 of the Water Code and chapter 28, article 6 (commencing with title 23, section 3867), of the California Code of Regulations.
- B. This Certification action is not intended and shall not be construed to apply to any discharge from any activity involving a hydroelectric facility and requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent Certification application was filed pursuant to California Code of Regulations title 23, section 3855 subdivision (b), and that application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought.
- C. This Certification action is conditioned upon total payment of any fee required under title 23, chapter 28 (commencing with section 3830) of California Code of Regulations and owed by the Applicants.

## II. GENERAL CONDITIONS

- A. **Term of Certification.** Water Quality Certification No. R9-2015-0025 (Certification) shall expire upon a) the expiration or retraction of the Clean Water Act section 404 (33 USC Title 33, section 1344) permit issued by the U.S. Army Corps of Engineers for this Project, or b) five (5) years from the date of issuance of this Certification, whichever occurs first.
- B. **Duty to Comply.** The Applicants must comply with all conditions and requirements of this Certification. Any Certification noncompliance constitutes a violation of the Water Code and is grounds for enforcement action or Certification termination, revocation and reissuance, or modification.
- C. **General Waste Discharge Requirements.** The requirements of this Certification are enforceable through Water Quality Order No. 2003-0017-DWQ, *Statewide General Waste Discharge Requirements for Discharges of Dredged or Fill Material that have Received State Water Quality Certification* (Water Quality Order No. 2003-0017-DWQ). This provision shall apply irrespective of whether a) the federal permit for which the Certification was obtained is subsequently retracted or is expired, or b) the Certification is expired. Water Quality Order No. 2003-0017-DWQ is accessible at:

[http://www.waterboards.ca.gov/water\\_issues/programs/cwa401/docs/generalorders/gowdr401regulated\\_projects.pdf](http://www.waterboards.ca.gov/water_issues/programs/cwa401/docs/generalorders/gowdr401regulated_projects.pdf).

- D. Project Conformance with Application.** All water quality protection measures and BMPs described in the application and supplemental information for water quality certification are incorporated by reference into this Certification as if fully stated herein. Notwithstanding any more specific conditions in this Certification, the Applicants shall construct, implement and comply with all water quality protection measures and BMPs described in the application and supplemental information. The conditions within this Certification shall supersede conflicting provisions within the application and supplemental information submitted as part of this Certification action.
- E. Project Conformance with Water Quality Control Plans or Policies.** Notwithstanding any more specific conditions in this Certification, the Project shall be constructed in a manner consistent with the Basin Plan and any other applicable water quality control plans or policies adopted or approved pursuant to the Porter Cologne Water Quality Act (Division 7, commencing with Water Code Section 13000) or section 303 of the Clean Water Act (33 USC section 1313). The Basin Plan is accessible at:
- [http://www.waterboards.ca.gov/sandiego/water\\_issues/programs/basin\\_plan/index.shtml](http://www.waterboards.ca.gov/sandiego/water_issues/programs/basin_plan/index.shtml)
- F. Project Modification.** The Applicants must submit any changes to the Project, including Project operation, which would have a significant or material effect on the findings, conclusions, or conditions of this Certification, to the San Diego Water Board for prior review and written approval. If the San Diego Water Board is not notified of a significant change to the Project, it will be considered a violation of this Certification.
- G. Certification Distribution Posting.** During Project construction, the Applicants must maintain a copy of this Certification at the Project site. This Certification must be available at all times to site personnel and agencies. A copy of this Certification shall also be provided to any contractor or subcontractor performing construction work, and the copy shall remain in their possession at the Project site.
- H. Inspection and Entry.** The Applicants must allow the San Diego Water Board or the State Water Resources Control Board, and/or their authorized representative(s) (including an authorized contractor acting as their representative), upon the presentation of credentials and other documents as may be required under law, to:
1. Enter upon the Project or Compensatory Mitigation site(s) premises where a regulated facility or activity is located or conducted, or where records must be kept under the conditions of this Certification;
  2. Have access to and copy, at reasonable times, any records that must be kept under the conditions of this Certification;
  3. Inspect, at reasonable times, any facilities, equipment (including monitoring and control equipment), practices, or operations regulated or required under this Certification; and

4. Sample or monitor, at reasonable times, for the purposes of assuring Certification compliance, or as otherwise authorized by the Clean Water Act or Water Code, any substances or parameters at any location.

- I. **Enforcement Notification.** In the event of any violation or threatened violation of the conditions of this Certification, the violation or threatened violation shall be subject to any remedies, penalties, process or sanctions as provided for under State law. For purposes of section 401(d) of the Clean Water Act, the applicability of any State law authorizing remedies, penalties, process or sanctions for the violation or threatened violation constitutes a limitation necessary to assure compliance with the water quality standards and other pertinent requirements incorporated into this Certification.
- J. **Certification Actions.** This Certification may be modified, revoked and reissued, or terminated for cause including but not limited to the following:
1. Violation of any term or condition of this Certification;
  2. Monitoring results indicate that continued Project activities could violate water quality objectives or impair the beneficial uses of the Otay River, the Tijuana River, or their tributaries;
  3. Obtaining this Certification by misrepresentation or failure to disclose fully all relevant facts;
  4. A change in any condition that requires either a temporary or permanent reduction or elimination of the authorized discharge; and
  5. Incorporation of any new or revised water quality standards and implementation plans adopted or approved pursuant to the Porter-Cologne Water Quality Control Act or section 303 of the Clean Water Act.
- The filing of a request by the Applicants for modification, revocation and reissuance, or termination, or a notification of planned changes or anticipated noncompliance does not stay any Certification condition.
- K. **Duty to Provide Information.** The Applicants shall furnish to the San Diego Water Board, within a reasonable time, any information which the San Diego Water Board may request to determine whether cause exists for modifying, revoking and reissuing, or terminating this Certification or to determine compliance with this Certification.
- L. **Property Rights.** This Certification does not convey any property rights of any sort, or any exclusive privilege.
- M. **Petitions.** Any person aggrieved by this action of the San Diego Water Board may petition the State Water Resources Control Board (State Water Board) to review the action in accordance with the California Code of Regulations, title 23, sections 3867 and following. The State Water Board must receive the petition by 5:00 p.m., 30 days after

the date of this Certification. Copies of the law and regulations applicable to filing petitions may be found on the Internet at: [http://www.waterboards.ca.gov/public\\_notices/petitions/water\\_quality](http://www.waterboards.ca.gov/public_notices/petitions/water_quality) or will be provided upon request.

### III. CONSTRUCTION BEST MANAGEMENT PRACTICES

- A. **Approvals to Commence Construction.** The Applicants shall not commence Project construction until all necessary federal, State, and local approvals are obtained.
- B. **Personnel Education.** Prior to the start of the Project, and annually thereafter, the Applicants must educate all personnel on the requirements in this Certification, pollution prevention measures, spill response measures, and BMP implementation and maintenance measures.
- C. **Spill Containment Materials.** The Applicants must, at all times, maintain appropriate types and sufficient quantities of materials on-site to contain any spill or inadvertent release of materials that may cause a condition of pollution or nuisance if the materials reach waters of the United States and/or State.
- D. **General Construction Storm Water Permit.** Prior to start of Project construction, the Applicants must, as applicable, obtain coverage under, and comply with, the requirements of State Water Resources Control Board Water Quality Order No. 2009-0009-DWQ, the *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity*, (General Construction Storm Water Permit) and any reissuance. If Project construction activities do not require coverage under the General Construction Storm Water Permit, the Applicants must develop and implement a runoff management plan (or equivalent construction BMP plan) to prevent the discharge of sediment and other pollutants during construction activities.
- E. **Waste Management.** The Applicants must properly manage, store, treat, and dispose of wastes in accordance with applicable federal, state, and local laws and regulations. Waste management shall be implemented to avoid or minimize exposure of wastes to precipitation or storm water runoff. The storage, handling, treatment, or disposal of waste shall not create conditions of pollution, contamination or nuisance as defined in Water Code section 13050. Upon Project completion, all Project generated debris, building materials, excess material, waste, and trash shall be removed from the Project site(s) for disposal at an authorized landfill or other disposal site in compliance with federal, state and local laws and regulations.
- F. **Waste Management.** Except for a discharge permitted under this Certification, the dumping, deposition, or discharge of trash, rubbish, unset cement or asphalt, concrete, grout, damaged concrete or asphalt, concrete or asphalt spoils, wash water, organic or earthen material, steel, sawdust or other construction debris waste from Project activities directly into waters of the United States and or State, or adjacent to such waters in any manner which may permit its being transported into the waters, is prohibited.

- G. **Downstream Erosion.** Discharges of concentrated flow during construction or after Project completion must not cause downstream erosion or damage to properties or stream habitat.
- H. **Construction Equipment.** All equipment must be washed prior to transport to the Project site and must be free of sediment, debris, and foreign matter. All equipment used in direct contact with surface water shall be steam cleaned prior to use. All equipment using gas, oil, hydraulic fluid, or other petroleum products shall be inspected for leaks prior to use and shall be monitored for leakage. Stationary equipment (e.g., motors, pumps, generator, etc.) shall be positioned over drip pans or other types of containment.
- I. **Process Water.** Water containing mud, silt, or other pollutants from equipment washing or other activities, must not be discharged to waters of the United States and/or State or placed in locations that may be subjected to storm water runoff flows. Pollutants discharged to areas within a stream diversion must be removed at the end of each work day or sooner if rain is predicted.
- J. **Surface Water Diversion.** All surface waters, including ponded waters, must be diverted away from areas of active grading, construction, excavation, vegetation removal, and/or any other activity which may result in a discharge to the receiving water. Diversion activities must not result in the degradation of beneficial uses or exceedance of the receiving water quality objectives. Any temporary dam or other artificial obstruction constructed must only be built from materials such as clean gravel which will cause little or no siltation. Normal flows must be restored to the affected stream immediately upon completion of work at that location.
- K. **Re-vegetation and Stabilization.** All areas that have 14 or more days of inactivity must be stabilized within 14 days of the last activity. The Applicants shall implement and maintain BMPs to prevent erosion of the rough graded areas. After completion of grading, all areas must be re-vegetated with native species appropriate for the area. The re-vegetation palette must not contain any plants listed on the California Invasive Plant Council Invasive Plant Inventory, which can be accessed at <http://www.cal-ipc.org/ip/inventory/>.
- L. **Hazardous Materials.** Except as authorized by this Certification, substances hazardous to aquatic life including, but not limited to, petroleum products, unused cement/concrete, asphalt, and coating materials, must be prevented from contaminating the soil and/or entering waters of the United States and/or State. BMPs must be implemented to prevent such discharges during each Project activity involving hazardous materials.

- M. **Vegetation Removal.** Removal of vegetation must occur by hand, mechanically, or through application of United States Environmental Protection Agency (USEPA) approved herbicides deployed using applicable BMPs to minimize adverse effects to beneficial uses of waters of the United States and/or State. Discharges related to the application of aquatic pesticides within waters of the United States must be done in compliance with State Water Resources Control Board Water Quality Order No. 2004-0009-DWQ, the *Statewide General National Pollution Discharge Elimination System Permit for the Discharge of Aquatic Weed Control in Waters of the United States*, and any subsequent reissuance as applicable.
- N. **Limits of Disturbance.** The Applicants shall clearly define the limits of Project disturbance to waters of the United States and/or State using highly visible markers such as flag markers, construction fencing, or silt barriers prior to commencement of Project construction activities within those areas.
- O. **On-site Qualified Biologist.** The Applicants shall designate an on-site qualified biologist to monitor Project construction activities within or adjacent to waters of the United States and/or State to ensure compliance with the Certification requirements. The biologist shall be given the authority to stop all work on-site if a violation of this Certification occurs or has the potential to occur. Records and field notes of the biologist's activities shall be kept on-site and made available for review upon request by the San Diego Water Board.
- P. **Beneficial Use Protection.** The Applicants must take all necessary measures to protect the beneficial uses of waters of the Otay River, the Tijuana River, and their tributaries. This Certification requires compliance with all applicable requirements of the Basin Plan. If at any time, an unauthorized discharge to surface waters (including rivers or streams) occurs or monitoring indicates that the Project is violating, or threatens to violate, water quality objectives, the associated Project activities shall cease immediately and the San Diego Water Board shall be notified in accordance with Notification Requirement VII.A of this Certification. Associated Project activities may not resume without approval from the San Diego Water Board.

#### IV. POST-CONSTRUCTION BEST MANAGEMENT PRACTICES

- A. **Post-Construction Discharges.** The Applicants shall not allow post-construction discharges from the Project site to cause or contribute to on-site or off-site erosion or damage to properties or stream habitats.
- B. **Storm Drain Inlets.** All storm drain inlet structures within the Project boundaries must be stamped or stenciled (or equivalent) with appropriate language prohibiting non-storm water discharges.

- C. Post-Construction BMP Design.** The Project must be designed to comply with the requirements for priority development projects in section E.3 of the Regional MS4 Permit Order R9-2013-0001, *National Pollutant Discharge Elimination Systems Permit and Waste Discharge Requirements for Discharges of Urban Runoff from the MS4s Draining the Watersheds within the San Diego Region* (Regional MS4 Permit) as well as the most current BMP Design Manual for the City of San Diego. Where conflict exists between the referenced documents the most stringent requirements shall apply. Post-construction BMPs for the Project are described in the Water Quality Technical Report and Hydromodification Management Plan for Metropolitan Airpark (WQTR), dated April 2, 2015. The WQTR is incorporated by reference as if set forth in full herein.
- D. Post-Construction BMP Maintenance.** The post construction BMPs must be designed, constructed, and maintained in accordance with the most recent California Storm Water Quality Association (CASQA)<sup>1</sup> guidance. The Applicants shall:
1. No less than two times per year, assess the performance of the BMPs to ensure protection of the receiving waters and identify any necessary corrective measures;
  2. Perform inspections of BMPs, at the beginning of the wet season no later than October 1 and the end of the wet season no later than April 1, for standing water, slope stability, sediment accumulation, trash and debris, and presence of burrows;
  3. Regularly perform preventative maintenance of BMPs, including removal of accumulated trash and debris, as needed to ensure proper functioning of the BMPs;
  4. Identify and promptly repair damage to BMPs; and
  5. Maintain a log documenting all BMP inspections and maintenance activities. The log shall be made available to the San Diego Water Board upon request.

## **V. PROJECT IMPACTS AND COMPENSATORY MITIGATION**

- A. Project Impact Avoidance and Minimization.** The Project must avoid and minimize adverse impacts to waters of the United States and/or State to the maximum extent practicable.
- B. Project Impacts and Compensatory Mitigation.** Unavoidable Project impacts to the Otay River and its unnamed tributaries and the unnamed tributaries of the Tijuana River within the Otay and Tijuana Watersheds must not exceed the type and magnitude of impacts described in the table below. At a minimum, compensatory mitigation required to offset unavoidable temporary and permanent Project impacts to waters of the United States and/or State must be achieved as described in the table below:

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<sup>1</sup> California Storm Water Quality Association (*California Storm Water BMP Handbook, New Development and Redevelopment 2003*), available on-line at: <http://www.cabmphandbooks.org/> [Accessed on January 15, 2012]

	Impacts (acres)	Impacts (linear ft.)	Mitigation for Impacts (acres)	Mitigation Ratio (area mitigated :area impacted)	Mitigation for Impacts (linear ft.)	Mitigation Ratio (linear feet mitigated :linear feet impacted)
<b>Permanent Impacts</b>						
Stream Channel	0.74 <sup>1</sup>	5,257 <sup>1</sup>	0.74 Establishment <sup>2</sup>	1:1	1,885 Establishment <sup>2</sup>	0.36:1
			0.74 Re-Establishment <sup>3</sup>	1:1	NA	NA
Wetland	0.24 <sup>4</sup>	783 <sup>4</sup>	0.48 Re-establishment <sup>3</sup>	2:1	NA	NA
Vernal Pools	0.30 <sup>5</sup>	NA	1.53 Re-establishment <sup>3</sup>	5:1	NA	NA

NA = Not Applicable

1. Permanent fill of 0.73 acre (5,173 linear feet) of on-site ephemeral stream channel and 0.01 acre (84 linear feet) of off-site ephemeral stream channel waters of the United States and/or State.
2. On-site establishment of non-wetland ephemeral stream channel waters of the United States and/or State at the On-site Ephemeral Channel Mitigation Site on the eastern edge of the Project Site, flowing south along La Media Road (Attachment 4, Figures 15 and 17).
3. On-site establishment of 2.75 acres of vernal pool waters of the United States and/or State at the On-site MAP Vernal Pool Restoration Project Site on the north side of the Project (Attachment 4, Figures 10, 18a, and 18b). Vernal pool mitigation is being provided for stream channel, wetland, and vernal pool impacts.
4. Permanent fill of 0.238 acre (782.72 linear feet) of off-site freshwater marsh wetland waters of the United States and/or State along La Media and Airway Roads.
5. Permanent fill of 0.275 acre of on-site vernal pool waters of the United States and/or State and 0.026 acre of off-site vernal pool waters of the United States and/or State.

**C. Compensatory Mitigation Plan Implementation.** The Applicants must fully and completely implement the Mitigation Plan; any deviations from, or revisions to, the Mitigation Plan must be pre-approved by the San Diego Water Board.

The Applicant must submit a Revised Mitigation Plan or a Supplemental Mitigation Plan that provides the detailed written specifications and work descriptions for the additional 0.74 acre of re-establishment of vernal pool waters of the United States and/or State within the Tijuana or Otay Watersheds for impacts to stream channels within 180 days of the issuance of this Certification for approval by the San Diego Water Board. The Applicant must fully and completely implement the Revised or Supplemental Mitigation Plan once it is approved by the San Diego Water Board.

- D. Performance Standards.** Compensatory mitigation required under this Certification shall be considered achieved once it has met the ecological success performance standards contained in the Mitigation Plan(s) to the satisfaction of the San Diego Water Board. The Applicant must propose and submit reference site locations for both the vernal pool and ephemeral stream channel compensatory mitigation, which will be used for making mitigation success determinations, that is acceptable to the San Diego Water Board.
- E. Compensatory Mitigation Site Design.** The compensatory mitigation site(s) shall be designed to be self-sustaining once performance standards have been achieved. This includes minimization of active engineering features (e.g., pumps) and appropriate siting to ensure that natural hydrology and landscape context support long-term sustainability in conformance with the following conditions:
1. The vernal pool complexes and the ephemeral stream channel through the mitigation sites shall be characterized by equilibrium conditions, with no evidence of erosion or severe aggradation or degradation;
  2. As viewed along cross-sections, the vernal pool topography and channel and buffer area(s) shall have a variety of slopes, or elevations, that are characterized by different moisture gradients. Each sub-slope shall contain physical patch types or features that contribute to irregularity in height, edges, or surface and to complex topography overall; and
  3. The mitigation sites shall have a well-developed plant community characterized by a high degree of horizontal and vertical interspersion among plant zones and layers.
- F. Temporary Project Impact Areas.** The Applicants must restore all areas of temporary impacts and all other areas of temporary disturbance which could result in a discharge or a threatened discharge of pollutants to waters of the United States and/or State. Restoration must include grading of disturbed areas to pre-project contours and re-vegetation with native species. The Applicants must implement all necessary BMPs to control erosion and runoff from areas associated with the Project.
- G. Long-Term Management and Maintenance.** The compensatory mitigation site(s) must be managed, protected, and maintained, in perpetuity, in conformance with the long-term management plan and the final ecological success performance standards identified in the Mitigation Plan. The aquatic habitats, riparian areas, buffers and uplands that comprise the mitigation site(s) must be protected in perpetuity from land-use and maintenance activities that may threaten water quality or beneficial uses within the mitigation area(s) in a manner consistent with the following requirements:
1. Any maintenance activities on the mitigation site(s) that do not contribute to the success of the mitigation site(s) and enhancement of beneficial uses and ecological functions and services are prohibited;

2. Maintenance activities must be limited to the removal of trash and debris, removal of exotic plant species, replacement of dead native plant species, and remedial measures deemed necessary for the success of the compensatory mitigation project;
  3. The Mitigation site(s) must be maintained, in perpetuity, free of perennial exotic plant species including, but not limited to, pampas grass, giant reed, tamarisk, sweet fennel, tree tobacco, castor bean, and pepper tree. Annual exotic plant species must not occupy more than 5 percent of the mitigation site(s); and
  4. If at any time a catastrophic natural event (e.g., fire, flood) causes damage(s) to the mitigation site(s) or other deficiencies in the compensatory mitigation project, the Applicants must take prompt and appropriate action to repair the damage(s) including replanting the affected area(s) and address any other deficiencies. The San Diego Water Board may require additional monitoring by the Applicants to assess how the compensatory mitigation site(s) or project is responding to a catastrophic natural event.
- H. **Timing of Mitigation Site Construction.** The construction of proposed mitigation must be concurrent with project grading that impacts jurisdictional resources and completed no later than 9 months following the start of Project impact to jurisdictional resources. Delays in implementing mitigation must be compensated for by an increased mitigation implementation of 10% of the cumulative compensatory mitigation for each month of delay.
- I. **Mitigation Site(s) Preservation Mechanism.** **Within 90 days from the issuance of this Certification**, the Applicants must provide the San Diego Water Board with a draft preservation mechanism (e.g. deed restriction, conservation easement, etc.) that will protect all mitigation areas and their buffers in perpetuity. **Within 180 days of the start of Project impact to jurisdictional resources**, the Applicants must submit proof of a completed final preservation mechanism that will protect all mitigation areas and their buffers in perpetuity. The conservation easement, deed restriction, or other legal limitation on the mitigation properties must be adequate to demonstrate that the sites will be maintained without future development or encroachment on the sites which could otherwise reduce the functions and values of the sites for the variety of beneficial uses of waters of the United States and/ or State that it supports. The legal limitation must prohibit, without exception, all residential, commercial, industrial, institutional, and transportation development, and any other infrastructure development that would not maintain or enhance the wetland and streambed functions and values of the sites. The preservation mechanism must clearly prohibit activities that would result in soil disturbance or vegetation removal, other than the removal of non-native vegetation. Other infrastructure development to be prohibited includes, but is not limited to, additional utility lines, maintenance roads, and areas of maintained landscaping for recreation.

## VI. MONITORING AND REPORTING REQUIREMENTS

- A. **Representative Monitoring.** Samples and measurements taken for the purpose of monitoring under this Certification shall be representative of the monitored activity.
- B. **Monitoring Reports.** Monitoring results shall be reported to the San Diego Water Board at the intervals specified in section VI of this Certification.
- C. **Monitoring and Reporting Revisions.** The San Diego Water Board may make revisions to the monitoring program at any time during the term of this Certification and may reduce or increase the number of parameters to be monitored, locations monitored, the frequency of monitoring, or the number and size of samples collected.
- D. **Records of Monitoring Information.** Records of monitoring information shall include:
1. The date, exact place, and time of sampling or measurements;
  2. The individual(s) who performed the sampling or measurements;
  3. The date(s) analyses were performed;
  4. The individual(s) who performed the analyses;
  5. The analytical techniques or methods used; and
  6. The results of such analyses.
- E. **California Rapid Assessment Method.** California Rapid Assessment Method (CRAM)<sup>2</sup> monitoring must be performed to assess the current and potential ecological conditions (ecological integrity) of the impact site and proposed compensatory mitigation sites. These conditions reflect the overall level of ecological function of an aquatic resource. Prior to initiating Project construction, the Applicant shall develop a monitoring plan to implement California Rapid Assessment Method (CRAM) monitoring. The Applicants must conduct a quantitative function-based assessment of the health of wetland/streambed habitat, using the appropriate CRAM module for each aquatic resource type, to establish pre-project baseline conditions, set CRAM success criteria, and assess the mitigation site(s) progress towards meeting the success criteria. CRAM monitoring must be conducted prior to the start of Project construction authorized under this Certification and in years 3 and 5 for non-wetland waters mitigation and in years 3, 5, and 7 for the vernal pool mitigation following construction completion. The annual CRAM monitoring results shall be submitted with the Annual Project Progress Report. An evaluation, interpretation, and tabulation of all CRAM assessment data shall be submitted with the Final Project Completion Report.

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<sup>2</sup> The most recent versions of the California Rapid Assessment Method (CRAM) for Wetlands and additional information regarding CRAM can be accessed at <http://www.cramwetlands.org/>

- F. Geographic Information System Data.** The Applicants must submit Geographic Information System (GIS) shape files of the Project impact sites within 30 days of the start of project construction and GIS shape files of the Project mitigation sites within 30 days of mitigation installation. All impact and mitigation site shape files must be polygons. Two GPS readings (points) must be taken on each line of the polygon and the polygon must have a minimum of 10 points. GIS metadata must also be submitted.
- G. Annual Project Progress Reports.** The Applicants must submit annual Project progress reports describing status of BMP implementation, compensatory mitigation, and compliance with all requirements of this Certification to the San Diego Water Board prior to **January 1** of each year following the issuance of this Certification, until the Project has reached completion. The Annual Project Progress Reports must contain compensatory mitigation monitoring information sufficient to demonstrate how the compensatory mitigation project is progressing towards accomplishing its objectives and meeting its performance standards. Annual Project Progress Reports must be submitted even if Project construction has not begun. The monitoring period for each Annual Project Progress Report shall be October 1<sup>st</sup> through September 31<sup>st</sup> of each year. Annual Project Progress Reports must include, at a minimum, the following:
- 1. Project Status and Compliance Reporting.** The Annual Project Progress Report must include the following Project status and compliance information:
    - a. The names, qualifications, and affiliations of the persons contributing to the report;
    - b. The status, progress, and anticipated schedule for completion of Project construction activities including the installation and operational status of best management practices project features for erosion and storm water quality treatment;
    - c. A description of Project construction delays encountered or anticipated that may affect the schedule for construction completion; and
    - d. A description of each incident of noncompliance during the annual monitoring period and its cause, the period of the noncompliance including exact dates and times, and if the noncompliance has not been corrected, the anticipated time it is expected to continue; and the steps taken or planned to reduce, eliminate, and prevent reoccurrence of the noncompliance.

2. **Compensatory Mitigation Monitoring Reporting.** Mitigation monitoring information must be submitted as part of the Annual Project Progress Report for a period of not less than 5 years for non-wetland waters mitigation and not less than 7 years for vernal pool mitigation, sufficient to demonstrate that the compensatory mitigation project has accomplished its objectives and met ecological success performance standards contained in the Mitigation Plan. Following Project implementation the San Diego Water Board may reduce or waive compensatory mitigation monitoring requirements upon a determination that performance standards have been achieved. Conversely the San Diego Water Board may extend the monitoring period beyond five years upon a determination that the performance standards have not been met or the compensatory mitigation project is not on track to meet them. The Annual Project Progress Report must include the following compensatory mitigation monitoring information:
- a. Names, qualifications, and affiliations of the persons contributing to the report;
  - b. An evaluation, interpretation, and tabulation of the parameters being monitored, including the results of the Mitigation Plan monitoring program, and all quantitative and qualitative data collected in the field;
  - c. A description of the following mitigation site(s) characteristics:
    - i. Detritus cover;
    - ii. General topographic complexity;
    - iii. General upstream and downstream habitat and hydrologic connectivity; and
    - iv. Source of hydrology
  - d. Monitoring data interpretations and conclusions as to how the compensatory mitigation project(s) is progressing towards meeting performance standards and whether the performance standards have been met;
  - e. A description of the progress toward implementing a plan to manage the compensatory mitigation project after performance standards have been achieved to ensure the long term sustainability of the resource in perpetuity, including a discussion of long term financing mechanisms, the party responsible for long term management, and a timetable for future steps;
  - f. Qualitative and quantitative comparisons of current mitigation conditions with pre-construction conditions and previous mitigation monitoring results;
  - g. Photo documentation, including all areas of permanent and temporary impact, prior to and after mitigation site construction. Photo documentation must be conducted in accordance with guidelines posted at [http://www.waterboards.ca.gov/sandiego/water\\_issues/programs/401\\_certification/docs/401c/401PhotoDocRB9V713.pdf](http://www.waterboards.ca.gov/sandiego/water_issues/programs/401_certification/docs/401c/401PhotoDocRB9V713.pdf). In addition, photo documentation must include Geographic Positioning System (GPS) coordinates for each of the photo points referenced;

- h. The results of the California Rapid Assessment Method (CRAM) monitoring required under section VI.E of this Certification;
  - i. As-built drawings of the compensatory mitigation project site(s), no bigger than 11”X17”; and
  - j. A survey report documenting boundaries of the compensatory mitigation site(s).
- H. **Final Project Completion Report.** The Applicants must submit a Final Project Completion Report to the San Diego Water Board **within 30 days of completion of the Project.** The final report must include the following information:
- 1. Date of construction initiation;
  - 2. Date of construction completion;
  - 3. BMP installation and operational status for the Project;
  - 4. As-built drawings of the Project, no bigger than 11”X17”;
  - 5. Photo documentation of implemented post-construction BMPs and all areas of permanent and temporary impacts, prior to and after project construction. Photo documentation must be conducted in accordance with guidelines posted at [http://www.waterboards.ca.gov/sandiego/water\\_issues/programs/401\\_certification/docs/401c/401PhotoDocRB9V713.pdf](http://www.waterboards.ca.gov/sandiego/water_issues/programs/401_certification/docs/401c/401PhotoDocRB9V713.pdf). In addition, photo documentation must include Global Positioning System (GPS) coordinates for each of the photo points referenced; and
  - 6. An evaluation, interpretation, and tabulation of all California Rapid Assessment Method (CRAM) assessment data collected throughout the term of Project construction in accordance with section VI.E of this Certification.
- I. **Reporting Authority.** The submittal of information required under this Certification, or in response to a suspected violation of any condition of this Certification, is required pursuant to Water Code section 13267 and 13383. Civil liability may be administratively imposed by the San Diego Water Board for failure to submit information pursuant to Water Code sections 13268 or 13385.

- J. **Electronic Document Submittal.** The Applicants must submit all reports and information required under this Certification in electronic format via e-mail to [SanDiego@waterboards.ca.gov](mailto:SanDiego@waterboards.ca.gov). Documents over 50 megabytes will not be accepted via e-mail and must be placed on a disc and delivered to:

California Regional Water Quality Control Board  
San Diego Region  
Attn: 401 Certification No. R9-2015-0025:812296:lhonma  
2375 Northside Drive, Suite 100  
San Diego, California 92108

Each electronic document must be submitted as a single file, in Portable Document Format (PDF), and converted to text searchable format using Optical Character Recognition (OCR). All electronic documents must include scanned copies of all signature pages; electronic signatures will not be accepted. Electronic documents submitted to the San Diego Water Board must include the following identification numbers in the header or subject line: Certification No. R9-2015-0025: 812296:lhonma.

- K. **Document Signatory Requirements.** All applications, reports, or information submitted to the San Diego Water Board must be signed as follows:
1. For a corporation, by a responsible corporate officer of at least the level of vice president.
  2. For a partnership or sole proprietorship, by a general partner or proprietor, respectively.
  3. For a municipality, or a state, federal, or other public agency, by either a principal executive officer or ranking elected official.
  4. A duly authorized representative may sign applications, reports, or information if:
    - a. The authorization is made in writing by a person described above.
    - b. The authorization specifies either an individual or position having responsibility for the overall operation of the regulated activity.
    - c. The written authorization is submitted to the San Diego Water Board Executive Officer.

If such authorization is no longer accurate because a different individual or position has responsibility for the overall operation of the Project, a new authorization satisfying the above requirements must be submitted to the San Diego Water Board prior to or together with any reports, information, or applications, to be signed by an authorized representative.

- L. **Document Certification Requirements.** All applications, reports, or information submitted to the San Diego Water Board must be certified as follows:

*"I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the information is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment."*

## VII. NOTIFICATION REQUIREMENTS

- A. **Twenty Four Hour Non-Compliance Reporting.** The Applicants shall report any noncompliance which may endanger health or the environment. Any such information shall be provided orally to the San Diego Water Board within **24 hours** from the time the Applicants become aware of the circumstances. A written submission shall also be provided within five days of the time the Applicants become aware of the circumstances. The written submission shall contain a description of the noncompliance and its cause; the period of noncompliance, including exact dates and times, and if the noncompliance has not been corrected; the anticipated time it is expected to continue; and steps taken or planned to reduce, eliminate, and prevent recurrence of the noncompliance. The San Diego Water Board, or an authorized representative, may waive the written report on a case-by-case basis if the oral report has been received within 24 hours.
- B. **Hazardous Substance Discharge.** Except as provided in Water Code section 13271(b), any person who, without regard to intent or negligence, causes or permits any hazardous substance or sewage to be discharged in or on any waters of the State, shall as soon as (a) that person has knowledge of the discharge, (b) notification is possible, and (c) notification can be provided without substantially impeding cleanup or other emergency measures, immediately notify the County of San Diego, in accordance with California Health and Safety Code section 5411.5 and the California Office of Emergency Services of the discharge in accordance with the spill reporting provision of the State toxic disaster contingency plan adopted pursuant to Government Code Title 2, Division 1, Chapter 7, Article 3.7 (commencing with section 8574.17), and immediately notify the State Water Board or the San Diego Water Board of the discharge. This provision does not require reporting of any discharge of less than a reportable quantity as provided for under subdivisions (f) and (g) of section 13271 of the Water Code unless the Applicants are in violation of a Basin Plan prohibition.
- C. **Oil or Petroleum Product Discharge.** Except as provided in Water Code section 13272(b), any person who without regard to intent or negligence, causes or permits any oil or petroleum product to be discharged in or on any waters of the State, or discharged or deposited where it is, or probably will be, discharged in or on any waters of the State, shall, as soon as (a) such person has knowledge of the discharge, (b) notification is possible, and (c) notification can be provided without substantially impeding cleanup or other emergency measures, immediately notify the California Office of Emergency Services of the discharge in accordance with the spill reporting provision of the State oil spill contingency plan adopted pursuant to Government Code Title 2, Division 1,

Chapter 7, Article 3.7 (commencing with section 8574.1). This requirement does not require reporting of any discharge of less than 42 gallons unless the discharge is also required to be reported pursuant to Clean Water Act section 311, or the discharge is in violation of a Basin Plan prohibition.

- D. **Anticipated Noncompliance.** The Applicants shall give advance notice to the San Diego Water Board of any planned changes in the Project or the Compensatory Mitigation project which may result in noncompliance with Certification conditions or requirements.
- E. **Commencement of Construction Notification.** The Applicants must notify the San Diego Water Board in writing at least 5 days prior to the start of initial Project construction ground disturbance
- F. **Transfers.** This Certification is not transferable in its entirety or in part to any person or organization except after notice to the San Diego Water Board in accordance with the following terms:
1. **Transfer of Property Ownership:** The Applicants must notify the San Diego Water Board of any change in ownership of the Project area. Notification of change in ownership must include, but not be limited to, a statement that the Applicants has provided the purchaser with a copy of the Section 401 Water Quality Certification and that the purchaser understands and accepts the certification requirements and the obligation to implement them or be subject to liability for failure to do so; the seller and purchaser must sign and date the notification and provide such notification to the San Diego Water Board **within 10 days of the transfer of ownership.**
  2. **Transfer of Mitigation Responsibility:** Any notification of transfer of responsibilities to satisfy the mitigation requirements set forth in this Certification must include a signed statement from an authorized representative of the new party (transferee) demonstrating acceptance and understanding of the responsibility to comply with and fully satisfy the mitigation conditions and agreement that failure to comply with the mitigation conditions and associated requirements may subject the transferee to enforcement by the San Diego Water Board under Water Code section 13385, subdivision (a). Notification of transfer of responsibilities meeting the above conditions must be provided to the San Diego Water Board **within 10 days of the transfer date.**
  3. **Transfer of Post-Construction BMP Maintenance Responsibility:** The Applicants assume responsibility for the inspection and maintenance of all post-construction structural BMPs until such responsibility is legally transferred to another entity. At the time maintenance responsibility for post-construction BMPs is legally transferred the Applicants must submit to the San Diego Water Board a copy of such documentation and must provide the transferee with a copy of a long-term BMP maintenance plan that complies with manufacturer specifications. The Applicants must provide such notification to the San Diego Water Board within **10 days** of the

transfer of BMP maintenance responsibility.

Upon properly noticed transfers of responsibility, the transferee assumes responsibility for compliance with this Certification and references in this Certification to the Applicants will be interpreted to refer to the transferee as appropriate. Transfer of responsibility does not necessarily relieve the Applicants of responsibility for compliance with this Certification in the event that a transferee fails to comply.

## **VIII. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE**

- A. The City of San Diego is the Lead Agency under the California Environmental Quality Act (CEQA) (Public Resources Code section 21000, et seq.) section 21067, and CEQA Guidelines (California Code of Regulations, title 14, section 15000 et seq.) section 15367, and has filed a Notice of Determination dated October 22, 2013 for the Final Environmental Impact Report (FEIR) titled *Metropolitan Airpark Project Final Environmental Impact Report* (State Clearing House Number 2010071054). The Lead Agency has determined the Project will have a significant effect on the environment and mitigation measures were made a condition of the Project.
- B. The San Diego Water Board is a Responsible Agency under CEQA (Public Resources Code section 21069; CEQA Guidelines section 15381). The San Diego Water Board has considered the Lead Agency's FEIR and finds that the Project as proposed will have a significant effect on resources within the San Diego Water Board's purview.
- C. The San Diego Water Board has required mitigation measures as a condition of this Certification to avoid or reduce the environmental effects of the Project to resources within the Board's purview to a less than significant level.
- D. The Lead Agency has adopted a mitigation monitoring and reporting program pursuant to Public Resources Code section 21081.6 and CEQA Guidelines section 15097 to ensure that mitigation measures and revisions to the Project identified in the FEIR are implemented. The Mitigation Monitoring and Reporting Program (MMRP) is included and incorporated by reference in Attachment 5 to this Certification. The Applicants shall implement the Lead Agency's MMRP described in the FEIR, as it pertains to resources within the San Diego Water Board's purview. The San Diego Water Board has imposed additional MMRP requirements as specified in sections V and VI of this Certification.
- E. As a Responsible Agency under CEQA, the San Diego Water Board will file a Notice of Determination in accordance with CEQA Guidelines section 15096 subdivision (i).

## **IX. SAN DIEGO WATER BOARD CONTACT PERSON**

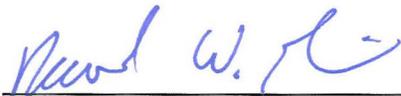
Lisa Honma, Environmental Scientist  
Telephone: 619-521-3367  
Email: [Lisa.Honma@waterboards.ca.gov](mailto:Lisa.Honma@waterboards.ca.gov)

## X. WATER QUALITY CERTIFICATION

I hereby certify that the proposed discharge from the **Metropolitan Airpark Project** (Certification No. R9-2015-0025) will comply with the applicable provisions of sections 301 ("Effluent Limitations"), 302 ("Water Quality Related Effluent Limitations"), 303 ("Water Quality Standards and Implementation Plans"), 306 ("National Standards of Performance"), and 307 ("Toxic and Pretreatment Effluent Standards") of the Clean Water Act. This discharge is also regulated under State Water Board Order No. 2003-0017-DWQ, "*Statewide General Waste Discharge Requirements for Dredged or Fill Discharges that have Received State Water Quality Certification (General WDRs)*," which requires compliance with all conditions of this Water Quality Certification. Please note that enrollment under Order No. 2003-017-DWQ is conditional and, should new information come to our attention that indicates a water quality problem, the San Diego Water Board may issue individual waste discharge requirements at that time.

Except insofar as may be modified by any preceding conditions, all Certification actions are contingent on (a) the discharge being limited to, and all proposed mitigation being completed in strict compliance with, the Applicants' Project description and/or the description in this Certification, and (b) compliance with all applicable requirements of the Basin Plan.

I, David W. Gibson, Executive Officer, do hereby certify the forgoing is a full, true, and correct copy of Certification No. R9-2015-0025 issued on July 26, 2016.



\_\_\_\_\_  
DAVID W. GIBSON  
Executive Officer  
San Diego Water Board

26 July 2016

Date

## ATTACHMENT 1 DEFINITIONS

**Activity** - when used in reference to a permit means any action, undertaking, or project including, but not limited to, construction, operation, maintenance, repair, modification, and restoration which may result in any discharge to waters of the state.

**Buffer** - means an upland, wetland, and/or riparian area that protects and/or enhances aquatic resource functions associated with wetlands, rivers, streams, lakes, marine, and estuarine systems from disturbances associated with adjacent land uses.

**California Rapid Assessment Method (CRAM)** - is a wetland assessment method intended to provide a rapid, scientifically-defensible and repeatable assessment methodology to monitor status and trends in the conditions of wetlands for applications throughout the state. It can also be used to assess the performance of compensatory mitigation projects and restoration projects. CRAM provides an assessment of overall ecological condition in terms of four attributes: landscape context and buffer, hydrology, physical structure and biotic structure. CRAM also includes an assessment of key stressors that may be affecting wetland condition and a "field to PC" data management tool (eCRAM) to ensure consistency and quality of data produced with the method.

**Compensatory Mitigation Project** - means compensatory mitigation implemented by the Applicant as a requirement of this Certification (i.e., applicant -responsible mitigation), or by a mitigation bank or an in-lieu fee program.

**Discharge of dredged material** – means any addition of dredged material into, including redeposit of dredged material other than incidental fallback within, the waters of the United States and/or State.

**Discharge of fill material** – means the addition of fill material into waters of the United States and/or State.

**Dredged material** – means material that is excavated or dredged from waters of the United States and/or State.

**Ecological Success Performance Standards** – means observable or measurable physical (including hydrological), chemical, and/or biological attributes that are used to determine if a compensatory mitigation project meets its objectives.

**Enhancement** – means the manipulation of the physical, chemical, or biological characteristics of an aquatic resource to improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

**Establishment** – means the manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist. Creation results in a gain in aquatic resource area.

**Fill material** – means any material used for the primary purpose of replacing an aquatic area with dry land or of changing the bottom elevation of a water body.

**Isolated wetland** – means a wetland with no surface water connection to other aquatic resources.

**Mitigation Bank** – means a site, or suite of sites, where resources (e.g., wetlands, streams, riparian areas) are restored, established, enhanced, and/or preserved for the purpose of providing mitigation for impacts authorized by this Certification.

**Preservation** - means the removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms. Preservation does not result in a gain of aquatic resource area or functions.

**Re-establishment** - means the manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/ historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in a gain in aquatic resource area and functions.

**Rehabilitation** - means the manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/ historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

**Restoration** - means the manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

**Start of Project Construction** - For the purpose of this Certification, "start of Project construction" means to engage in a program of on-site construction, including site clearing, grading, dredging, landfilling, changing equipment, substituting equipment, or even moving the location of equipment specifically designed for a stationary source in preparation for the fabrication, erection or installation of the building components of the stationary source within waters of the United States and/or State.

**Uplands** - means non-wetland areas that lack any field-based indicators of wetlands or other aquatic conditions. Uplands are generally well-drained and occur above (i.e., up-slope) from nearby aquatic areas. Wetlands can, however, be entirely surrounded by uplands. For example, some natural seeps and constructed stock ponds lack aboveground hydrological connection to other aquatic areas. In the watershed context, uplands comprise the landscape matrix in which aquatic areas form. They are the primary sources of sediment, surface runoff, and associated chemicals that are deposited in aquatic areas or transported through them.

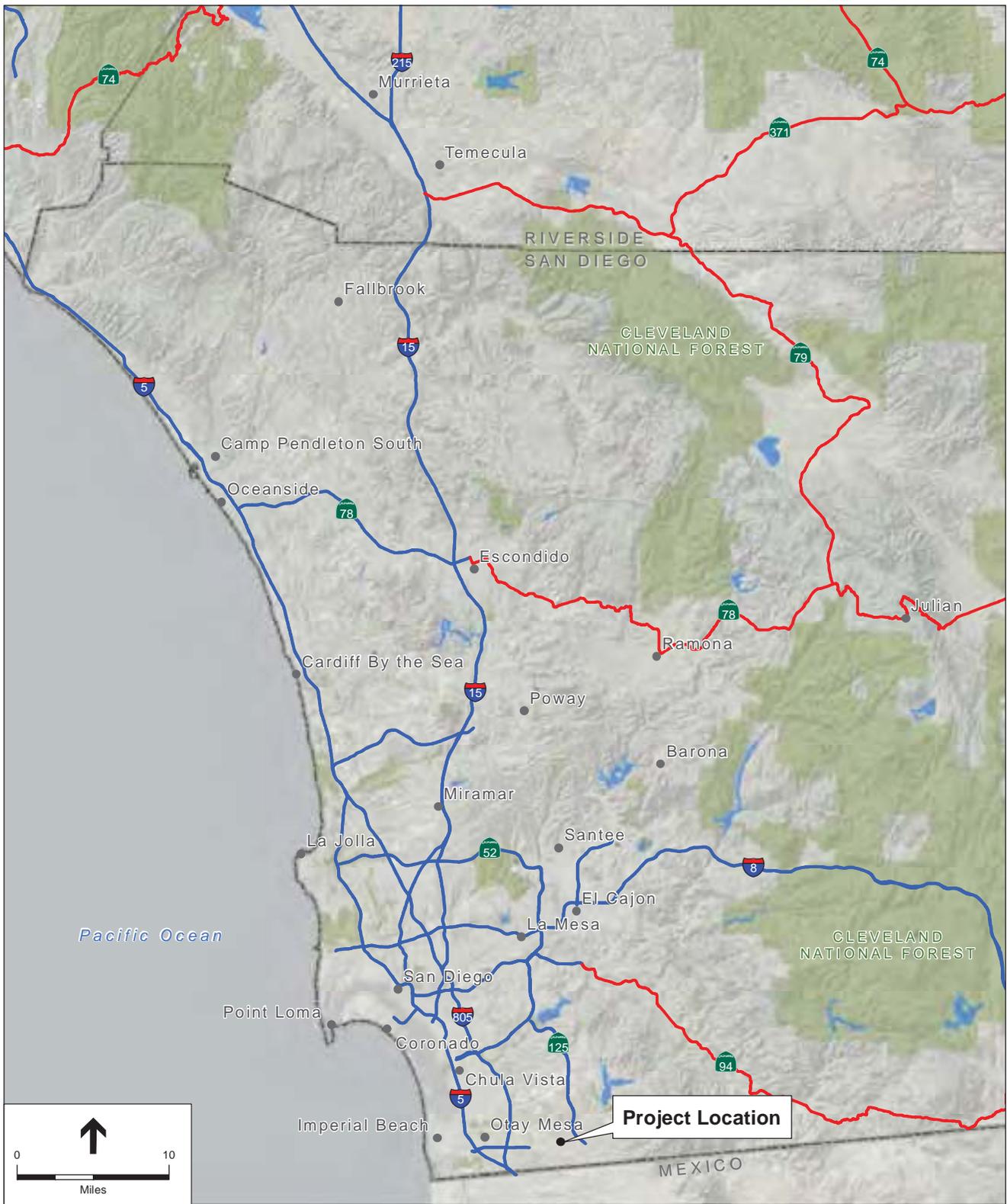
**Water quality objectives and other appropriate requirements of state law** – means the water quality objectives and beneficial uses as specified in the appropriate water quality control plan(s); the applicable provisions of sections 301, 302, 303, 306, and 307 of the Clean Water Act; and any other appropriate requirement of state law.

**Waters of the State** - means any surface water or groundwater, including saline waters, within the boundaries of the State. [Water Code section 13050, subd. (e)].

City of San Diego  
Metropolitan Airpark, LLC  
Metropolitan Airpark Project  
Certification No. R9-2015-0025

**ATTACHMENT 2**  
**PROJECT LOCATION MAPS**

Figure 1 – Regional Location Map  
Figure 2 – Project Areas



SOURCE: i-cubed; County of Riverside; San Diego County GIS, 2011.

Metropolitan Airpark HRMP. 209423

**Figure 1**  
Regional Location Map

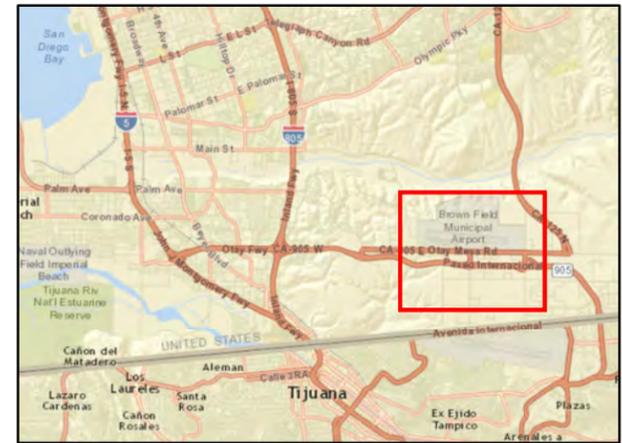


**Figure 2. Project Areas**

**Map Features**

- Metropolitan Air Park Boundary
- Off-site Project Area

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



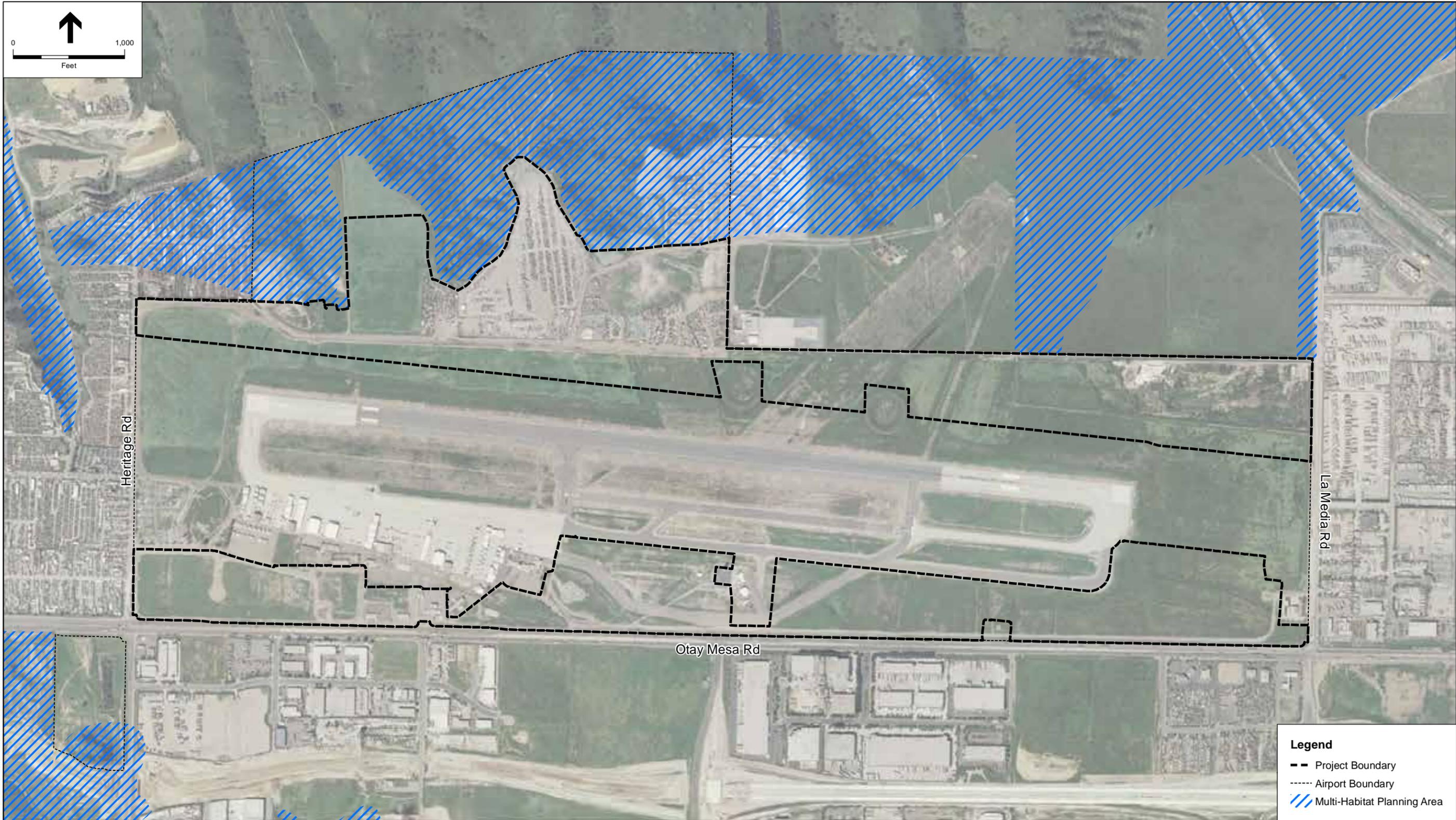
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City of San Diego  
Metropolitan Airpark, LLC  
Metropolitan Airpark Project  
Certification No. R9-2015-0025

**ATTACHMENT 3  
PROJECT SITE PLANS**

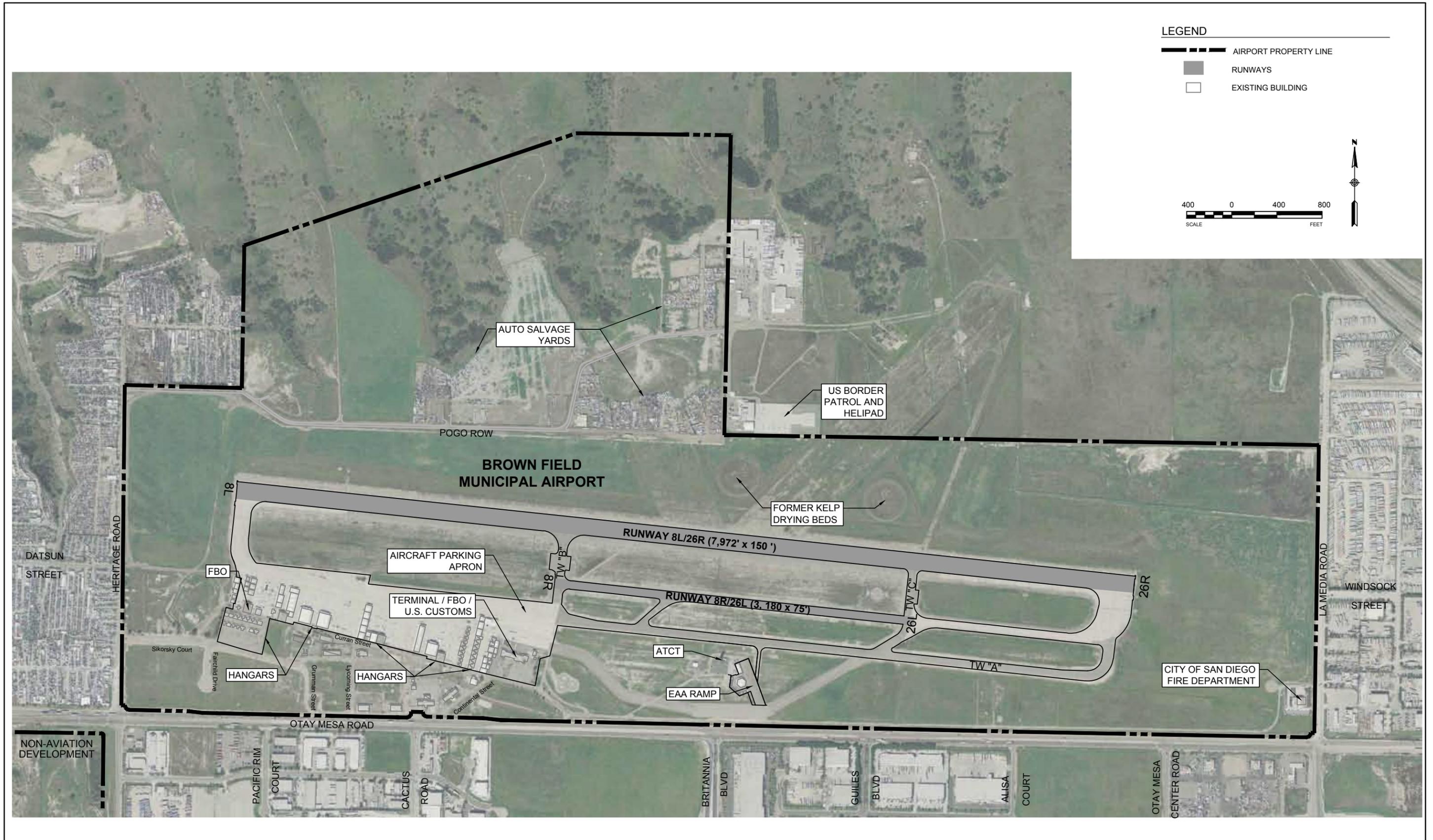
Figure 2 – Project Site  
Figure 1.1-2 – Existing Airfield Layout  
On-Airport Land Use, Brown Field Municipal Airport  
Figure 1.3-1 – Proposed Project Components  
Figure 5 – Impacts to On-Site Waters of the U.S./Unvegetated Channels  
Figure 6 – Off-Site Road Improvements Impact Areas to Waters and Wetlands  
Figure 7 – West Outfall  
Figure 8 – East Outfall



SOURCE: Aerials Express; ESA, 2011.

Metropolitan Airpark . 209423

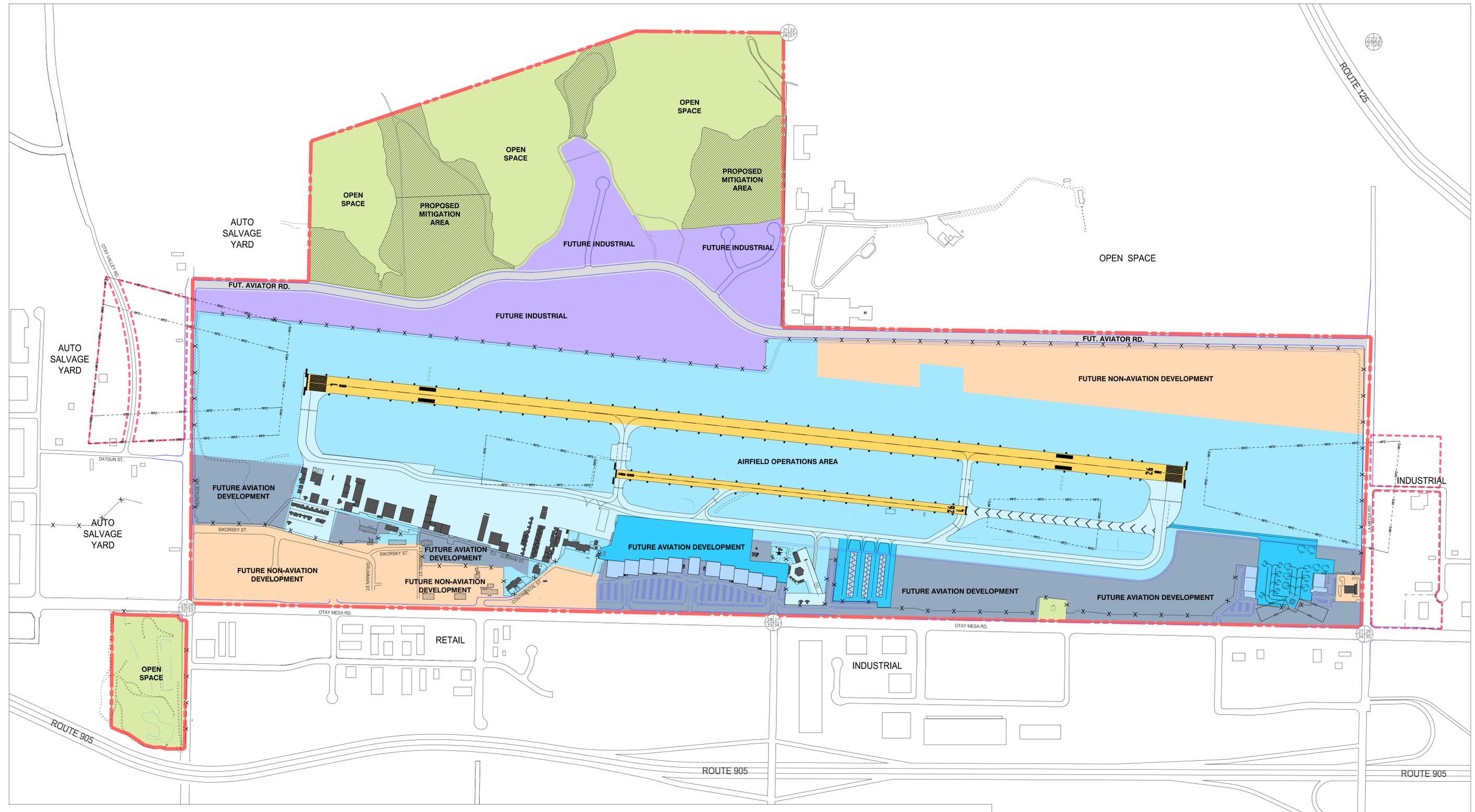
**Figure 2**  
Project Site



SOURCE: Rick Engineering, 2015. Adapted by ESA Airports.

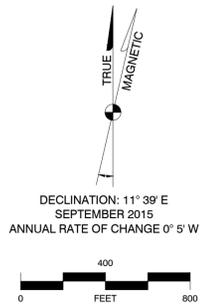
**Figure 1.1-2**  
Existing Airfield  
Layout

J:\63916\_Metro\_Airpark\_Brown\00\_CADD\ALP\_2015\SHEETS\15\_LAND\_USE.dwg  
 10/28/2015 2:03:32 PM



**DRAWING LEGEND**

RUNWAY PAVEMENT		AIRFIELD OPERATIONS AREA	
TAXIWAY / APRON PAVEMENT		FUTURE AVIATION DEVELOPMENT	
FUTURE TAXIWAY / APRON PAVEMENT		FUTURE LANDSIDE DEVELOPMENT	
OTHER PAVEMENT IN USE		FUTURE NON-AVIATION DEVELOPMENT	
AIRPORT PROPERTY LINE		FUTURE INDUSTRIAL DEVELOPMENT	
AVIGATION EASEMENT		OPEN SPACE	
RUNWAY PROTECTION ZONE		OFF-AIRPORT LAND USE	
HELIPAD PROTECTION ZONE		FUTURE ROADWAY/PARKING IMPROVEMENTS	
AIRPORT BEACON		PROPOSED MITIGATION AREA	
CHANNEL/FLOW LINE			
FENCE			
BUILDING - EXISTING - On Airport			
BUILDING - FUTURE - On Airport			
BUILDING - To Be Removed			
SECTION CORNERS			



NO.	REVISION	PREPARED BY	DATE
9	ALP UPDATE TO INCORPORATE METROPOLITAN AIRPARK DEVELOPMENT	HNTB	OCT. 2015
8	UPDATE FOR 2011 MASTER PLAN	MEAD & HUNT	AUG. 2011
7	AMENDED CONDITIONAL APPROVAL LETTER	MEAD & HUNT	MAR. 2010
6	CONDITIONAL APPROVAL FOR DPC DEVELOPMENT	MEAD & HUNT	AUG. 2009
5	MEET NEW DESIGN STANDARDS AND ACIP PROJECTS	MEAD & HUNT	MAR. 2005
4	END OF RUNWAY 26L RELOCATION	MEAD & HUNT	JUL. 2004
3	GEODETTIC AZIMUTH AND OTHER SPONSOR REQUIRED CORRECTIONS		MAY 2004
2	ALP UPDATE TO REFLECT SAFETY AREA COMPLIANCE		MAR. 2004
1	ALP UPDATE TO REFLECT BROWN FIELD AVIATION PARK/AIR CARGO FACILITY	PB AVIATION	JUL. 1999

**FAA DISCLAIMER**  
 The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

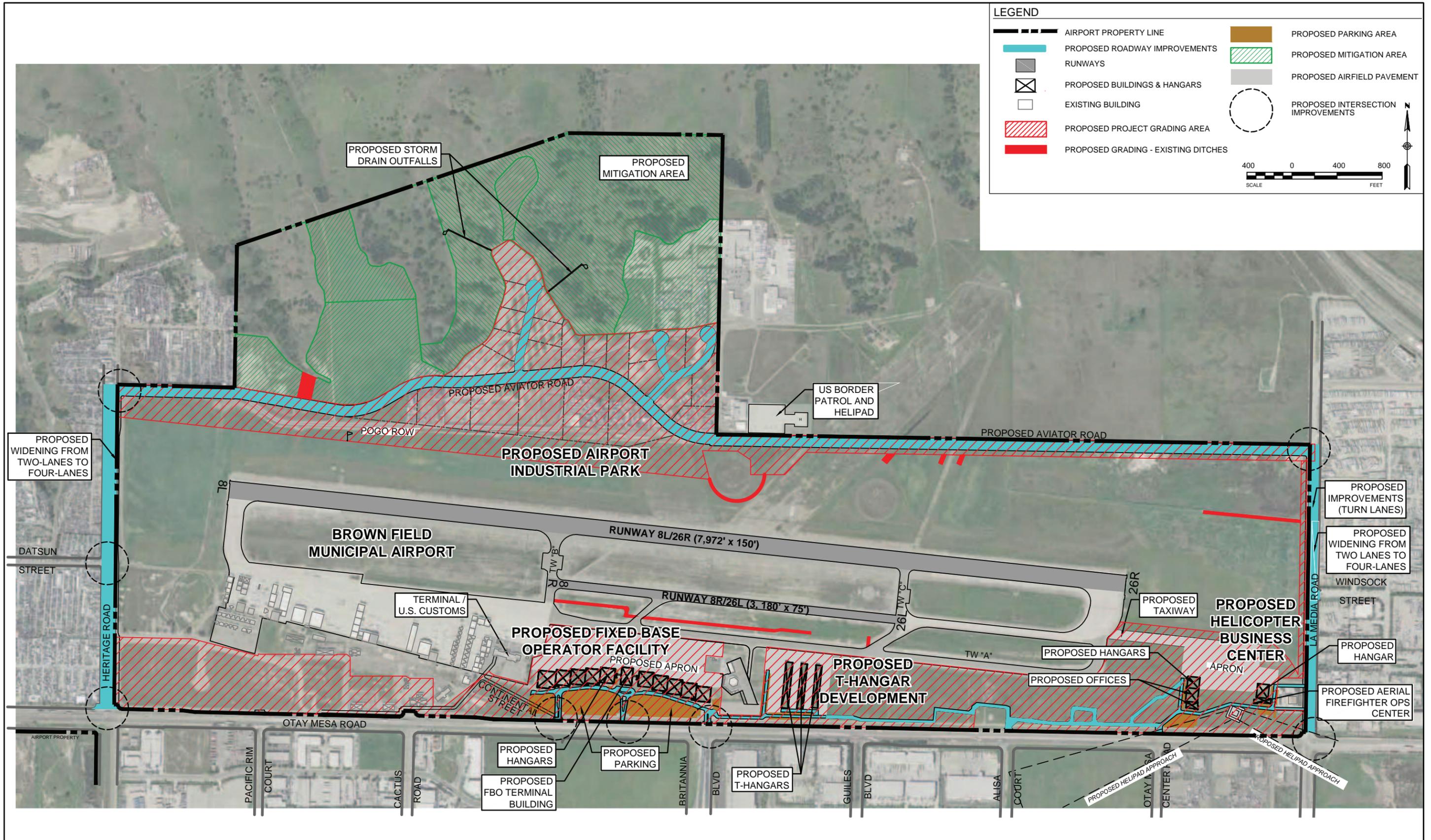
**APPROVAL**  
 CITY OF SAN DIEGO - CALIFORNIA  
 BY: AIRPORT DIRECTOR  
 DATE:



**BROWN FIELD MUNICIPAL AIRPORT**  
 SAN DIEGO, CALIFORNIA  
**On-Airport Land Use**  
 CITY OF SAN DIEGO - AIRPORTS  
 OCT. 2015 15 OF 15

DRAWN BY: JCD / TMW OCT. 2015  
 CHECKED BY: JRB OCT. 2015

DWG: G:\13\xxxx - 2013\Projects\130616.00 - Metro Airpark Phase 2\05 Graphics-CIS-Modeling\CAD\Fig\_1.1-1\_L\_Proposed Action Components.dwg  
 USER: sdb  
 DATE: Aug 04, 2015 10:57am XREFS: TB\_Figure\_1.1x17



SOURCE: Rick Engineering, 2015. Adapted by ESA Airports.

Metropolitan Airpark . 130616  
**Figure 1.3-1**  
 Proposed Project Components

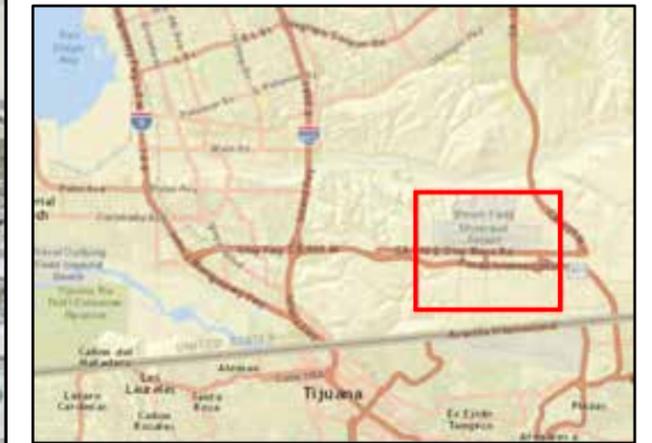
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**Figure 5.**  
**Impacts to On-Site Waters of the**  
**US/Unvegetated Channels**

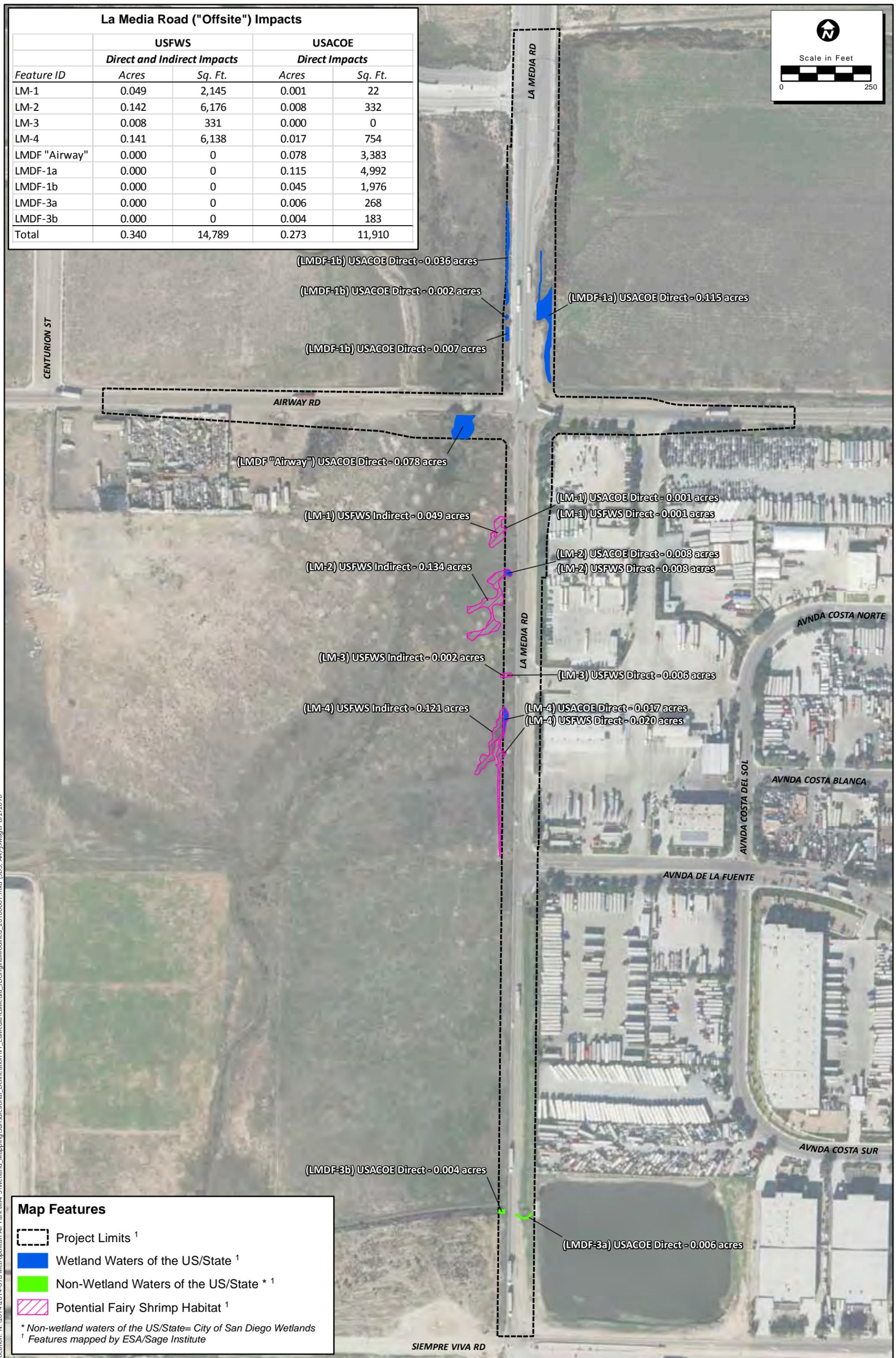
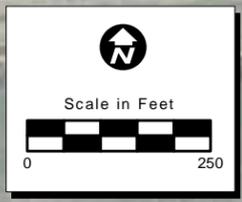
- Map Features**
- Metropolitan Air Park Boundary
  - Off-site Project Area
  - Approximate Stream Centerline
- JD Features**
- Non-Wetland Drainage Ditch (3' OHWM/12' TOB)
  - Non-Wetland Drainage Ditch (5' OHWM/20' TOB)
  - Non-Jurisdictional Brow Ditch
  - Non-Jurisdictional Swale (No OHWM)
  - Vernal Pool
- Fairy Shrimp Results**
- Survey Locations with *Cyst Branchinecta* sp. (no ponding)
  - Survey Locations with *Cyst Branchinecta* sp. (with ponding)
  - Survey Locations with *Adult Branchinecta sandieogoensis*
  - Survey Locations with Negative Survey Results

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



**La Media Road ("Offsite") Impacts**

Feature ID	USFWS		USACOE	
	Direct and Indirect Impacts		Direct Impacts	
	Acres	Sq. Ft.	Acres	Sq. Ft.
LM-1	0.049	2,145	0.001	22
LM-2	0.142	6,176	0.008	332
LM-3	0.008	331	0.000	0
LM-4	0.141	6,138	0.017	754
LMDF "Airway"	0.000	0	0.078	3,383
LMDF-1a	0.000	0	0.115	4,992
LMDF-1b	0.000	0	0.045	1,976
LMDF-3a	0.000	0	0.006	268
LMDF-3b	0.000	0	0.004	183
<b>Total</b>	<b>0.340</b>	<b>14,789</b>	<b>0.273</b>	<b>11,910</b>



**Map Features**

- Project Limits <sup>1</sup>
- Wetland Waters of the US/State <sup>1</sup>
- Non-Wetland Waters of the US/State \* <sup>1</sup>
- Potential Fairy Shrimp Habitat <sup>1</sup>

\* Non-wetland waters of the US/State= City of San Diego Wetlands  
<sup>1</sup> Features mapped by ESA/Sage Institute

**Figure 6. Off-Site Road Improvement Impact Areas to Waters and Wetlands**

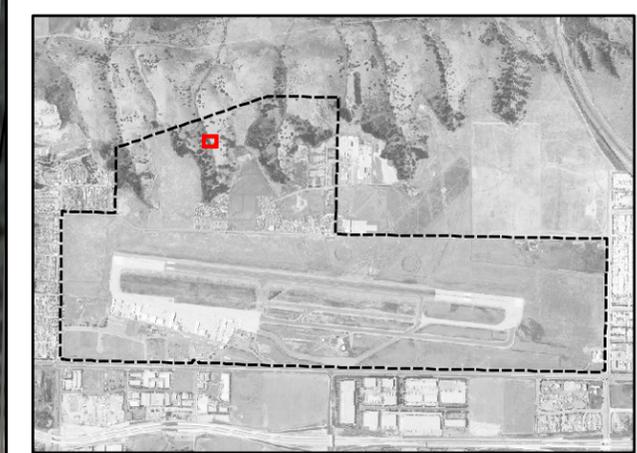
Map Date: 6/2/2016  
 Photo Source: USGS 2014

Location: N:\2014\2014-078 Metropolitan Air Park\MAPS\Wetland\_Mapping\Jurisdictional\_Delineation\1\_LaMedia\LaMedia\_JDOriginal\Modified\_20160601.mxd (JDS, AA) /swager 6/2/2016

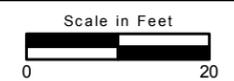
**Figure 7.  
West Outfall**

**Map Features**

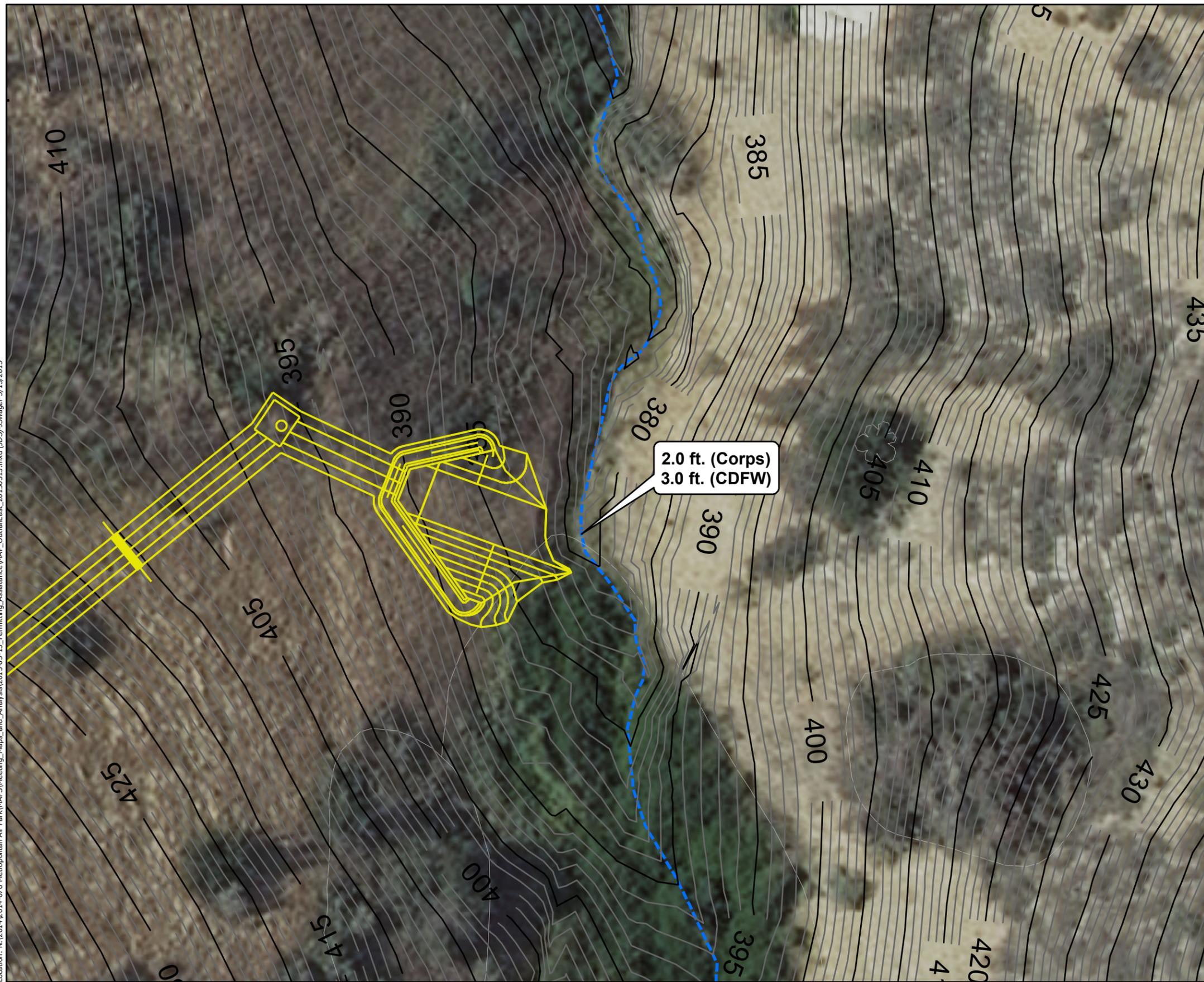
- Metropolitan Air Park Boundary
- Approximate Stream Centerline
- Outfall Structure



Location: N:\2014\2014-078 Metropolitan Air Park\WAPS\Meeting\_Maps\_and\_Analysis\2015-03-13\_Permittting\_Assistance\MAP\_OutfallWest\_20150313.mxd (JDS)-5wagner\_3/13/2015



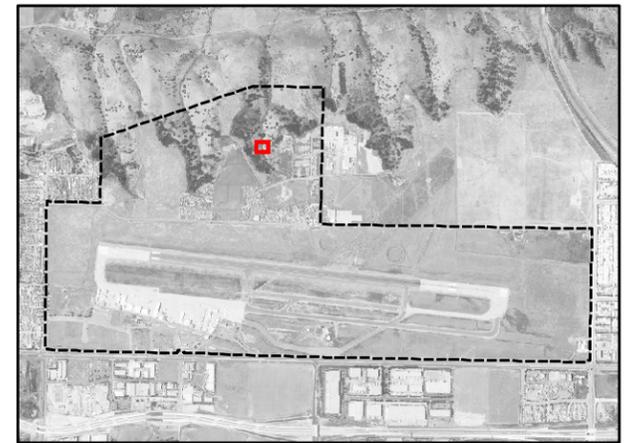
Location: N:\2014\2014-078 Metropolitan Air Park\WPS\Meeting\_Maps\_and\_Analysis\2015-03-13\_Permittting\_Assistance\MAP\_OutfallEast\_20150313.mxd (DJS)-5wager 3/13/2015



**Figure 8.  
East Outfall**

**Map Features**

- Metropolitan Air Park Boundary
- Approximate Stream Centerline
- Outfall Structure



City of San Diego  
Metropolitan Airpark, LLC  
Metropolitan Airpark Project  
Certification No. R9-2015-0025

## **ATTACHMENT 4 MITIGATION FIGURES**

### Ephemeral Stream Channel Establishment Mitigation

Figure 15 – Proposed Ephemeral Channel Plan View and Cross Sections

Figure 17 – Ephemeral Channel Restoration

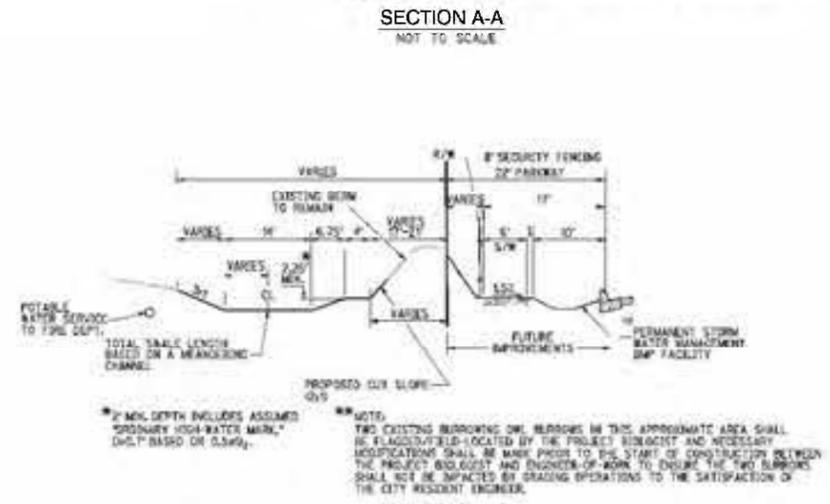
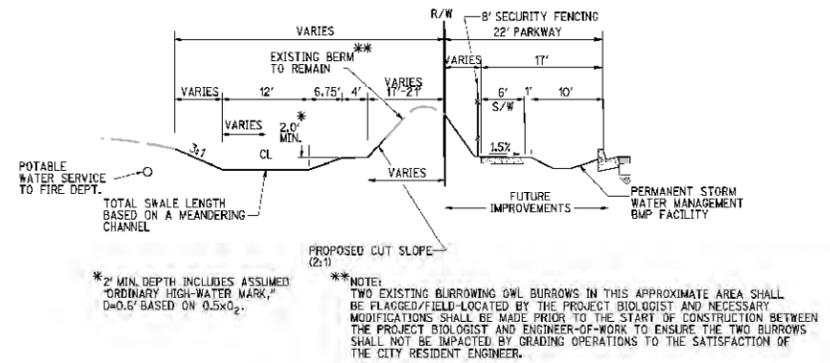
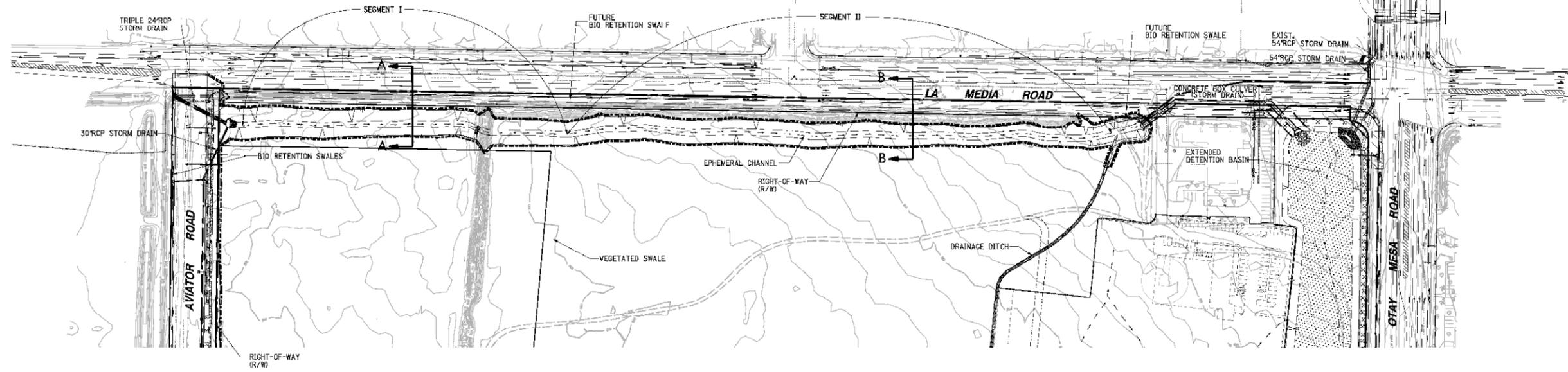
### Vernal Pool Re-establishment Mitigation

Figure 10 – Vernal Pool Restoration Areas

Figure 13 – Vernal Pool Reference Sites

Figure 18a – Tongue Conceptual Vernal Pool Restoration

Figure 18b – Thumb Conceptual Vernal Pool Restoration



Metropolitan Airpark Ephemeral Channel  
 JN: 15R18-B  
 Date: 1-8-2015

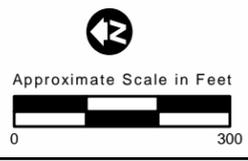
HYDROLOGIC AND HYDRAULIC DATA FOR EPHEMERAL CHANNEL

SEGMENT	DRAINAGE AREA, A (acres)	CRITICAL LOW FLOW FOR 0.5+Q <sub>2</sub>		10-YEAR		100-YEAR			
		VELOCITY, V (fps)	NORMAL DEPTH, D <sub>n</sub> (ft)	Q <sub>10</sub> (cfs)	V <sub>10</sub> (fps)	NORMAL DEPTH, D <sub>n</sub> (ft)	Q <sub>100</sub> (cfs)	V <sub>100</sub> (fps)	NORMAL DEPTH, D <sub>n</sub> (ft)
SEGMENT I	207	1.9	0.6	52	2.1-2.9	1.2	76	3.4-3.2	1.4
SEGMENT II	272	2.2	0.7	82	3.2-3.7	1.4	118	3.6-3.1	1.7

SUMMARY OF JURISDICTIONAL AREAS FOR EPHEMERAL CHANNEL

SEGMENT	LENGTH <sup>1)</sup> (ft)	DIMENSIONS AT LOW FLOW FOR 0.5+Q <sub>2</sub>			DIMENSIONS AT TOP OF BANK <sup>2)</sup>		
		TOP WIDTH (ft)	DEPTH (ft)	SURFACE AREA, A (sqft)	TOP WIDTH (ft)	DEPTH (ft)	SURFACE AREA, A (sqft)
SEGMENT I	305	15.8	0.6	0.25	26	2.00	0.79
SEGMENT II	1880	18.2	0.7	0.50	27.5	2.25	0.78
Total:				0.3%			1.88

<sup>1)</sup> LENGTH FOR SEGMENT I EXCLUDES INITIAL 80-FT FROM UPSTREAM HEADWALL TO ALLOW FOR LENGTH OF BORAP AND POTENTIAL LONG TERM CHANNEL MAINTENANCE. LENGTH FOR SEGMENT II EXCLUDES LAST 20-FT AT DOWNSTREAM HEADWALL FOR POTENTIAL LONG TERM CHANNEL MAINTENANCE.  
<sup>2)</sup> DIMENSIONS TO CALCULATE JURISDICTIONAL AREA REGULATED BY UNITED STATES ARMY CORP OF ENGINEERS (USACE), AND REGIONAL WATER QUALITY CONTROL BOARD (RWQCB).  
<sup>3)</sup> DIMENSIONS TO CALCULATE JURISDICTIONAL AREA REGULATED BY CALIFORNIA DEPARTMENT OF FISH AND GAME (CDFG).



CONCEPTUAL PLAN FOR EPHEMERAL CHANNEL AT METROPOLITAN AIRPARK

**RICK**  
 CONSULTING ENGINEERS, INC.  
 1400-THOMAS ROAD  
 SAN DIEGO, CA 92108  
 619.591.8100  
 1982-1991-2015

Location: N:\2014\2014-078 Metropolitan Air Park\Map\Mitigation\_Banking\Map\Mitigation\_Plan\Map\_Channel\_Image\_v1.mxd O:\Swager 11/23/2015

Map Date: 11/23/2015  
 Source: Rick Engineering

Figure 15. Proposed Ephemeral Channel Plan View and Cross Sections



Location: N:\2014\2014-078 Metropolitan Air Park\MAPS\Mitigation\_Banking\Mitigation\_Planning\1\MAP\_Channel\_v1.mxd (DEK/JDS)\_Swager 11/17/2015

Map Date: 11/17/2015  
Photo Source: USGS 2012



**Figure 17. Ephemeral Channel Restoration**

2014-078 Metropolitan Airpark

Location: N:\2014\2014-078 Metropolitan Air Park\WAPCS\Mitigation\_Planning\Map\_VP\_RestorationSites\_20151123.mxd (JDS, AA) - Swager 11/23/2015



**Figure 10.**  
**Vernal Pool Restoration Areas**

**Map Features**

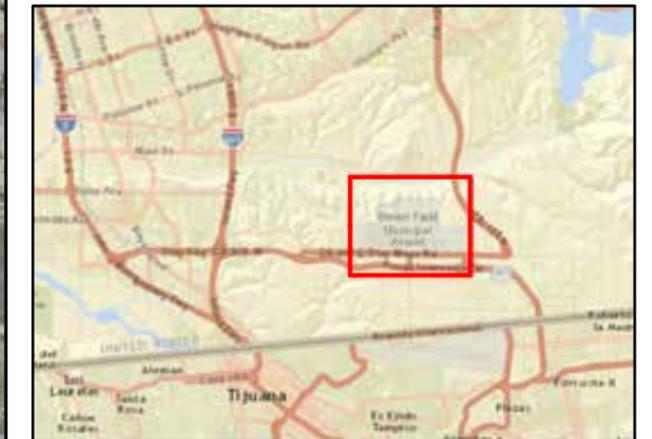
 Metropolitan Air Park Boundary

Vernal Pool Restoration Areas

 Thumb

 Tongue

Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Location: N:\2014\2014-078 Metropolitan Air Park\WAPSMitigation\_Banking\Mitigation\_Planning\Map\_VP\_ReferenceSites\_20151110.mxd (JDS, AA)-Jswager 11/23/2015



**Figure 13.**  
**Vernal Pool Reference Sites**

**Map Features**

Metropolitan Air Park Boundary

Vernal Pool Restoration Areas

Thumb

Tongue

Vernal Pool Reference Sites

J-26

Lonestar

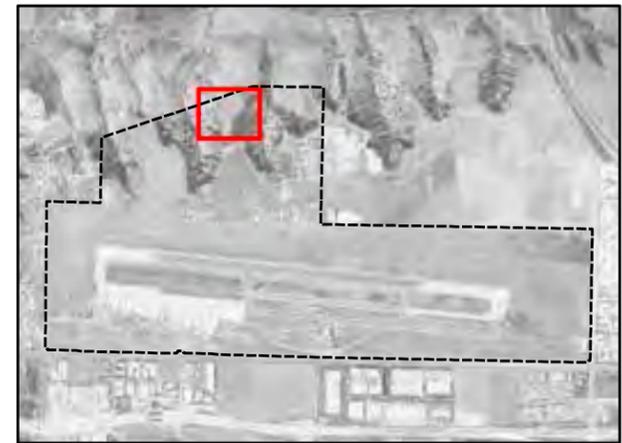
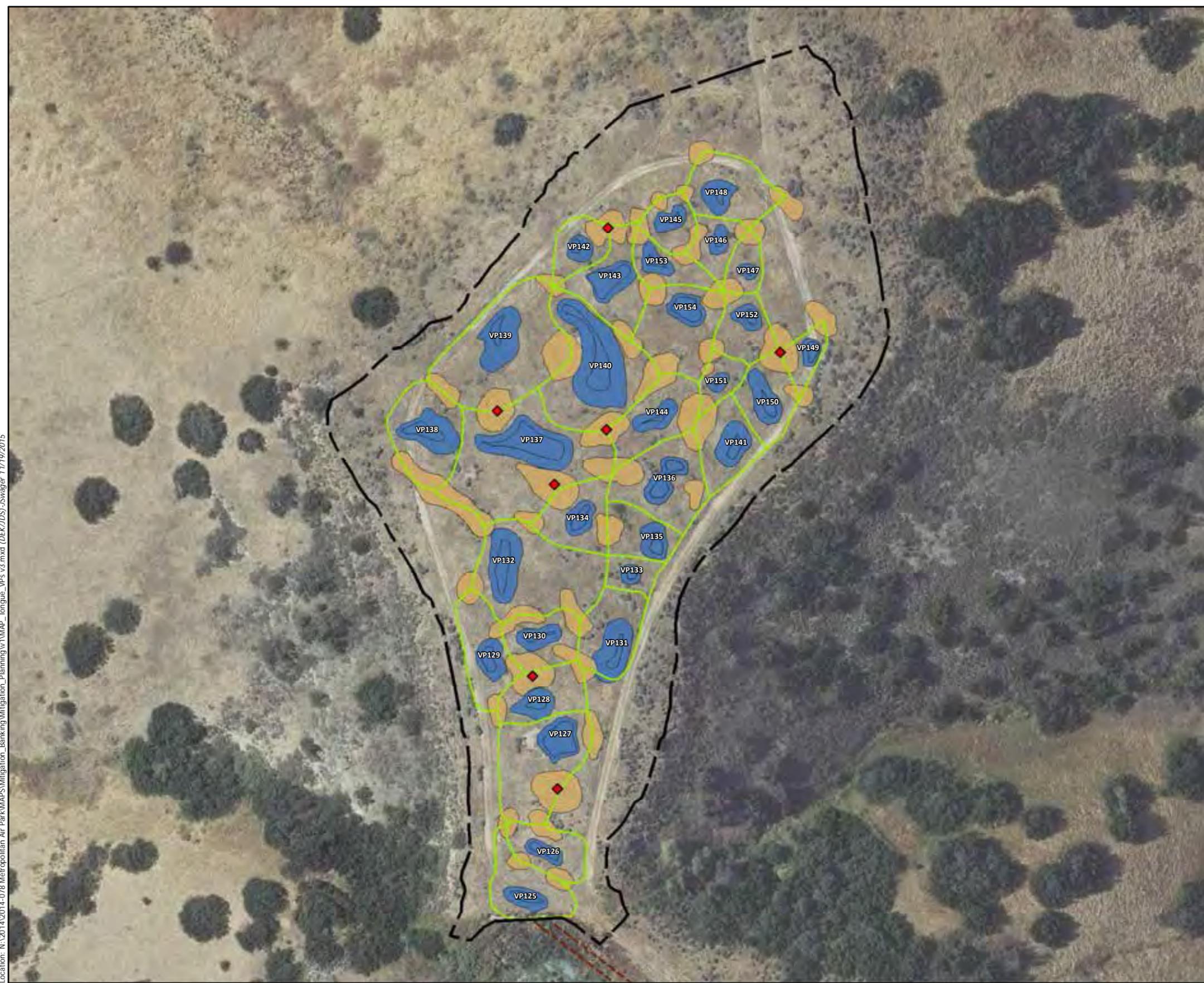
Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



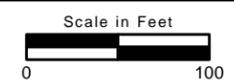
**Figure 18a.  
Tongue Conceptual  
Vernal Pool Restoration**

**Map Features**

-  Areas of Work
-  Proposed Burrowing Owl Nest Box
-  Access Road
-  Basin Watershed
-  Vernal Pools
-  Mima Mounds



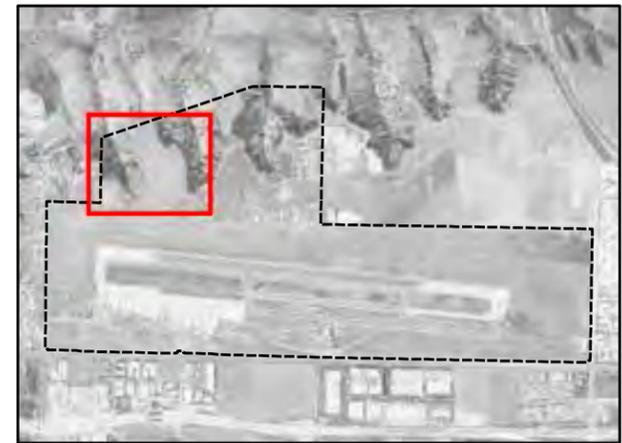
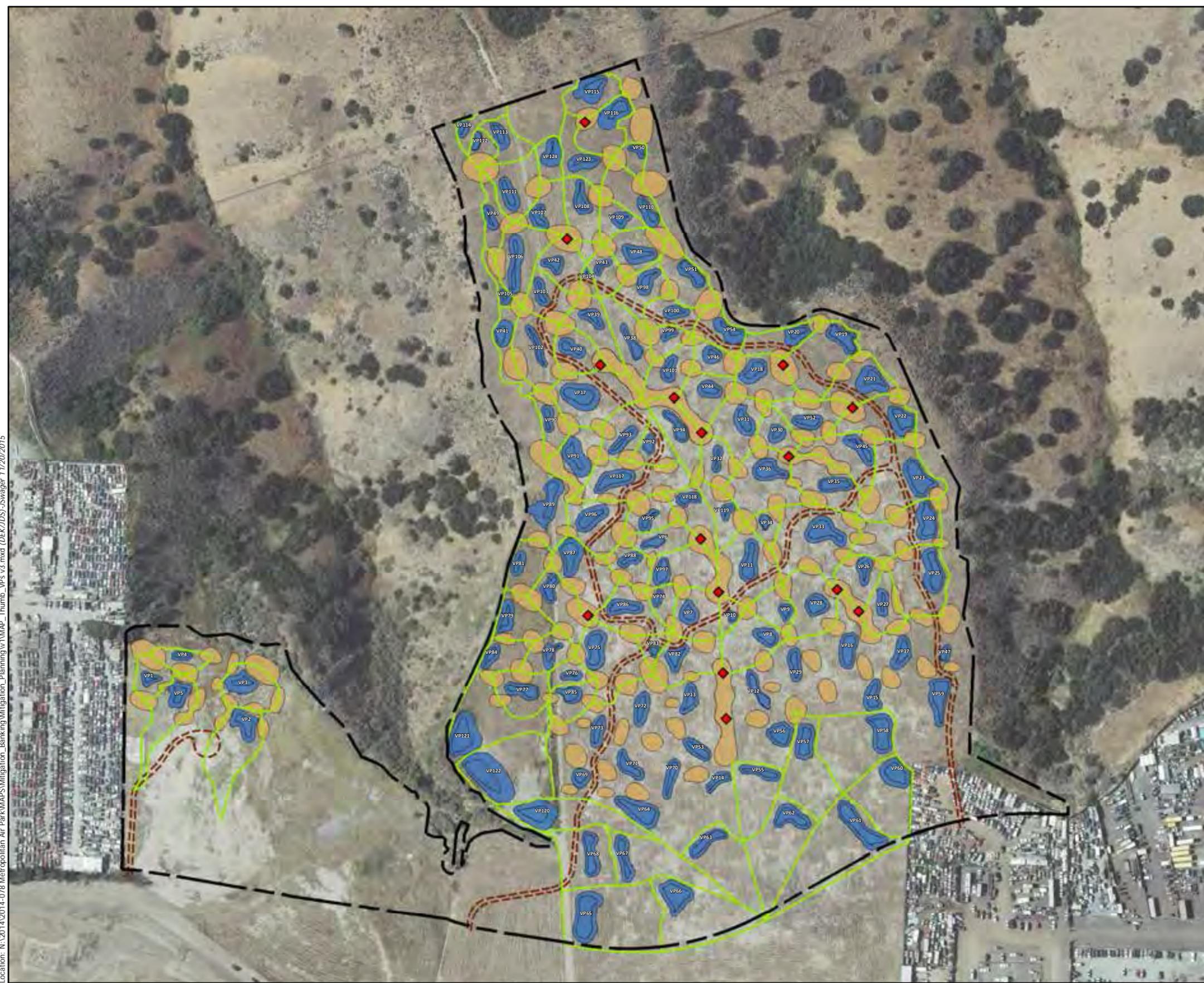
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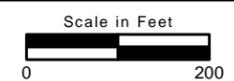
**Figure 18b.  
Thumb Conceptual  
Vernal Pool Restoration**

**Map Features**

-  Areas of Work
-  Proposed Burrowing Owl Nest Box
-  Access Road
-  Basin Watershed
-  Vernal Pools
-  Mima Mounds



Location: N:\2014\2014-078 Metropolitan Air Park\WAPS\Mitigation\_Banking\Mitigation\_Planning\MAP\_VPs\_v3.mxd (DEK/JDS)-Swagger 11/20/2015



City of San Diego  
Metropolitan Airpark, LLC  
Metropolitan Airpark Project  
Certification No. R9-2015-0025

**ATTACHMENT 5**  
**CEQA MITIGATION MONITORING AND REPORTING PROGRAM**

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<b>Environmental Impact</b>	<b>Mitigation Measure</b>	<b>Level of Significance after Mitigation</b>
<u>Issue 4:</u> Would the proposal result in, or create objectionable odors affecting a substantial number of sensitive receptors?	None required.	Less than significant.
<u>Issue 5:</u> Would the proposal exceed 100 pounds per day of respirable particulate matter (PM <sub>10</sub> ) or 55 pounds per day of fine particulate matter (PM <sub>2.5</sub> ) (dust)?	None required.	Less than significant.
<b>GREENHOUSE GAS EMISSIONS</b>		
<u>Issue 1:</u> Would the proposal generate Greenhouse Gas (GHG) emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment?	None required	Less than significant.
<u>Issue 2:</u> Would the proposal conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		
<b>BIOLOGICAL RESOURCES</b>		
<u>Issue 1:</u> Would the proposal result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in the MSCP or other local regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<p><b>Mitigation Measure MM-BIO-1:</b></p> <p><del>(1) Based on a 2011 burrowing owl protocol nesting season survey by Sage Institute, and adjustments in the Project design to avoid impacts to two (2) breeding pairs, nine (9) breeding pairs and two (2) individuals would be impacted within the Project boundary. In addition, the Project would impact 235.07 acres of suitable burrowing owl habitat. To mitigate for impacts to burrowing owls and burrowing owl habitat the following measures shall be implemented prior to the issuance of any construction permits for Phase 1 of the Project:</del></p> <p><del>a. The Owner shall convert 16.40 acres of disturbed/developed land abutting Development Area I on the north to functional grassland suitable as burrowing owl nesting habitat. Methods for creating, maintaining, preserving and managing suitable owl habitat on the 16.40 acres shall be detailed in the Burrowing Owl Mitigation Plan and may include, but not be limited to, a squirrel release program, construction of borms and/or artificial burrows, and installation of perching poles.</del></p> <p><del>b. The Owner shall construct artificial burrowing owl burrows in selected mima mounds as part of the Project's vernal pool mitigation to be located on 3.50 acres north of Development Area I, otherwise known as the "tongue." The number of artificial burrows along with the management of the burrows shall be outlined in the Burrowing Owl Mitigation Plan and the Vernal Pool</del></p>	<p><del>Significant and unavoidable.</del></p> <p><u>Less than significant.</u></p>

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p>Restoration Plan.</p> <p>e. The Owner shall enhance 6.50 acres on the southwest parcel by creating burrowing owl nesting habitat (e.g., by implementing a squirrel release and monitoring program or creating berms and/or artificial burrows). The methods and details of this compensation measure shall be identified in the Burrowing Owl Mitigation Plan.</p> <p>d. The Owner shall preserve and maintain, at a minimum, 59.85 acres of non-native grassland on Montgomery Field Airport, in locations shown as Areas A, B, and C on Figure 5-6-7. Areas A, B, and C shall be maintained as mowed grassland in perpetuity. The criteria and methods for managing these lands shall be detailed in the Burrowing Owl Mitigation Plan prepared for this Project.</p> <p>(2) In addition to the measures required above, the Owner shall construct artificial burrowing owl burrows in selected mima mounds as part of the vernal pool mitigation to be located on 10.18 acres north of Development Area J (Figure 3-2). The construction of the artificial burrows shall occur at the time the vernal pool mitigation is installed on the 10.18-acre site, per the conservation measures and terms and conditions of the Biological Opinion. The methods and details of this mitigation measure shall be outlined in the Burrowing Owl Mitigation Plan and the Vernal Pool Restoration Plan prepared for the Project.</p> <p>All mitigation areas noted above shall be shown on the Development Drawings (Exhibit A) for the Project. These mitigation lands shall remain in City Airports Division ownership and managed and preserved consistent with the City of San Diego's MSCP Subarea Plan, the Burrowing Owl Mitigation Plan, and the Long-Term Management Plan prepared for the Project.</p> <p><u>Table 5.6-3A identifies Project impacts to suitable burrowing owl habitat (non-native grassland and disturbed land) by development phase.</u></p>	

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
----------------------	--------------------	--

**TABLE 5.6-3A  
PROJECT VEGETATION COMMUNITY IMPACTS ON  
SUITABLE BURROWING OWL HABITAT BY  
DEVELOPMENT PHASE\***

<u>Community</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
<b><u>Project Impacts On-site</u></b>				
Non-Native Grassland	77.91	54.14	20.51	25.30
Disturbed	42.00	4.24	4.26	1.43
<b><u>Total Acres</u></b>	<b><u>119.91</u></b>	<b><u>58.38</u></b>	<b><u>24.77</u></b>	<b><u>26.73</u></b>
<b><u>Project Impacts from Off-site Storm Water Pipe Outfalls</u></b>				
Non-Native Grassland		.78		
Disturbed		.04		
<b><u>Total Acres</u></b>		<b><u>.82</u></b>		
<u>Community</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
<b><u>Project Impacts from Off-site Roadway Improvements</u></b>				
Non-Native Grassland	2.10	.93		
Disturbed	1.50	.58		
<b><u>Total Acres</u></b>	<b><u>3.60</u></b>	<b><u>1.51</u></b>		
<b><u>Grand Total (acres)</u></b>	<b><u>123.51</u></b>	<b><u>60.71</u></b>	<b><u>24.77</u></b>	<b><u>26.73</u></b>

\*Each phase may be partially developed depending on availability and approval of suitable burrowing owl habitat mitigation lands.  
Prior to the issuance to any construction permits for each phase or portion thereof, the owner shall provide mitigation to the satisfaction of

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p><u>the Development Services Department (DSD) Environmental Designee and the Wildlife Agencies for impacts to burrowing owl habitat consistent with the ratios and phasing as specified below:</u></p> <p>1. <u>PHASE 1:</u></p> <p>a. <u>For impacts to 123.51 acres of burrowing owl habitat as shown in Table 5.6-3A, the owner shall provide suitable burrowing owl habitat mitigation at a ratio of 0.5:1 for a total of 61.76 acres consisting of both on-site and off-site mitigation lands.</u></p> <p>b. <u>On-site mitigation: 30.08 acres on Brown Field as identified and conditioned under items i through iii below:</u></p> <p>i. <u>Convert 16.40 acres of disturbed/developed land as identified on Exhibit 'A' to functional grassland suitable as burrowing owl nesting habitat. Method for creating, maintaining, preserving and managing suitable habitat on the 16.40 acres shall be consistent with the conceptual Burrowing Owl Mitigation Plan, conceptual Long-Term Management Plan, and MM-BIO-3, MM-BIO-4, and MM-BIO-9.</u></p> <p>ii. <u>Construct artificial burrowing owl burrows in selected mima mounds as part of the Project's vernal pool mitigation to be located on 3.50 acres as identified on Exhibit 'A', otherwise known as the "tongue." The number of artificial burrows along with the management of the burrows shall be consistent with the conceptual Burrowing Owl Mitigation Plan, conceptual Vernal Pool Restoration Plan, conceptual Long-Term Management Plan, and MM-BIO-7 and MM-BIO-9. The project shall also be consistent with the conservation measures, terms and conditions of the Biological Opinion for the Project.</u></p> <p>iii. <u>Construct artificial burrowing owl burrows in selected mima mounds as part of the Project's vernal pool mitigation to be located on 10.18 acres as identified on Exhibit 'A', otherwise known as the "thumb." The number of artificial burrows along with the management of the burrows shall be consistent with the conceptual Burrowing Owl Mitigation Plan, conceptual Vernal Pool Restoration Plan, conceptual Long-Term Management</u></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p><u>Plan, and MM-BIO-7 and MM-BIO-9. The project shall also be consistent with the conservation measures, terms and conditions of the Biological Opinion for the Project.</u></p>	
	<p>iv. <u>All the mitigation areas noted in Items 1.b.(i) through (iii) shall be shown on the Development Drawings (Exhibit A) for the Project. These mitigation lands shall remain in City of San Diego, Airports Division ownership and managed and preserved consistent with the City's MSCP Subarea Plan, the Burrowing Owl Mitigation Plan, and the Long-Term Management Plan prepared for the Project.</u></p>	
	<p>c. <u>Off-site mitigation: 31.68 of suitable burrowing owl habitat that meets the following criteria:</u></p>	
	<p>i. <u>Lands shall be occupied by burrowing owls or considered suitable burrowing owl habitat (i.e. ADD). If sufficient acreage of existing occupied or suitable burrowing owl habitat cannot be acquired, lands shall be considered if through restoration, enhancement, and management they are deemed appropriate to support burrowing owl nesting and foraging requirements.</u></p>	
	<p>ii. <u>Lands shall contain sufficient populations of fossorial mammals to support nesting and predatory requirements for burrowing owls. If acquired lands do not contain sufficient populations of fossorial mammals to support burrowing owls, mima mounds and artificial burrows shall be installed at a density adequate to support burrowing owls. Additionally, the release of fossorial mammals may be required, if deemed appropriate by CDFG and USFWS.</u></p>	
	<p>iii. <u>Lands shall be within the MHPA, contiguous with existing MHPA lands, or other preserve lands, or be large enough to be biologically defensible to support a disjunct population of burrowing owls.</u></p>	
	<p>iv. <u>A Long-Term Management Plan shall be prepared and approved by the City of San Diego and Wildlife Agencies.</u></p>	
	<p>v. <u>Funding shall be provided, based on a PAR or</u></p>	

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p><u>equivalent analysis, for the implementation of the Long-Term Management Plan. Approval of the Long-Term Management Plan and PAR by the Park and Recreation Department, Open Space Division shall be required for any lands proposed to be dedicated to the City of San Diego.</u></p> <p>vi. <u>Lands shall be located on Otay Mesa as close as possible to the impacted burrows. If sufficient acreage cannot be acquired within Otay Mesa, suitable lands within the City of San Diego's MSCP Subarea Plan boundary shall be considered.</u></p> <p>vii. <u>Mitigation lands shall be approved by USFWS and CDFG, and selected in consultation with the FAA.</u></p> <p>d. <u>Should a Project alternative be approved that preserves and enhances additional suitable burrowing owl habitat on Brown Field, above what is identified in Items 1.b.(i) through (iii) above; the additional mitigation land shall be included in the Burrowing Owl Mitigation Plan and preserved and enhanced prior to the issuance of any construction permits for the development of additional land during Phase 1 construction or any subsequent development phases as noted in Item 2, below, at the required mitigation/development ratio of 0.5:1.</u></p> <p>2. <u>2. PHASES 2, 3, and 4</u></p> <p><u>Based on Table 5.6-3A, the Owner shall preserve suitable burrowing owl habitat off-site at the required 0.5:1 mitigation ratio and in compliance with the selection criteria under Item 1.c. above and established in the Burrowing Owl Mitigation Plan and Long-Term Management Plan prior to the issuance of any construction permits for each of the remaining Phases 2 through 4. The amount of mitigation acres required for each phase shall be, at a minimum, as follows: 30.36 acres for Phase 2, 12.39 acres for Phase 3, and 13.37 acres for Phase 4.</u></p> <p><b>Mitigation Measure MM-BIO-2:</b> <u>A maximum of 30 No less than 14 days (i.e. between 14 and 30 days) prior to any ground disturbing activities associated with any phase of Project construction, the impact area shall be surveyed by a qualified biologist in accordance with current accepted protocols for burrowing owls and occupied burrows. The impact area includes any area involving construction activity that may negatively affect burrowing owls, such as grading activities, staging</u></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation																				
	<p><u>of equipment and materials, heavy equipment operation, etc. and the area within 150 meters of the construction activity.</u> If no burrowing owls are found, then no further direct impact avoidance measures are required. If burrowing owls are found, the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>Construction shall not occur <u>within the setback buffers during the dates identified in the following table: within 200 meters (657 feet) of active burrows between April 1 and October 15.</u></li> </ul>																					
	<p><u>Setback Buffers Based on Level of Disturbance</u></p> <table border="1"> <thead> <tr> <th align="left"><u>Location</u></th> <th align="center"><u>Time of Year</u></th> <th align="center"><u>Low</u></th> <th align="center"><u>Medium</u></th> <th align="center"><u>High</u></th> </tr> </thead> <tbody> <tr> <td><u>Nesting Sites</u></td> <td><u>March 1 – Aug 15</u></td> <td align="center"><u>200 m*</u></td> <td align="center"><u>500 m</u></td> <td align="center"><u>500 m</u></td> </tr> <tr> <td><u>Nesting Sites</u></td> <td><u>Aug 16 – Oct 15</u></td> <td align="center"><u>200 m</u></td> <td align="center"><u>200 m</u></td> <td align="center"><u>500 m</u></td> </tr> <tr> <td><u>Nesting Sites</u></td> <td><u>Oct 16 – Feb 29</u></td> <td align="center"><u>50 m</u></td> <td align="center"><u>100 m</u></td> <td align="center"><u>500 m</u></td> </tr> </tbody> </table> <p>* meters</p>	<u>Location</u>	<u>Time of Year</u>	<u>Low</u>	<u>Medium</u>	<u>High</u>	<u>Nesting Sites</u>	<u>March 1 – Aug 15</u>	<u>200 m*</u>	<u>500 m</u>	<u>500 m</u>	<u>Nesting Sites</u>	<u>Aug 16 – Oct 15</u>	<u>200 m</u>	<u>200 m</u>	<u>500 m</u>	<u>Nesting Sites</u>	<u>Oct 16 – Feb 29</u>	<u>50 m</u>	<u>100 m</u>	<u>500 m</u>	
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	<ul style="list-style-type: none"> <li><u>Should construction be necessary within the setback buffers identified in the table above, the following measures shall be required: Construction shall be avoided within 50 meters (165 feet) of active burrows between October 16 and March 31. Should construction be necessary within 50 meters (165 feet) of active burrows between October 16 and March 31 the following measures shall be required:</u> <ul style="list-style-type: none"> <li>A qualified biologist shall conduct surveillance of the active burrow(s) on at least one occasion no more than 14 days prior to the occurrence of construction;</li> <li>A qualified biologist shall monitor all construction activities occurring within the buffer area; and,</li> <li>Construction shall be limited to the period of the day when burrowing owls are less active (from 10:00 am until two hours prior to sunset), unless different behavior patterns are observed during the surveillance efforts.</li> </ul> </li> </ul>																					

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	<ul style="list-style-type: none"> <li>• Burrowing owls in occupied burrows within the Project site proposed for development would be relocated using passive techniques as outlined in the 2012 CDFG <i>Staff Report on Burrowing Owl Mitigation</i>, subject to a passive Burrowing Owl Translocation Plan to be approved by CDFG (MM-BIO-4), and burrows shall be excavated and collapsed in accordance with the requirements of the Burrowing Owl Mitigation Plan.</li> <li>• Burrows removed as a result of Project implementation shall be mitigated through the creation of suitable burrowing owl breeding habitat, including a squirrel release program approved by CDFG and/or construction of berms or artificial burrows within on-site mitigation lands per the Burrowing Owl Mitigation Plan. Artificial burrows shall also be created within proposed parcels to be used for vernal pool mitigation, as outlined in the Burrowing Owl Mitigation Plan (MM-BIO-3). Construction activities may occur once a qualified biologist has deemed the burrows within the Project are unoccupied.</li> <li>• Any occupied burrowing owl burrows or burrows that have the potential to be occupied by the burrowing owl and that are located in the existing earthen berm that is to remain (paralleling La Media Road north of Fire Station No. 43) shall be avoided. <u>The two occupied burrows identified in the 2011 burrowing owl survey report for the Project shall be flagged/field located by the Project Biologist and necessary modifications shall be made during final engineering design between the Project Biologist and Engineer-of-Work to ensure the two burrows will not be impacted by grading operations to the satisfaction of the City Resident Engineer. Within 12 months after completion of each of Phases 1 and 2, post-construction surveys shall be conducted for the herein referenced earthen berm to determine if the occupied burrows identified during the 2011 burrowing owl survey are still occupied. Should it be determined that the previously occupied burrows have been abandoned, the Owner shall coordinate with the CDFG and USFWS regarding additional compensation for abandonment. Any additional measures shall be reflected in an update to the Burrowing Owl Mitigation Plan and shall be submitted for review/approval as indicated in MM-BIO-3.</u></li> </ul>	
	<p><b>Mitigation Measure MM-BIO-3:</b> The Owner shall prepare a Burrowing Owl Mitigation Plan for the design, location, and timing of construction of non-native grassland, mima mounds, artificial burrows, and perching poles. The burrowing owl mitigation plan shall be approved by the City, FAA, CDFG, and USFWS prior to the issuance of any construction permits associated with the Project. The Plan shall:</p>	

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<ul style="list-style-type: none"> <li>• <del>Identify suitable off-site mitigation areas. Areas</del> <u>Require that proposed areas for off-site mitigation</u> must be ground-truthed to be deemed suitable for burrowing owl nesting</li> <li>• Identify enhancement methods if mitigation lands are unoccupied. Enhancement methods may include the development of a ground squirrel release and monitoring program and/or the creation of berms or artificial burrows.</li> <li>• Describe the creation methods to convert a 16.40 acre parcel to functional grassland suitable as burrowing owl breeding habitat, to be located on Airport-owned property inside the MHPA (Figure 5.6-6). Methods shall include restoration of grassland and a squirrel release program to be approved by CDFG and/or the construction of berms of artificial burrows.</li> <li>• Describe the specifics of the squirrel release and monitoring program and identify the specifications of the artificial burrows and perching poles to be constructed including materials to be used, methods to be implemented and other design elements, such as burrow spacing.</li> <li>• Include specific and measurable success criteria.</li> <li>• Include method of preservation and management measures to ensure the in-perpetuity preservation of suitable burrowing owl mitigation lands and owl burrows (both natural and artificial) at an acceptable level of functionality and density to support existing and translocated (MM-BIO-4) burrowing owl populations.</li> <li>• Be consistent with, and included in, the Long-Term Management Plan (LTMP) to be prepared for all mitigation lands (MM-BIO-9).</li> <li>• Be consistent with the Vernal Pool Restoration Plan (MM-BIO-7).</li> </ul> <p><b>Mitigation Measure MM-BIO-4:</b> The Owner shall prepare a Passive Burrowing Owl Translocation Plan to establish burrowing owl occupation in the mitigation lands adjacent to the Project site. This would include, but not be limited to, creation of artificial burrows, perching poles, and other habitat features in mitigation lands. The translocation plan shall be approved by CDFG and USFWS, in consultation with the City and FAA, and USFWS prior to the issuance of any construction permits associated with the Project. The Plan shall:</p> <ul style="list-style-type: none"> <li>• Describe the methods used for passive translocation, including the installation of one-way doors in burrow openings to prevent the re-occupation of the burrow after owls have been evicted.</li> <li>• Include specific criteria for the timing of passive relocation activities (e.g. passive relocation of existing burrowing owl populations onsite</li> </ul>	

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p>should only commence once the construction of artificial burrows on protected offsite lands is complete per MM-BIO-3).</p> <ul style="list-style-type: none"> <li>• Include daily surveys for a minimum of two weeks to ensure burrowing owls have appropriately relocated to mitigation lands or other lands outside the Project boundary.</li> <li>• Include specific and measurable success criteria (e.g. No burrowing owls present within the Project boundary for at least two consecutive weeks following burrow collapse).</li> <li>• Include a contingency plan should passive relocation be unsuccessful (e.g. consultation with the Wildlife Agencies and/or the preparation of an Active Translocation Plan).</li> <li>• Be consistent with, and included in, the Burrowing Owl Mitigation Plan to be prepared for construction of artificial burrows on mitigation lands (MM-BIO-3).</li> </ul> <p><b>Mitigation Measure MM-BIO-5:</b> The Owner shall provide evidence of take authorization from the USFWS for impacts on San Diego fairy shrimp and San Diego button-celery through Section 7 consultation between FAA and USFWS prior to the issuance of any construction permits associated with the Project. Issuance of a Biological Opinion (BO), as a result of the Section 7 consultation, shall serve as a companion document to these mitigation measures. The mitigation and conservation measures must be consistent with any conservation measures identified in the City's MSCP Subarea Plan to satisfy CDFG's jurisdiction of these species. The BO would guide any take of San Diego fairy shrimp or San Diego button-celery. If there is a conflict between the Mitigation Measures proposed herein and measures in the BO, the BO shall take precedence.</p> <p><b>Mitigation Measure MM-BIO-6:</b> Impacts to 0.275 acre of vernal pools and the associated San Diego fairy shrimp and San Diego button-celery shall be mitigated at a ratio of 5:1; a total of 1.38 acres of vernal pool basin creation is required. Creation of vernal pools at a ratio of 5:1 shall occur on proposed mitigation lands to the north of the Project site (Exhibit A) (Figure 5-6-6). See MM-BIO-7 for detail on vernal pool creation/restoration requirements.</p> <p><b>Mitigation Measure MM-BIO-7:</b> The Owner shall mitigate for 0.275 acre of impacts to vernal pools through the creation and restoration of 1.38 acres of vernal pool habitat at the "Tongue" and "Thumb" areas (Exhibit A) (Figure 5-6-6). Mitigation of this impact shall commence prior to the issuance of any construction permits for the Project. Both sites are located on a mesa top in the northern area of the Airport, north of</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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	<p>the Project site, and are characterized by remnants of historic mima mound topography and vernal pool affiliated soils (Stockpen gravelly loam). The Owner shall prepare a final Vernal Pool Restoration Plan (VPRP) that is consistent with the conceptual plan (Appendix S). The VPRP shall include detailed measures for creating habitat appropriate for supporting San Diego fairy shrimp and San Diego button-celery. The VPRP shall follow the outline and schedule dictated by the USFWS, and shall be approved by the FAA and USFWS prior to the issuance of any construction permits for the Project. The VPRP shall contain, at a minimum, the following content and requirements:</p> <ul style="list-style-type: none"> <li>• Identify locations and prove feasibility of proposed vernal pool creation and restoration areas to support the necessary impermeable soils and hydrology for the San Diego fairy shrimp and San Diego button-celery.</li> <li>• Establish enhancement goals and measurable objectives that can be monitored for evaluating the long-term success of the restoration. Success criteria shall include, at a minimum, a measure for sufficient hydroperiod and presence of San Diego fairy shrimp during average rainfall years, the presence of San Diego button-celery and other vernal pool indicator plant species, and native plant species cover for both wetland and upland plants.</li> <li>• The goals, measurable objectives, and success criteria shall be based on achieving successful and sustainable San Diego fairy shrimp and San Diego button-celery habitat restoration within a five-year period.</li> <li>• Identification of reference site(s) for use in comparing the enhancement efforts against naturally occurring pools. No natural vernal pools occur or would remain on Airport land so access arrangements for a nearby public or private vernal pool reserve would be required. The reference sites shall be approved by the Corps and USFWS and shall not be the sources for the collection of vernal pool inoculum.</li> <li>• Conduct additional feasibility studies, including a hydrological analysis (e.g., water balance calculation) and soil profile examination, to develop detailed grading plans for each proposed enhancement area.</li> <li>• Grading plans using half-foot contours shall detail the extent of inundation, desired depth, side slopes, watershed area, soil profile layering design, and compaction specifications. Vernal pool basin profiles shall be included in the specifications.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Vernal pool creation shall take place either before or concurrent with the initiation of project impacts; vernal pool grading shall occur prior to the onset of the wet season.</li> <li>• Planting/seeding plans providing a detailed approach to collecting, storing, and distributing salvaged soil/cyst/seed material (inoculum) from impacted pools and other functioning pools in the vicinity shall be included. Any additional seed or container stock plant material shall be specified. Donor pools for the purpose of inoculum collection shall be approved by the USFWS. Donor pools shall be documented to contain viable populations of San Diego fairy shrimp and San Diego button-celery and shall be absent of versatile fairy shrimp (<i>Branchinecta lindahlí</i>).</li> <li>• The planting plan shall include provisions for both the wetted portion of the enhanced pool as well as the upland slopes and areas disturbed by construction of the pools.</li> <li>• All inoculum shall be collected during the dry season (between July and October) when natural dormancy mechanisms of the eggs/seeds have occurred to minimize damage to the inoculum resource. The schedule shall allow for the salvaged inoculum to be used so that it is not stored for more than four months before use in the enhanced pools. Inoculum shall be collected using hand trowels and stored in paper-lined cardboard boxes in a cool, dark and dry place.</li> <li>• Best Management Practices (BMPs) shall be established for pool enhancement construction activities as well as for post-construction erosion control measures.</li> <li>• A California Rapid Assessment Method (CRAM) analysis (Vernal Pool Module) shall be conducted of the impact vernal pools prior to impacts, and post-restoration of vernal pools during the five-year post-restoration monitoring period at both vernal pool restoration sites.</li> <li>• Regular monitoring shall occur during the five-year monitoring period including quantitative vegetation monitoring (upland and aquatic) using point-intercept transects to yield species occurrence, richness and frequency data. In addition, focused surveys for San Diego shrimp pursuant to USFWS protocol shall be conducted annually.</li> <li>• Contingency measures and adaptive management procedures may be needed during the five-year establishment period. The monitoring period may need to be extended if success criteria, including the sustained presence of San Diego fairy shrimp and San Diego button-celery, have not been attained, until all success criteria have been</li> </ul>	

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Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
<p><u>Issue 2:</u> Would the proposal result in a substantial adverse impact on any Tier 1 Habitats, Tier II Habitats, Tier III A Habitats, or Tier III B Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, polices, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p>fulfilled.</p> <ul style="list-style-type: none"> <li>• An enhancement area protection instrument such as a conservation easement, or other approved method of preservation that protects the enhancement areas in perpetuity shall be placed on the vernal pool restoration sites.</li> <li>• A LTMP shall be prepared that describes the long-term management, maintenance, and monitoring of the restoration in perpetuity, including invasive species removal and the in-perpetuity monitoring of the San Diego fairy shrimp and San Diego button-celery populations within the creation pools. Monitoring and management measures shall be consistent with those identified in the City of San Diego's Vernal Pool Habitat Conservation Plan (in progress).</li> <li>• Funding mechanism and responsible parties to ensure implementation and long-term maintenance of the VPRP shall be developed and secured through the calculation of an endowment to generate in-perpetuity habitat management funds.</li> </ul> <p><b>Mitigation Measure MM-BIO-8:</b> Prior to the issuance of any construction permits associated with Phase 1 of the Project, the Owner shall mitigate for impacts to <del>484.44</del><u>181.67</u> acres of non-native grassland at a ratio of 0.5:1, 0.42 acre of Diegan coastal sage scrub at a ratio of 1:1, and 0.20 acre of Maritime succulent scrub at a ratio of 2:1 by: (1) preserving, in perpetuity, <del>74.46</del><u>74.44</u> acres of <del>Type Tier I – III</del> habitats located on Airport-owned property within the MHPA north of the Project boundary for impacts to non-native grassland; (2) converting 16.40 acres of disturbed lands located on Airport-owned property within the MHPA north of the Project boundary to functional grassland habitat adjacent to the preserved lands for impacts to non-native grassland; (3) preserving 0.42 acre of Diegan coastal sage scrub within the MHPA north of the Project boundary for impacts to Diegan coastal sage scrub; and (4) preserving 0.40 acre of Maritime succulent scrub within the MHPA north of the Project boundary for impacts to Maritime succulent scrub. The lands shall be funded and managed in perpetuity as described in the LTMP required in MM-BIO-9. The mitigation areas shall have long-term viability and biological values that are equal to or greater than the impacted site, upon preservation or creation. The content and requirements of the creation of the 16.40 acres of grassland habitat in Item 2, above, shall be detailed in the Burrowing Owl Mitigation Plan required in MM-BIO-3.</p> <p><b>Mitigation Measure MM-BIO-9:</b> The mitigation and conservation areas proposed to offset the impacts to non-native grassland, Maritime succulent scrub, and Diegan coastal sage scrub are within lands</p>	<p>Less than significant.</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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	<p>currently owned and managed by the City of San Diego Airports Division. The City of San Diego Airports Division (Owner) shall be responsible for the management of the proposed mitigation and conservation areas in accordance with the City's MSCP Subarea Plan as modified by the Southwest area specific management directives. Prior to the issuance of any construction permits for the Project, a LTMP shall be prepared and approved by the City, CDFG and USFWS, in consultation with FAA, for the management of these mitigation and conservation areas, including an endowment calculation (PAR, or equivalent). The Owner shall record the endowment and an appropriate instrument to manage the property in perpetuity.</p> <p><b>Mitigation Measure MM-BIO-10:</b> To offset impacts from construction of the four proposed off-site storm drains and outfall structures, a Drainage Revegetation Plan consistent with City of San Diego Biology Guidelines shall be prepared by the Applicant for impacts to non-native grassland, Maritime succulent scrub and Diegan coastal sage scrub habitats. The Plan shall be submitted for approval to the City prior to the issuance of any construction permits associated with the installation of the four proposed storm drains and outfall structures. The Plan shall include at a minimum:</p> <ul style="list-style-type: none"> <li>• <u>Restrictions on implementation such that activities shall occur outside the accepted breeding season of coastal California gnatcatcher (March 1- August 15) and coastal cactus wren (February 15-August 15).</u></li> <li>• <u>Pre-activity surveys for coastal California gnatcatcher and coastal cactus wren if heavy equipment is to be used (e.g. hydroseeding, bobcat).</u></li> <li>• The requirement to salvage and transplant all succulent plants and suitable shrub material to be impacted as a result of the Project;</li> <li>• Criteria for determining whether an individual plant is appropriate for salvage;</li> <li>• The appropriate salvage season;</li> <li>• The requirement to salvage and stockpile all excavated topsoil up to the first six inches for use in spreading as the top layer of soil in restoring disturbed areas;</li> <li>• Equipment and methods for salvage, transport, and planting;</li> <li>• Storage and pre-planting requirements for each species;</li> <li>• A planting plan, including the amount and species of seed necessary</li> </ul>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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<p><u>Issue 3</u>: Would the proposal result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>to revegetate these habitat types;</p> <ul style="list-style-type: none"> <li>• Success criteria for the transplanted and restored areas over a five-year period following installation;</li> <li>• Specific BMPs for erosion control during and after salvage and restoration;</li> <li>• A requirement for five years of maintenance of the transplanted and restored areas, including removal of invasive species and irrigation (if necessary); and</li> <li>• A requirement for five years of monitoring to evaluate compliance with the success criteria and to adjust maintenance activities using an adaptive management approach.</li> </ul> <p><b>Mitigation Measure MM-BIO-11.</b> Prior to issuance of any construction permits for the Project, the Owner shall obtain a Section 404 Clean Water Act permit from the Corps, Section 401 Water Quality Certification from the RWQCB, and Section 1602 Streambed Alteration Agreement from CDFG to address impacts to 0.74 acre of non-wetland waters of the U.S. and State, <del>0.48</del> 0.25 acre of freshwater marsh wetlands, and 2.91 acres of waters of the State associated with the on-site drainage ditches (the 2.91 acres of impacts to CDFG jurisdiction include 0.74 acre of Corps jurisdiction).</p> <p>As part of the Section 404 process, a formal delineation of potential wetlands and other waters of the U.S. located within the Project area shall be performed and submitted to the Corps for verification. State and federal regulations require that the project applicant avoid or minimize impacts to wetlands and waters and develop appropriate protection for wetlands. Wetlands that cannot be avoided must be compensated to result in “no net loss” of wetlands to ensure that the Project would maintain the current functions and values of onsite wetland habitats. Impacts to non-wetland waters of the U.S. and State within the Project boundary shall be mitigated for at a 1:1 ratio through the onsite creation of bio-swales and an ephemeral channel. The ephemeral channel shall be designed with a clear bed and bank such that an ordinary high water mark shall establish itself over time.</p> <p><b>Mitigation Measure MM-BIO-12:</b> Impacts to wetlands outside of the Project boundary (i.e. La Media Road and Airway Road widening) shall require mitigation at a 2:1 ratio (per City Biology Guidelines). Prior to the issuance of any construction permits for Phase 1 of the Project, the Owner shall initiate mitigation for off-site wetland impacts through creation and enhancement of wetlands on Airport property on the Southwest Parcel, located at the southwest corner of Otay Mesa Road</p>	<p>Significant and unavoidable.</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p>and Heritage Road. The property contains sedimentation ponds surrounded by disturbed riparian habitat and wetlands that would benefit from enhancement and the creation of additional freshwater marsh. Enhancement of <del>0.480,25</del> acre and creation of <del>0.480,25</del> acre for a total of <del>0.960,50</del> acre of freshwater marsh mitigation shall be implemented according to a Corps approved Habitat Mitigation and Management Plan (HMMP). <u>This area of impact is based on best available science and Project information available at the time of the analysis. Should detailed off-site roadway design show that additional freshwater marsh wetland impacts would occur due to an inadequate buffer, mitigation shall be adjusted accordingly, based on a 2:1 mitigation ratio, to be reviewed and approved by the Development Services Department Environmental Designee.</u> The Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• A document structure which complies with the Corps wetlands restoration HMMP outline which details the creation and restoration of 1.0 acre of freshwater marsh.</li> <li>• An evaluation of the existing functions and values, and a description of the functions and values to be achieved through compensatory mitigation.</li> <li>• Appropriate site selection criteria including evaluation of soils and hydrology (e.g. water table) on the restoration site.</li> <li>• Schematics and plans to grade the site, if necessary, to an appropriate topographic layout conducive to supporting freshwater marsh.</li> <li>• A native plant palette based on the vegetation composition of the freshwater marsh to be impacted. Representative species should include creeping spikerush, sedges (<i>Carex</i> sp.), bulrush (<i>Scirpus</i> sp.) and cattail (<i>Typha</i> sp.).</li> <li>• Specific and measurable success criteria for evaluating the success of the restoration site.</li> <li>• The development of a five-year monitoring, maintenance and management plan</li> <li>• Securing of a bond or line of credit to guarantee success of the restoration and enhancement installation.</li> <li>• The development of a long-term management plan, including the description of a funding source for management in perpetuity and designation of a conservation easement or covenant to secure the site for conservation in perpetuity.</li> </ul>	

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
<u>Issue 4:</u> Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?	None required.	Less than significant.
<u>Issue 5:</u> Would the proposal result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?	Mitigation Measures MM-LU-1 through MM-LU-9, and MM-BIO-1 through MM-BIO-12.	Less than significant.
<u>Issue 6:</u> Would the proposal result in introducing land use within an area adjacent to the MHPA that would result in adverse edge effects?	Mitigation Measures MM-LU-1 through MM-LU-9, and MM-BIO-10.	Less than significant.
<u>Issue 7:</u> Would the proposal result in a conflict with any local policies or ordinances protecting biological resources?	Mitigation Measures MM-BIO-1, <u>MM-BIO-2</u> , MM-BIO-3, <u>MM-BIO-4</u> , <u>MM-BIO-6</u> , <u>MM-BIO-7</u> , and MM-BIO-12.	Significant and unavoidable.
<u>Issue 8:</u> Would the proposal result in an introduction of invasive species of plants into a natural open space area?	Mitigation Measures MM-LU-1 through MM-LU-9, and MM-BIO-10.	Less than significant.
<b>HISTORICAL RESOURCES</b>		
<u>Issue 1:</u> Would the proposal result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including architecturally significant building), structure, or object or site?	<p><b>Mitigation Measure MM-HIST-1: Retention of a qualified archaeologist.</b> The Owner shall retain a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (Department of the Interior, 2008), who has been approved by the City, to carry out all mitigation measures related to archaeological resources.</p> <p><b>Mitigation Measure MM-HIST-2: Additional Survey.</b> Prior to the issuance of any construction permits for the Project, a qualified archaeologist shall carry out Phase 1 cultural resources survey efforts in those portions of the Project area not subject to survey as part of the present study, as detailed in the <i>Cultural Resources Survey and Assessment For The Metropolitan Airpark Project, Otay Mesa, San Diego, CA</i> (Bray and Brewster, 2011). These areas shall be cleared of the materials obscuring the surface (e.g., cars, pavement, debris, and gravel) prior to survey. The Phase 1 survey shall identify any cultural resources and shall formally evaluate the significance of any potentially eligible resources that may be directly or indirectly impacted by the Project. The Phase 1 Survey effort shall be documented in an addendum to the Phase 1 Cultural Resources Survey report.</p> <p><b>Mitigation Measure MM-HIST-3: Avoid and protect archaeological resources.</b> Prior to the issuance of any construction permits for the Project, the Owner shall demonstrate avoidance of all impacts to sites</p>	Less than significant.

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
	<p>CA-SDI-10623, CA-SDI-14559, and the significant portion of CA-SDI-10628/H, which are all located outside of, but adjacent to, the Project area. These resources shall be designated as Environmentally Sensitive Areas (ESAs) to ensure avoidance. The ESAs shall be established by the qualified archaeologist in coordination with the City. The ESAs shall be identified on grading and building plans. Protective fencing or other markers shall be erected around ESAs prior to any ground-disturbing activities; however, such ESAs shall not be identified specifically as cultural resources, in order to protect sensitive information and to discourage unauthorized disturbance or collection of artifacts. All ground-disturbing activities adjacent to designated ESAs shall be monitored by a qualified archaeologist and Native American monitor.</p> <p><b>Mitigation Measure MM-HIST-4: Monitoring by a qualified archaeologist during ground-disturbing activities.</b> Prior to issuance of any construction permits for the Project, an archaeological monitor shall be retained by the Owner to monitor ground-disturbing activities, including, but not limited to, pavement/asphalt removal, grubbing, brush removal, boring, trenching, grading, excavating, and the demolition of building foundations. The duration and timing of monitoring shall be determined by the qualified archaeologist in consultation with the City. Due to the sensitivity of the Project area for Native American resources, at least one Native American monitor shall also monitor ground-disturbing activities in the Project area. The monitor(s) shall be selected from amongst the Native American groups identified by the Native American Heritage Commission as having affiliation with the Project area. The archaeological and Native American monitoring shall conform to the following specifications: [Specifications can be found in Section 5.7, Historical Resources and as further detailed in Section 9, Mitigation, Monitoring and Reporting Program].</p>	
<u>Issue 2:</u> Would the proposal result in any impact to existing religious or sacred uses within the potential impact area?	None required.	Less than significant.
<u>Issue 3:</u> Would the proposal result in a disturbance of any human remains, including those interred outside of formal cemeteries?	MM-HIST-4	Less than significant.
<b>HUMAN HEALTH AND PUBLIC SAFETY</b>		
<u>Issue 1:</u> Would the proposal expose people or property to health hazards, including fire?	<b>Mitigation Measure MM-HAZ-1:</b> Prior to the issuance of any demolition permits, a detailed asbestos and lead based paint survey shall be conducted for the existing structures. Any identified ACMs, and LBPs shall be removed, handled, and properly disposed of by appropriately licensed and qualified individuals in accordance with applicable	Less than significant.
<u>Issue 2:</u> Would the proposal create a future risk of an explosion or the release of hazardous substances (including, but not limited to gas, oil,		

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measure	Level of Significance after Mitigation
<p>pesticides, chemicals, or radiation) or would it expose people or the environment to a significant hazard through the routine transport, use, or disposal of hazardous materials?</p>	<p>regulations during demolition of structures. The Owner shall provide documentation (for example, all required waste manifests, sampling, and air monitoring test results) to the City of San Diego showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6).</p> <p><b>Mitigation Measure MM-HAZ-2:</b> For sites where contamination is suspected, including the berms in Area H2, or where the Phase I assessment has identified a potential for contamination, the Owner shall prepare a health and safety plan, based on the site conditions, by a licensed industrial hygienist. The health and safety plan, in accordance with OSHA's Hazardous Waste Operations and Emergency Response Standard (HAZWOPER), shall identify potential contaminants that may be encountered, appropriate personal protective equipment, and worker safety procedures including agency notification requirements in the event that suspected contamination is encountered. <u>Any additional investigation or remediation follow up work shall be completed by the responsible party to the satisfaction of the overseeing agency prior to change in site use. Any identified contaminated soils shall be disposed of at a licensed waste disposal facility in accordance with local and state disposal requirements and any imported soils shall be verified as free of contamination.</u> The soils/wastes contained in the berms located in Area H2 shall be sampled in accordance with the requirements of the RWQCB, as stated in their January 31, 2003 letter (J. Robertus, written communication, January 31, 2003) and any further action required by RWQCB following analytical results shall be completed and written verification from the RWQCB that the site is in compliance with applicable regulations and statutes shall be obtained prior to issuance of any construction permit for Phase 1 of the Project.</p>	<p>Less than significant.</p>
<p><u>Issue 3:</u> Would the proposal create a significant hazard to the public or the environment as a result of being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 659625?</p>	<p><b>Mitigation Measure MM-HAZ-3:</b> Prior to the issuance of any building permits within Area L or any other area of the Project site where volatile contaminants have been identified, an assessment of soil vapor quality shall be conducted by a qualified environmental professional. If soil vapors are found present, then a soil vapor barrier shall be incorporated into the final project design plans in accordance with local regulatory oversight unless a risk assessment study prepared by a qualified professional can demonstrate that no adverse effects would be encountered.</p>	<p>Less than significant.</p>

**TABLE ES-2  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

<b>Environmental Impact</b>	<b>Mitigation Measure</b>	<b>Level of Significance after Mitigation</b>
<b>HYDROLOGY</b>		
<u>Issue 1:</u> Would the proposal result in an increase in impervious surfaces and associated increased runoff? Would the proposal result in a substantial alteration to on-and off-site drainage patterns due to changes in runoff flow rates or volumes?	None required.	Less than significant.
<b>WATER QUALITY AND FLOODING</b>		
<u>Issue 1:</u> What modifications to the natural drainage system would be required for implementation of the proposal? Would there be an effect on the Otay or Tijuana River Valley drainage basins with implementation of the proposal?	None required.	Less than significant.
<u>Issue 2:</u> Would the proposal result in alterations to the course or flow of flood waters?	None required.	Less than significant.
<u>Issue 3:</u> Would the proposal create discharges into surface or ground water, or in any alteration of surface or ground water quality, including, but not limited to temperature, dissolved oxygen or turbidity? Would there be increases in pollutant discharges including downstream sedimentation?	None required.	Less than significant.
<b>GEOLOGY, SOILS, AND SEISMICITY</b>		
<u>Issue 1:</u> Would the proposal expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	None required.	Less than significant.
<u>Issue 2:</u> Would the proposal increase the potential for erosion of soils, either on or off the site?	None required.	Less than significant.
<b>ENERGY CONSERVATION</b>		
<u>Issue 1:</u> Would the proposal result in the use of excessive amounts of electricity or fuel and other forms of energy (e.g., natural gas, oil)?	None required.	Less than significant.
<b>NOISE</b>		
<u>Issue 1:</u> Would proposal construction result or create a significant increase in the existing ambient noise levels, and expose people to noise levels which exceed the City's adopted noise ordinance or be incompatible with the noise land use compatibility chart?	None required.	Less than significant.
<u>Issue 2:</u> Would proposal construction expose persons and structures to ground-borne vibration or ground-borne noise levels?	None required.	Less than significant.

# APPENDIX C

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## Historic Resources

The following were redacted from this Appendix for confidentiality purposes. These reports are included in the Project's Administrative Record.

- Appendix C-1 Cultural Resources Survey and Assessment for the Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California
- Appendix C-2 Historical Resources Assessment for the Proposed Metropolitan Airpark Project, Brown Field Municipal Airport, San Diego, San Diego County, California

# **APPENDIX D**

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## **Air Quality and Noise**

This appendix contains:

Appendix D-1 Aircraft Noise Technical Report

Appendix D-2 Revisions to Air Quality, Greenhouse Gas Emissions, and Noise Technical Assessments

Appendix D-3 Brown Field Municipal Airport Signed Forecast Approval Letter

# AIRCRAFT NOISE TECHNICAL REPORT

## Metropolitan Airpark Project Environmental Assessment

May 2016

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This report provides an overview of sound metrics and documents the data, inputs, and assumptions used to prepare the aircraft noise analysis for the proposed Metropolitan Airpark Project (Proposed Project) at the Brown Field Municipal Airport (SDM).

### **1.0 SOUND AND NOISE METRICS**

#### **1.1 SOUND**

Sound is a complex physical phenomenon consisting of many minute vibrations traveling through a medium, such as air. The human ear senses these vibrations as sound pressure. Because of the vast range of sound pressure or intensity detectable by the human ear, sound pressure level (SPL) is represented on a logarithmic scale known as decibels (dB). An SPL of 0 dB is the approximate threshold of human hearing and is barely audible under extremely quiet (laboratory-type) listening conditions. A person begins to feel a SPL of 120 dB inside the ear as discomfort, and pain begins at approximately 140 dB. Most environmental sounds have SPLs ranging from 30 to 100 dB.

Because decibels are logarithmic, they cannot be added or subtracted directly like other (linear) numbers. For example, if two sound sources each produce 100 dB, when they are operated together they will produce 103 dB, not 200 dB. Four 100 dB sources operating together double the sound energy again, resulting in a total SPL of 106 dB, and so on. In addition, if one source is much louder than another, the two sources operating together will produce the same SPL as if the louder source were operating alone. For example, a 100 dB source plus an 80 dB source produces 100 dB when operating together. The louder source masks the quieter one.

Two useful rules to remember when comparing SPLs are: (1) most people perceive a 6 to 10 dB increase in SPL between two noise events to be a doubling of loudness, and (2) a change in SPL of under 3 dB between two events is not easily detected outside of a laboratory.

Frequency, or pitch, is a basic physical characteristic of sound and is expressed in units of cycles per second or hertz (Hz). The normal frequency range of hearing for most people extends from about 20 to 15,000 Hz. Because the human ear is more sensitive to middle and high frequencies (i.e., 1,000 to 4,000 Hz), a frequency weighting called "A" weighting is applied to the measurement of sound. The internationally standardized "A" filter approximates the sensitivity of the human ear and helps in assessing the perceived loudness of various sounds.

#### **1.2 AIRCRAFT NOISE METRICS**

For aviation noise analyses, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of Yearly Day-Night

Average Sound Level (DNL), the FAA’s primary noise metric. The Community Noise Equivalent Level (CNEL) may be used in lieu of DNL for FAA actions needing approval in California.<sup>1</sup>

DNL and CNEL account for the noise levels of all individual aircraft events, the number of times those events occur, and the period of day/night in which they occur. Both noise metrics logarithmically average aircraft sound levels at a location over a complete 24-hour period, with a 10-decibel (dB) adjustment added to those noise events occurring from 10:00 p.m. and up to 7:00 a.m. the following morning. The 10-dB adjustment has been added because of the increased sensitivity to noise during normal night time hours and because ambient (without aircraft) sound levels during nighttime are typically about 10-dB lower than during daytime hours. In addition, CNEL includes a 4.77-dB adjustment added to noise events occurring during the evening from 7:00 p.m. and up to 10:00 p.m.

## **2.0 METHODS FOR EVALUATING AIRCRAFT NOISE**

The evaluation of the Metropolitan Airpark (SDM) noise environment was completed using the methods specified in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

### **2.1 AIRPORT ENVIRONMENTAL DESIGN TOOL (AEDT)**

The Airport Environmental Design Tool (AEDT) is the FAA’s standard model for evaluating aircraft noise at airports.<sup>2</sup> The latest version of AEDT (Version 2b SP2) was used to model aircraft noise exposure at SDM for the 2014 existing condition and two future study years (2018 and 2023). Both future study years were modeled with and without the Proposed Project. The noise analysis used AEDT standard settings.

The AEDT produces noise exposure contours that are used for evaluating land use compatibility and aircraft noise impacts. The program includes tools for comparing contours and utilities that export contours to Geographic Information Systems (GIS) for additional analysis. The model can also calculate predicted noise at discrete sites, such as hospitals, schools, or other noise-sensitive locations.

The primary information required to produce aircraft noise exposure contours include:

- Airport information and layout
- Fleet mix and average annual day operations per aircraft type
- Runway utilization
- Daytime and nighttime operations
- Arrival and departure flight tracks and flight track utilization

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<sup>1</sup> *1050.1F Desk Reference*. Federal Aviation Administration. July 2015.

<sup>2</sup> AEDT is a software system that models aircraft performance in space and time to estimate fuel consumption, emissions, noise, and air quality consequences.

## **2.2 AIRPORT INFORMATION**

Physical information describing SDM was obtained from SDM planning and environmental studies, FAA airport databases, and the SDM Airport Layout Plan. These sources of information provided information related to airport location, airfield elevation, runway length and orientation, runway threshold coordinates and elevations, taxiways, and temperature. In addition, topographic data was obtained for the area and was imported into AEDT.

## **2.3 FLEET MIX AND AIRCRAFT ACTIVITY**

### **2.3.1 Fleet Mix**

Fleet mix defines the various types of aircraft that use SDM or are projected to use the airport in the future study years. Fleet mix information was derived from several sources, including:

- FlightAware™ *SDM Airport Activity Report* – This electronic database query provided detailed data on flights to and from SDM operating under Instrument Flight Rule (IFR) flight plans. The report identified specific aircraft types, their origins and destinations, and the time-of-day that arrivals and departures occurred for calendar year 2014.
- FAA’s Airport Master Record (FAA Form 5010).
- Based aircraft list, including aircraft types, provided by SDM management.
- Discussions with City of San Diego Airports Administration staff regarding military activity at SDM.

Although the AEDT aircraft database provides a large selection of aircraft to model, it does not contain every known aircraft. For this reason, the FAA has developed an approved aircraft substitution list, which allows the substitution of similar aircraft for modeling purposes. These substitutions represent a very close estimate of the noise produced by the actual aircraft. The use of substitutions is a normal occurrence since the AEDT database may not account for all aircraft types and model variants. For this study, aircraft substitutions were coordinated with the FAA’s Office of Environment and Energy.

### **2.3.2 General Aviation Fleet and Activity**

The itinerant general aviation (GA) fleet and level of activity were developed based on known transient aircraft that regularly use SDM and an analysis of FlightAware data. The FlightAware data provided detailed information on civilian flights with filed IFR flight plans. Because not all itinerant flights file IFR flight plans, it was assumed that a portion of the itinerant fleet was comprised of mostly smaller GA single-engine and twin-engine aircraft.

The local GA fleet mix was developed using a current list of based aircraft at SDM. The number of local GA operations in 2014 were distributed proportionally across based aircraft types and then adjusted based on discussions with City staff. Estimated average levels of local GA activity include:

- Skydive activity: 10 departures/day (average annual)
- CNA172 Touch and Goes: 10/day (average annual)
- GASEPF Touch and Goes: 5/day (average annual)

- R22 Touch and Goes: 1/week (average annual)
- B206 Touch and Goes: 1 week (average annual)

### 2.3.3 Military Fleet and Activity<sup>3</sup>

Military itinerant aircraft fleet mix and activity levels in 2014 were derived based on discussions and information provided by the City of San Diego, FAA ATADS and TAF reports, and previous planning studies at SDM. Military aircraft known to have used SDM in 2014 include the F-18, C-130, and UH-60. Less frequent aircraft included the T2, C-12 (Beech Super King Air), and the T-45. Estimated activity levels for itinerant military aircraft are provided below.

- F-18: 651 annual departures at SDM in 2014 (recorded by SDM staff)
- C-130: two departures per weekday (average annual)
- T2 and T45: one departure per quarter (average annual)
- C-12: one departure per week (average annual)
- UH-60: 220 annual departures (average)

Local military activity at SDM in 2014 was generated primarily by helicopter training (pattern work and touch-and-goes) and to a lesser extent touch-and-goes conducted by C-130 aircraft. City staff confirmed that some helicopter training activity at SDM occurs during evening and night hours.

### 2.3.4 U.S. Customs and Border Patrol Fleet and Activity

Although not located on SDM property, helicopter activity at the US Customs and Border Patrol facility immediately north of and adjacent to SDM property were modeled as the operations contribute to the noise environment around SDM. For these operations, it was estimated the facility generated approximately 10 departures/day by the AS350 helicopter.

## 2.4 EXISTING AND PROJECTED AIRCRAFT OPERATIONS

Existing Condition (2014) aircraft operations were determined using the FAA Air Traffic Activity System (ATADS).<sup>4</sup> The projected number of annual aircraft operations for 2018 and 2023 No-Action Alternative scenarios were obtained from the FAA 2014 Terminal Area Forecast.<sup>5</sup> The projected number of annual aircraft operations for the Proposed Project was obtained from the aviation activity forecast prepared for the Metropolitan Airpark Project Environmental Assessment.<sup>6</sup> Table 2-1 provides annual aircraft operations, by aircraft type, used for the AEDT.

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<sup>3</sup> Military (and Department of Homeland Security) activity at SDM was estimated by the FAA in its ATADS and TAF and the City of San Diego. Other than estimating the annual number of itinerant and local military operations, the FAA does not report any specific information related to military activity at SDM.

<sup>4</sup> An operation is either an aircraft landing or take-off.

<sup>5</sup> *APO Terminal Area Forecast Detail Report, SDM*. Federal Aviation Administration. Issued January 2015.

<sup>6</sup> *Aviation Activity Forecast Update and Validation - Brown Field Municipal Airport*. Environmental Science Associates. March 18, 2016.

**TABLE 2-1  
ANNUAL AIRCRAFT OPERATIONS - SDM**

<b>Study Year</b>	<b>Alternatives</b>	<b>Annual Aircraft Operations</b>	<b>Change</b>
2014	Baseline Condition	90,139	--
2018	No Action Alternative	90,937	17,400
	Proposed Project	108,337	
2023	No Action Alternative	92,738	23,400
	Proposed Project	116,138	

Sources:

2014 Baseline - FAA Air Traffic Activity Data System (ATADS).

2018 and 2023 No-Action Alternative - FAA 2014 Terminal Area Forecast.

2018 and 2023 Proposed Project – Environmental Science Associates.

Note: U.S. Customs and Border Protection operates a heliport adjacent to SDM. This facility, which generated approximately 7,300 annual helicopter operations in 2014, is not included in this table.

Tables 2-2 through 2-6 detail the fleet mix and aircraft operations used to model noise exposure at SDM for 2014 existing conditions and the Proposed Project and No-Action Alternative in future study years 2018 and 2023.

**TABLE 2-2  
SDM FLEET MIX AND OPERATIONS - 2014 BASELINE CONDITION**

Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	
Jet	727EM1	2	0.0055	Turboprop	1900D	5	0.0137	
	727EM2	21	0.0575		C12	104	0.2849	
	737300	2	0.0055		C130	1044	2.8603	
	CIT3	62	0.1699		CNA208	867	2.3740	
	CL600	358	0.9808		CNA441	1200	3.2884	
	CL601	35	0.0959		CVR580	2	0.0055	
	CNA500	841	2.3034		DHC6	929	2.5459	
	CNA510	107	0.2932		DO228	118	0.3233	
	CNA525C	15	0.0411		EMB120	8	0.0219	
	CNA560E	218	0.5973		HS748A	610	1.6699	
	CNA560XL	142	0.3890		SD330	29	0.0795	
	CNA680	65	0.1781		Single and Multi-engine Propeller	BEC58P	4443	12.1713
	CNA750	81	0.2219			CNA172	15598	42.7351
	DC93LW	16	0.0438			CNA182	3419	9.3679
	ECLIPSE500	57	0.1562	CNA206		11033	30.2275	
	EMB145	19	0.0521	GASEPF		20061	54.9607	
	F10062	26	0.0712	GASEPV		11152	30.5537	
	F-18	1302	3.5671	PA28		4884	13.3809	
	FAL20	54	0.1479	PA30		2	0.0055	
	GII	2	0.0055	PA31		311	0.8514	
	GIIB	76	0.2082	Helicopter		B206B3	1015	2.7815
	GIV	249	0.6822		B212	1	0.0027	
	GV	140	0.3836		BO105	304	0.8322	
	IA1125	711	1.9466		R22	408	1.1171	
	LEAR25	364	0.9966		R44	1	0.0027	
	LEAR35	1843	5.0500		S65	1	0.0027	
	MD83	4	0.0110		S70	5317	14.5671	
	MU3001	118	0.3233		SA341G	304	0.8322	
	SABR80	13	0.0356		SA350D	7300	20.0000	
	T1	12	0.0329		Total		97,439	266.9562
	T-2C	16	0.0438					

Sources: FAA ATADS 2015; FlightAware SDM Airport Activity Report, 2014; and ESA, 2015.

\*Note: Numbers may not add up due to rounding.

**TABLE 2-3  
SDM FLEET MIX AND OPERATIONS – 2018 NO-ACTION ALTERNATIVE**

Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	
Jet	737300	2	0.0053	Turboprop	1900D	615	1.6857	
	737400	22	0.0615		C12	104	0.2849	
	CIT3	60	0.1657		C130	1044	2.8603	
	CL600	349	0.9569		CNA208	861	2.3593	
	CL601	34	0.0936		CNA441	1195	3.2730	
	CNA500	828	2.2689		DHC6	930	2.5487	
	CNA510	104	0.2860		DO228	115	0.3154	
	CNA525C	15	0.0401		EMB120	8	0.0214	
	CNA560E	213	0.5827		SD330	28	0.0775	
	CNA560XL	139	0.3796		Single and Multi-engine Propeller	BEC58P	4445	12.1770
	CNA680	63	0.1737	CNA172		15609	42.7641	
	CNA750	92	0.2513	CNA182		3423	9.3771	
	ECLIPSE500	56	0.1524	CNA206		11037	30.2374	
	EMB145	19	0.0508	GASEPF		20086	55.0310	
	F10062	25	0.0695	GASEPV		11164	30.5865	
	F-18	1302	3.5671	PA28		4891	13.4003	
	FAL20	53	0.1443	PA30		2	0.0053	
	GIIB	76	0.2085	PA31		311	0.8522	
	GIV	243	0.6656	Helicopter		B206B3	1017	2.7855
	GV	137	0.3742			B212	1	0.0027
	IA1125	709	1.9423			BO105	304	0.8335
	LEAR35	2185	5.9857		R22	408	1.1184	
	MD83	16	0.0428		R44	1	0.0027	
	MD9028	6	0.0160		S65	1	0.0027	
	MU3001	115	0.3154		S70	6143	16.8301	
	T1	12	0.0321		SA341G	304	0.8335	
	T-2C	16	0.0438		SA350D	7300	20.0000	
						B206B3	1017	2.7855
				Total			98,237	269.1425

Sources: FAA TAF 2015; City of San Diego, 2015; FlightAware SDM Airport Activity Report, 2014; and ESA, 2015.  
Note: Numbers may not add up due to rounding.

**TABLE 2-4  
SDM FLEET MIX AND OPERATIONS – 2018 PROPOSED ALTERNATIVE**

Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations
Jet	737300	2	0.0053	Turboprop	1900D	687	1.8830
	737400	22	0.0615		C12	104	0.2849
	737700	4	0.0107		C130	1044	2.8603
	CIT3	147	0.4024		CNA208	1153	3.1593
	CL600	1620	4.4378		CNA441	2099	5.7498
	CL601	833	2.2831		DHC6	1002	2.7459
	CNA500	1044	2.8607		DO228	187	0.5127
	CNA510	191	0.5227		DO328	72	0.1973
	CNA525C	58	0.1585		EMB120	80	0.2186
	CNA560E	342	0.9378		SD330	28	0.0775
	CNA560XL	268	0.7346		BEC58P	4773	13.0757
	CNA680	711	1.9491		CNA172	16133	44.1997
	CNA750	1021	2.7959	CNA182	3667	10.0456	
	ECLIPSE500	142	0.3891	CNA206	11525	31.5744	
	EMB145	19	0.0508	GASEPF	20574	56.3680	
	F10062	25	0.0695	GASEPV	11652	31.9235	
	F-18	1302	3.5671	PA28	5135	14.0688	
	FAL20	53	0.1443	PA30	258	0.7067	
	GIIB	76	0.2085	PA31	567	1.5536	
	GIV	1226	3.3582	Helicopter	B206B3	1701	4.6594
	GV	1119	3.0668		B212	685	1.8766
	IA1125	1789	4.9013		BO105	304	0.8335
	LEAR35	2833	7.7610		R22	408	1.1184
	MD83	16	0.0428		R44	685	1.8766
	MD9028	6	0.0160		S65	217	0.5945
	MU3001	202	0.5521		S70	6827	18.7041
	T1	12	0.0321		S76	684	1.8740
	T-2C	16	0.0438		SA341G	304	0.8335
					SA350D	7984	21.8740
				Total		115,637	316,8137

Sources: FAA TAF 2015; City of San Diego, 2015; FlightAware SDM Airport Activity Report, 2014; and ESA, 2015.  
Note: Numbers may not add up due to rounding.

**TABLE 2-5  
SDM FLEET MIX AND OPERATIONS – 2023 NO-ACTION ALTERNATIVE**

Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	
Jet	737300	2	0.0054	Turboprop	1900D	633	1.7347	
	737400	23	0.0625		C12	104	0.2849	
	CIT3	61	0.1684		C130	1044	2.8603	
	CL600	355	0.9721		CNA208	883	2.4190	
	CL601	35	0.0950		CNA441	1226	3.3583	
	CNA500	845	2.3160		DHC6	957	2.6225	
	CNA510	106	0.2905		DO228	117	0.3204	
	CNA525C	15	0.0407		EMB120	8	0.0217	
	CNA560E	216	0.5920		SD330	29	0.0787	
	CNA560XL	141	0.3856		Single and Multi-engine Propeller	BEC58P	4572	12.5260
	CNA680	64	0.1765			CNA172	15850	43.4257
	CNA750	93	0.2552	CNA182		3522	9.6483	
	ECLIPSE500	56	0.1548	CNA206		11145	30.5333	
	EMB145	19	0.0516	GASEPF		20566	56.3463	
	F-18	1302	3.5671	GASEPV		11487	31.4723	
	FAL20	54	0.1466	PA28		5034	13.7910	
	GIV	324	0.8879	PA30		2	0.0054	
	GV	165	0.4508	PA31		320	0.8769	
	IA1125	728	1.9954	Helicopter		B206B3	1043	2.8585
	LEAR35	2236	6.1251		B212	1	0.0027	
	MD83	16	0.0434		BO105	313	0.8579	
	MD9028	6	0.0163		R22	417	1.1428	
	MU3001	117	0.3204		R44	1	0.0027	
	T1	12	0.0326		S65	1	0.0027	
	T-2C	16	0.0438		S70	6143	16.8301	
					SA341G	313	0.8579	
					SA350D	7300	20.0000	
					Total		100,038	274.0767

Sources: FAA TAF 2015; City of San Diego, 2015; FlightAware SDM Airport Activity Report, 2014; and ESA, 2015.  
Note: Numbers may not add up due to rounding.

**TABLE 2-6  
SDM FLEET MIX AND OPERATIONS – 2023 PROPOSED ALTERNATIVE**

Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	Aircraft Type	AEDT Aircraft Name	Annual Operations	Annual-Average Day Operations	
Jet	737300	2	0.0054	Turboprop	1900D	849	2.3265	
	737400	23	0.0625		C12	104	0.2849	
	737700	4	0.0107		C130	1044	2.8603	
	CIT3	191	0.5234		CNA208	1271	3.4820	
	CL600	1993	5.4590		CNA441	2586	7.0844	
	CL601	963	2.6397		DHC6	1173	3.2142	
	CNA500	1169	3.2037		DO228	333	0.9122	
	CNA510	236	0.6456		DO328	216	0.5918	
	CNA525C	80	0.2183		EMB120	224	0.6135	
	CNA560E	410	1.1246		SD330	29	0.0787	
	CNA560XL	335	0.9182		Single and Multi-engine Propeller	BEC58P	5068	13.8849
	CNA680	820	2.2477			CNA172	16470	45.1243
	CNA750	1238	3.3917			CNA182	3778	10.3496
	ECLIPSE500	186	0.5098	CNA206		11657	31.9360	
	EMB145	19	0.0516	GASEPF		21078	57.7490	
	F-18	1302	3.5671	GASEPV		11999	32.8750	
	FAL20	54	0.1466	PA28		5290	14.4923	
	GIV	1544	4.2315	PA30		282	0.7726	
	GV	1385	3.7943	PA31		600	1.6440	
	IA1125	2132	5.8420	Helicopter		B206B3	2069	5.6695
	LEAR35	2992	8.1963			B212	1027	2.8137
	MD83	16	0.0434			BO105	313	0.8579
	MD9028	6	0.0163			R22	417	1.1428
	MU3001	247	0.6755		R44	1027	2.8137	
	T1	12	0.0326		S65	325	0.8904	
	T-2C	16	0.0438		S70	7169	19.6411	
					S76	1026	2.8110	
			SA341G		313	0.8579		
			SA350D		8326	22.8110		
			Total		123,438	338.1863		

Sources: FAA TAF 2015; City of San Diego, 2015; FlightAware SDM Airport Activity Report, 2014; and ESA, 2015.  
Note: Numbers may not add up due to rounding.

## 2.5 TIME OF DAY

Time-of-day estimates for which aircraft operations occur at SDM were developed based on a review of FlightAware data, available SDM planning and environmental studies, and discussions with City staff knowledgeable of SDM activity. The time-of-day percentages established for the present aircraft noise analysis are provided below.

### General Aviation

- 94 percent day
- 5 percent evening
- 1 percent night

In addition, following adjustments were made for local skydive and touch-and-go operations:

- Skydive operations: 100% day
- Small aircraft touch-and-goes: 97 percent day, 2 percent evening, and 1 percent night

### Military

With the exception of some UH-60 operations, all military itinerant operations at SDM were assigned as occurring during the day. Based on discussions with City staff, approximately 10 percent of UH-60 itinerant operations occur in the evening and 10 percent at night.

The local C-130 touch-and-goes typically occurs during the day. The UH-60 local pattern work and touch-and-goes were estimated at: 80 percent day, 10 percent evening, and 10 percent night.

### U.S. Customs and Border Patrol

The AS350 helicopter operations were estimated at: 50 percent day, 25 percent evening, and 25 percent night.

## 2.6 RUNWAY UTILIZATION

Runway use refers to the frequency with which aircraft utilize each runway end during the course of a year for departures and arrivals. Runway use is often dictated by wind patterns. The more often a runway is used throughout the year, the more noise is created in areas located off each end of that runway. Utilization rates for Runway 8L/26R and Runway 8R/26L are summarized below.

- 8L/26R - 85 percent / 8R/26L - 15 percent
- 95 percent west flow / 5 percent east flow
- West flow departures for small aircraft:
  - 8L/26R at Taxiway B: 5%
  - 8L/26R at Taxiway C: 50%

- Runway 8L threshold 45%
- East flow departures for small aircraft:
  - 8R/26L at Taxiway B: 10%

## **2.7 FLIGHT TRACKS AND FLIGHT TRACK UTILIZATION**

Flight tracks depict the path of aircraft over the ground for aircraft arrival, departure, closed pattern (touch-and-go), and overflight operations. In order to calculate the annual average noise exposure, it is necessary to identify the predominant arrival, departure and pattern flight tracks for each runway, and the number of aircraft that used each runway and flight track. The use of individual flight tracks is dependent on a variety of factors such as standard procedures, the aircraft's origin or destination, aircraft performance, and weather conditions.

AEDT representative flight tracks at SDM were based on the information provided by Airport Management, snap shots of radar tracks, as well as a destination and origin analysis of the aforementioned FlightAware data. Modeled flight tracks do not represent the precise paths flown by all aircraft utilizing SDM. Instead, they represent the primary flight corridors for the aircraft using SDM. It should be noted that flight tracks remain unchanged for all conditions assessed in this report due to the no physical modification to existing runways, except new helicopter flight tracks off of the proposed Helicopter Business Center. These flight tracks are depicted in Figure 2-1 through Figure 2-4.

## **2.8 DEPARTURE STAGE LENGTH**

The AEDT database contains several departure profiles for each fixed-wing aircraft type representing the varying performance characteristics for that aircraft at a particular take-off weight. Use of appropriate departure profiles is an important component of calculating CNEL noise exposure contours. Historically, it has been easier to obtain trip length data than average weight data, so the AEDT uses “departure stage length” to best represent typical aircraft take-off weight.

Departure stage length is the distance between the departure airport and the destination airport. As the departure stage length increases, the aircraft's required fuel load and take-off weight also increase. The increase in take-off weight equates to a decrease in aircraft take-off and climb performance. A decrease in aircraft performance results in a longer takeoff departure roll and decreased climb rates. These performance characteristics produce increased noise exposure impacts. The aircraft's noise impacts are greater because the aircraft is producing noise closer to the ground longer. Departure stage lengths for this study were determined primarily from an analysis of FlightAware data that recorded the destination of aircraft flight destinations with a filed IFR flight plan. Other aircraft departures, including local general aviation and military, were assigned as Stage Length 1 (0 to 500 nautical miles).

## **3.0 LAND USE COMPATIBILITY AND IMPACT ANALYSIS**

A significant noise impact would occur if a proposed action would increase noise by CNEL 1.5 dB or more for a noise sensitive area that is exposed to at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65dB level due to a DNL 1.5dB or greater increase, when compared

to the no action alternative for the same timeframe. In addition, noise impact would occur if noise sensitive land uses are newly exposed to levels of 65 dB CNEL or higher as a result of the proposed project. The evaluation of impacts is conducted through the use of noise contours and/or grid point analysis along with local land use information and general guidance contained in Appendix A of Title 14 CFR Part 150 (see Table 3-1). The noise analysis conducted for the Proposed Project tabulated the amount of land uses and the number of households and persons within the CNEL 65 and higher noise exposure contours.

**TABLE 3-1  
LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS**

	Yearly Day-Night Average Sound Level (DNL)					
	Below 65 Decibels	65-70 Decibels	70-75 Decibels	75-80 Decibels	80-85 Decibels	Over 85 Decibels
<b><u>Residential</u></b>						
Residential (Other than mobile homes & transient lodges)	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodging	Y	N <sup>1</sup>	N <sup>1</sup>	N <sup>1</sup>	N	N
<b><u>Public Use</u></b>						
Schools	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Hospitals, Nursing Homes	Y	25	30	N	N	N
Churches, Auditoriums, Concert Halls	Y	25	30	N	N	N
Governmental Services	Y	Y	25	30	N	N
Transportation	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	Y <sup>4</sup>
Parking	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b><u>Commercial Use</u></b>						
Offices, Business & Professional	Y	Y	25	30	N	N
Wholesale & Retail Building Materials, Hardware & Farm Equipment	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Retail Trade - General	Y	Y	25	30	N	N
Utilities	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Communications	Y	Y	25	30	N	N
<b><u>Manufacturing &amp; Production</u></b>						
Manufacturing, General	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Photographic and Optical	Y	Y	25	30	N	N
Agriculture (Except Livestock) & Forestry	Y	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>8</sup>
Livestock Farming & Breeding	Y	Y <sup>6</sup>	Y <sup>7</sup>	N	N	N
Mining & Fishing, Resource Production & Extraction	Y	Y	Y	Y	Y	Y
<b><u>Recreational</u></b>						
Outdoor Sports Arenas, Spectator Sports	Y	Y <sup>5</sup>	Y <sup>5</sup>	N	N	N
Outdoor Music Shells, Amphitheaters	Y	N	N	N	N	N
Nature Exhibits & Zoos	Y	Y	N	N	N	N
Amusement, Parks, Resorts, Camps	Y	Y	Y	N	N	N
Golf Courses, Riding Stables, Water Recreation	Y	Y	25	30	N	N

**NOTE:** The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties remains with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land use for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise-compatible land uses.

**KEY TO TABLE:**

SLUCM	Standard Land Use Coding Manual.
Y (Yes)	Land Use and related structures are compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) are to be achieved through incorporation of noise attenuation into the design and construction of structure.
25,30, or 35	Land use and related structures are generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated in design and construction of structure.

<sup>1</sup> Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems

<sup>2</sup> Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

<sup>3</sup> Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

<sup>4</sup> Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

<sup>5</sup> Land use compatible provided special sound reinforcement systems are installed.

<sup>6</sup> Residential buildings require an NLR of 25 dB.

<sup>7</sup> Residential buildings require an NLR of 30 dB.

<sup>8</sup> Residential buildings not permitted.

 = Noncompatible land use.

Source: Title 14 CFR Part 150 (Appendix A, Table 1), January 1998.

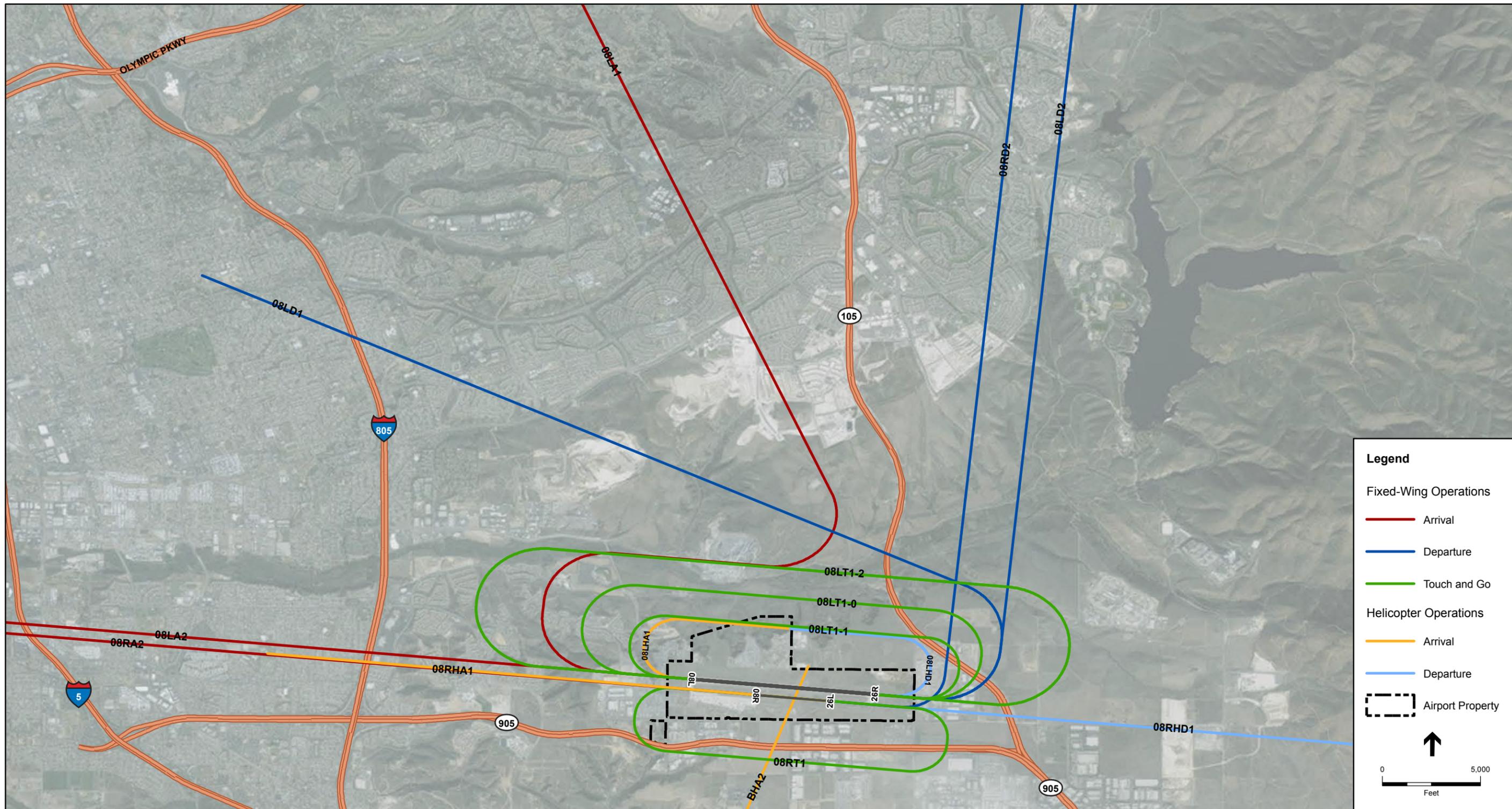
## **4.0 REFERENCES**

U.S. Department of Transportation, Federal Aviation Administration, *Policies and Procedures for Considering Environmental Impacts*, FAA Order 1050.1F, July 16, 2015.

Federal Aviation Administration, FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*; April 28, 2006.

U.S. Department of Transportation, Federal Aviation Administration, *Aviation Environmental Design Tool (AEDT) Version 2b Users Guide*. December 2015

U.S. Department of Transportation, Federal Aviation Administration, *Aviation Environmental Design Tool (AEDT) Version 2b, Service Pack 2, Technical Manual*. May 2016

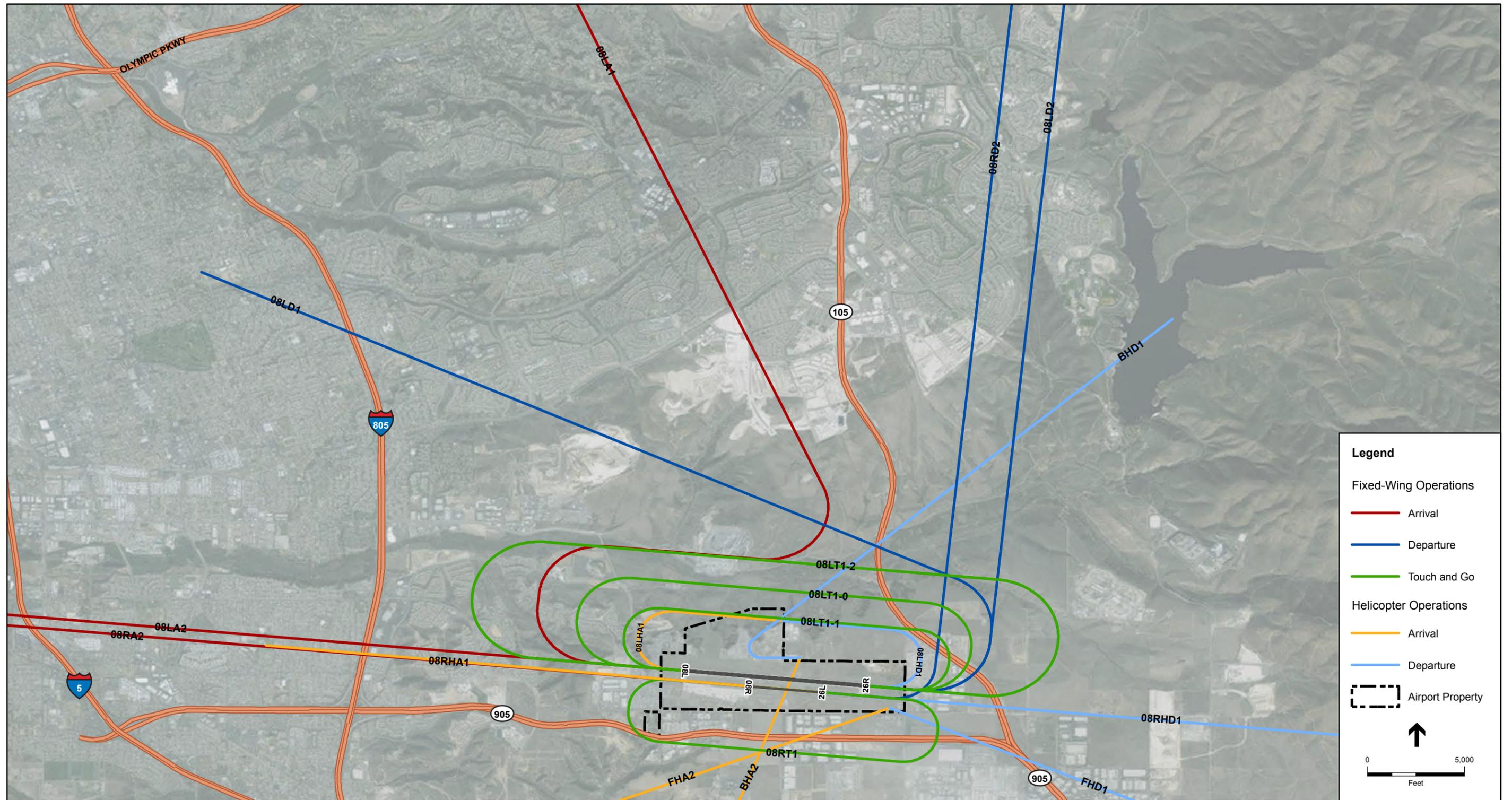


SOURCE: AEDT 2b SP2; ESA, 2016

Metropolitan Airpark. 130616

**Figure 2-1**

2018 and 2023 East Flow Modeled Flight Tracks - No Action Alternatives

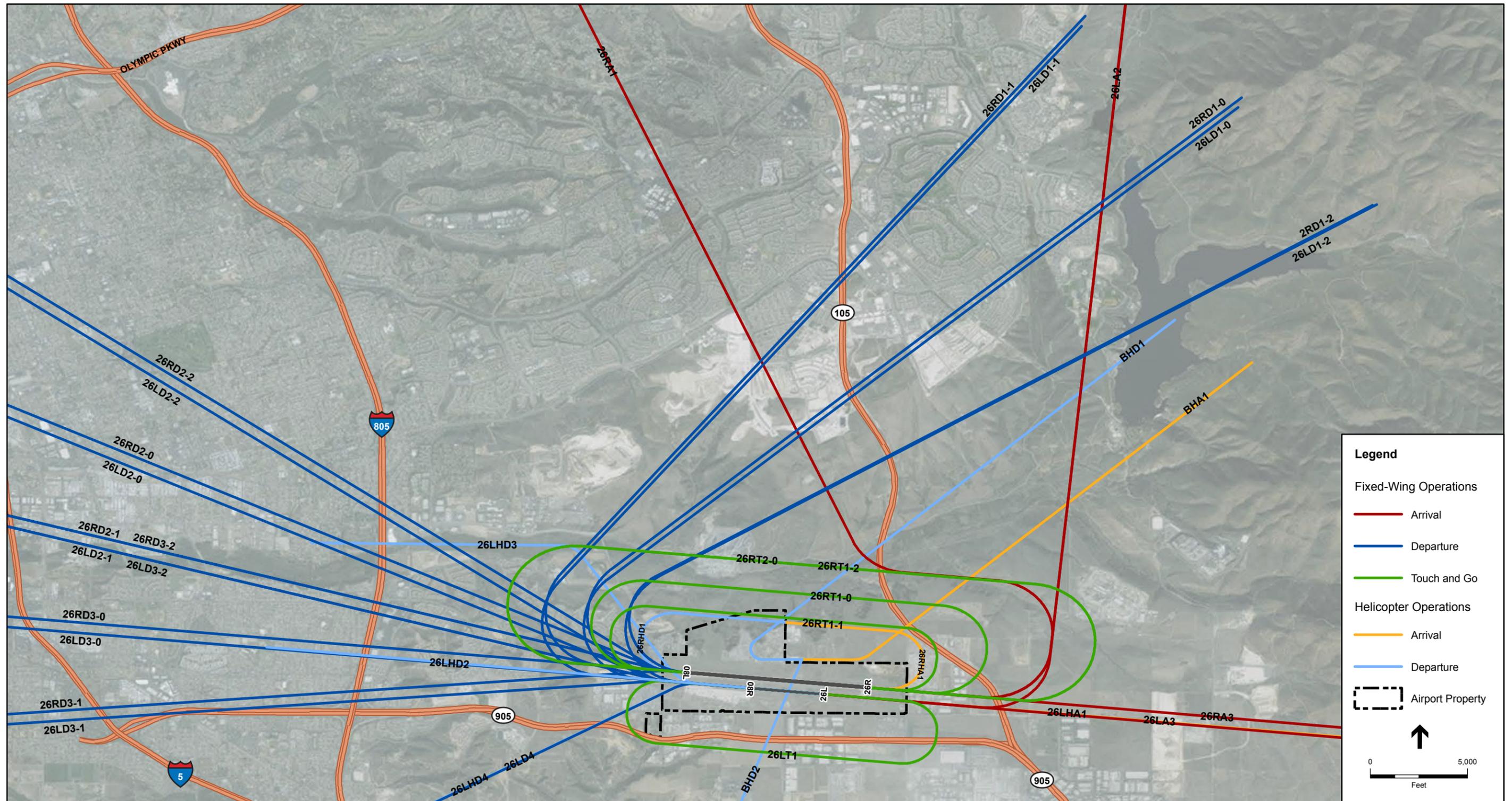


SOURCE: AEDT 2b SP2; ESA, 2016

Metropolitan Airpark. 130616

**Figure 2-2**

2018 and 2023 East Flow Modeled Flight Tracks - Proposed Project Alternatives

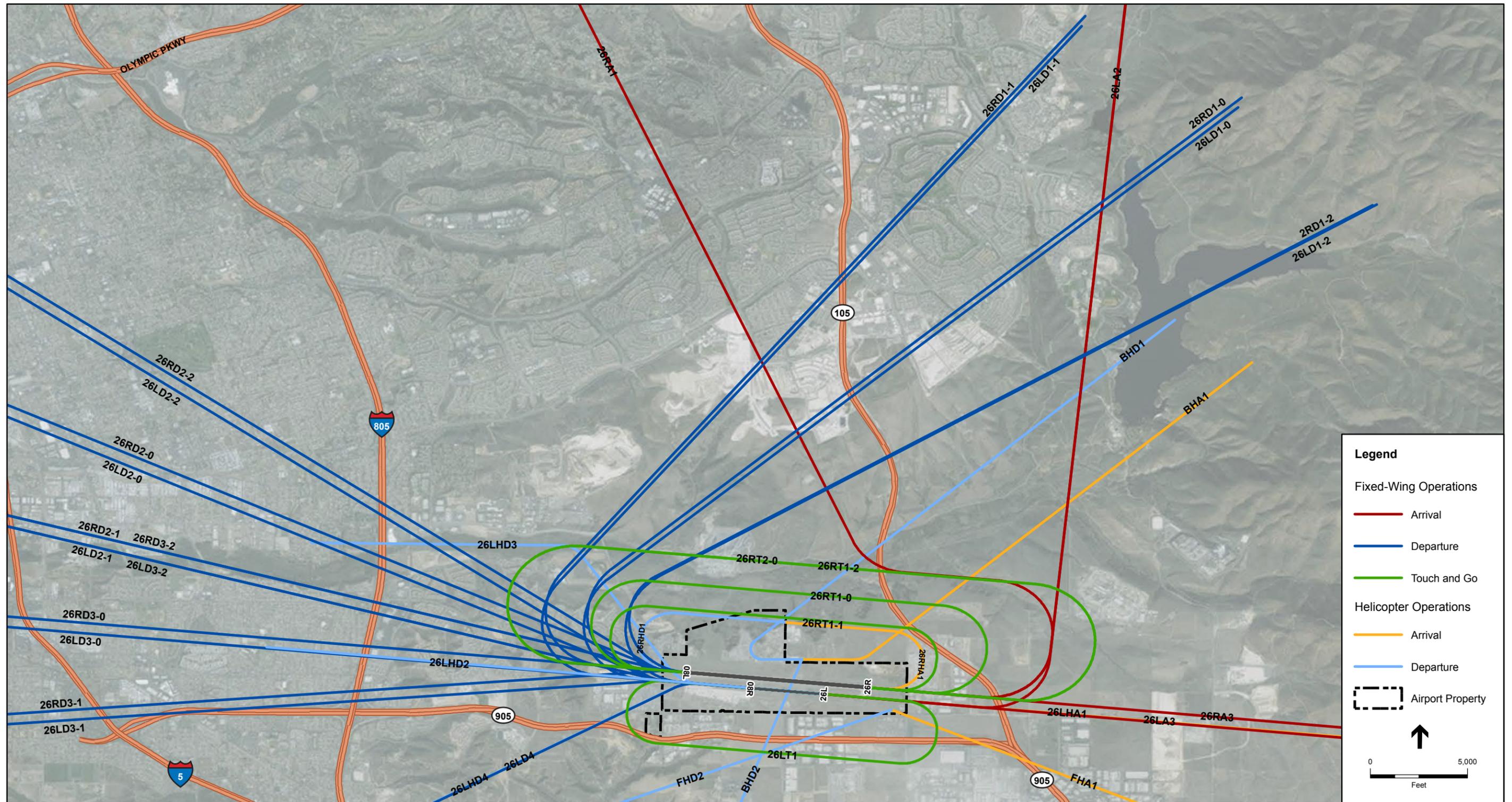


SOURCE: AEDT 2b SP2; ESA, 2016

Metropolitan Airpark. 130616

**Figure 2-3**

2018 and 2023 West Flow Modeled Flight Tracks - No Action Alternatives



SOURCE: AEDT 2b SP2; ESA, 2016

Metropolitan Airpark. 130616

**Figure 2-4**

2018 and 2023 West Flow Modeled Flight Tracks - Proposed Project Alternatives



## **Metropolitan Airpark Environmental Assessment**

### **Revisions to Air Quality, Greenhouse Gas Emissions, and Noise Technical Assessments**

October 30, 2018

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#### **1.0 Introduction**

This memo has been prepared to document the methods of revising the technical analyses surrounding the environmental topics of Air Quality, Greenhouse Gas Emissions (GHG), and Noise in the Project Environmental Assessment (EA). These technical analyses were originally updated from 2012 Metropolitan Airpark (MAP) EIR, by ESA for use in the EA, in 2014. In 2016 they were partially updated with continued reliance upon the 2014 Existing Conditions baseline, when it was anticipated that year 2018 would represent the first full operational year and year 2023 would represent the fifth full year of operations. The 2016 technical analyses are based upon estimated aircraft operations at Brown Field published by the FAA in its year 2014 Terminal Area Forecast (TAF) for years 2018 and 2023, respectively; and account for an increase of 17,400 aircraft operations in 2018 and 23,400 aircraft operations in 2023 as a result of the Project [17,400 new operations + 90,937 existing operations in 2018 *and* 23,400 new operations + 92,738 existing operations in 2023].

Due to the lapse of time since 2016, it has become necessary to update the anticipated Project construction timetable in the EA to range from 2019 to the end of 2024. The year 2018 is now identified for baseline assumptions, the year 2025 is now assumed to be the first full operational year, and the year 2030 is considered to represent the fifth full year of operations. Additionally, the most recent Terminal Area Forecast (TAF) published by the FAA was released in 2018. The FAA 2018 TAF show a *decrease* in the number of annual aircraft operations expected for all future years, including the revised study years 2025 and 2030, compared with those previously used to estimate operational emissions and noise levels.

#### **2.0 ECORP Consulting Updates**

ECORP Consulting, Inc. (ECORP) has updated the technical assessments for Air Quality, GHG and Noise with the following changes:

1. ECORP Consulting updated the Regulatory Context language surrounding Air Quality and GHG emissions, specifically changes to the region's State Implementation Plan, monitoring data, and the City of San Diego Climate Action Plan.
2. Since the most up-to-date construction timetable (2019-2024) spans several years beyond that anticipated in the previous technical analyses, construction-generated air pollutants and greenhouse gas (GHG) emissions were recalculated by ECORP Consulting. Construction-related emissions of criteria air pollutants would be well below applicable general conformity *de minimis* thresholds in all five construction years. There are no numeric significance thresholds for aviation or commercial space launch GHG emissions, however the Proposed Project has been determined to be consistent with the City of San Diego Climate Action Plan.

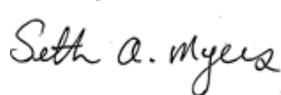
3. Since the 2018 TAF shows a *decrease* in the number of annual operations expected for all future years, including the revised study years 2025 and 2030, compared with those previously used to estimate operational emissions and noise levels, there was concern that criteria air pollutant emissions, GHG emissions, and noise levels previously identified for the Project Baseline and the No-Action Alternatives were artificially inflated, thus underestimating the delta of emissions and increasing noise levels between the No-Action Alternatives and the Proposed Project. ECORP Consulting conducted an investigation into the previous emissions modeling and noise predictions in order to determine whether technical remodeling was required to maintain a conservative representation of these issue areas.

According to the *Metropolitan Airpark Environmental Assessment Aviation Activity Forecast Update and Validation Memorandum* (2016) for the Brown Field Municipal Airport that was approved by FAA on April 8, 2016<sup>1</sup>, the increase in aircraft operations at Brown Field as a result of the Proposed Project (i.e. project induced aviation activity) equates to a 2.0 percent annual increase each year through 2030 (compounded annual average growth rate), compared to No-Action. As previously noted, the most recent FAA TAF (2018) shows a *decrease* in the number of annual operations expected for all future years, including the revised study years 2025 and 2030, compared with those previously used to estimate operational emissions and noise levels. Therefore:

- Applying a 2.0 percent increase to the Brown Field annual average growth rate each year from 2018 (the year of this report preparation) based on the most recent FAA TAF (2018) equates to 12,258 new Project operations + 84,427 existing operations in 2025 (96,685 total) and 22,115 new Project operations + 85,877 existing operations in 2030 (107,992 total).
- The previous technical analyses account for an increase of 17,400 aircraft operations in 2018 and 23,400 aircraft operations in 2023 as a result of the Project [17,400 new operations + 90,937 existing operations in 2018 (108,337 total) *and* 23,400 new operations + 92,738 existing operations in 2023 (116,138 total)].

Thus, the previously modeled Project emissions and noise levels are considered conservative since they account for a greater number of aircraft operations than currently anticipated. Because of the nature of the Proposed Project – establishing new commercial aeronautical facilities at Brown Field – these estimates should not be viewed as definitive and may vary due to many reasons. However, they provide a reasonable measure of the potential change in aviation activity at Brown Field if the Proposed Project is implemented and can be used to determine whether or not the previously modeled emissions and noise level increases are still valid. ECORP Consulting concluded that the existing technical modeling is an appropriate representation of the Project’s potential air quality, GHG, and noise impacts, and further modeling is not necessary.

Sincerely,



Seth Myers  
Emissions/Noise Analyst  
ECORP Consulting, Inc.

---

<sup>1</sup> Approval of Aviation Activity Forecast, Brown Field Municipal Airport, San Diego, California; letter from R. Dykas, FAA to W. Reiter City of San Diego (4/8/16)



U.S Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

P.O. Box 92007  
Los Angeles, CA 90009

April 8, 2016

Mr. Wayne Reiter, C.M. ACE  
Airports Program Manager  
City of San Diego - Airports  
3750 John J. Montgomery Drive  
San Diego, California 92123

Dear Mr. Reiter:

Brown Field Municipal Airport, San Diego, California  
Approval of Aviation Activity Forecast

The Federal Aviation Administration (FAA) has completed our review of the updated aviation operations and fleet mix forecast dated August 25, 2015 updated on March 18, 2016, for the proposed Metropolitan Airpark Project at Brown Field Municipal Airport. We approve the updated forecast only for use in preparing the federal Environmental Assessment needed to support the federal actions for the proposed project. No other use of the FAA's approval of the aviation activity forecast is expressed or implied.

FAA recognizes the forecast is higher than the FAA Terminal Area Forecast because the forecast assumes construction of the proposed project will induce additional aviation activity. We consider your estimate of induced aviation activity to be reasonable should the project be constructed.

If you have any questions about our forecast approval, please call me at 310-725-3613.

Sincerely,

A handwritten signature in black ink that reads "Richard P. Dykas". The signature is written in a cursive style with a large initial "R".

Richard P. Dykas  
Regional Capacity Planner

Cc: LAX-600

# APPENDIX E

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## Draft EA Availability and Comments

This appendix contains the documentation of the availability of the Draft Environmental Assessment (EA) for public and agency review, a copy of all comments received on the Draft EA, and responses to the comments.

- F-1 Notice of Availability of the Draft EA
- F-2 Comments received on the Draft EA
- F-3 Responses to Comments

The documentation described above will be compiled and included in the Final Environmental Assessment