Recommendation Airport Development Plan
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6.1 OVERVIEW

The Airport Development Plan (ADP) serves as a framework for future development at the San Francisco International Airport (SFO, or the Airport). Each aspect of the ADP was developed with consideration for the goals and objectives outlined by the Airport.

While the ADP provides recommended solutions for anticipated needs, it also offers flexibility regarding if and when a project may be implemented. Where appropriate, project details are accompanied by a decision point that allows the Airport to reevaluate needs and determine if a project is still justified before continuing. This flexibility results in a comprehensive plan that can effectively respond to changing economics and industry trends.

A summary of the Recommended ADP Projects is given in Table 6.1-1 and shown in Exhibit 6.1-1, and are presented in greater detail in this chapter. This chapter describes each of the recommended ADP Projects and how they relate to other projects. Individual projects are arranged into a project grouping defined by a single major project or objective.

### Table 6.1-1 | Recommended ADP Projects

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Source: Landrum & Brown, Inc., 2016

### ACRONYMS

- **B/A**: Boarding Area
- **BHS**: Baggage Handling System
- **ERF**: Emergency Response Facility
- **GSE**: Ground Service Equipment
- **ITB**: International Terminal Building
- **RCC**: Rental Car Center
- **RON**: Remain Overnight
Exhibit 6.1-1 | Recommended ADP Projects

ACRONYMS

- B/A: Boarding Area
- BHS: Baggage Handling System
- CUP: Central Utility Plant
- ERF: Emergency Response Facility
- GSE: Ground Service Equipment
- ITB: International Terminal Building
- RCC: Rental Car Center
- RON: Remain Overnight
- VSR: Vehicle Service Road

6.2 AIRFIELD

Exhibit 6.2-1 presents the recommended airfield projects. Below is a discussion of those projects.

**Taxiway A Realignment:** The project would shift Taxiway A by 15 feet to the northwest, around the end of Boarding Area (B/A) F, to meet Federal Aviation Administration (FAA) design standards. This project must occur after the Taxiway B realignment discussed below.

**Taxiway B Realignment:** The project would shift Taxiway B by 22 feet to the northwest, around the end of B/A F, to meet FAA design standards. This project requires relocation of a vehicle service road (VSR) and one bay of the United Airlines Ground Service Equipment (GSE) building (Building 642). This project would likely be undertaken in conjunction with the additional new taxilane around B/A G that is associated with the B/A H Phase 2 project (see Section 6.3.5).

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6.3 PASSENGER TERMINAL

Exhibit 6.3-1 presents the recommended ADP Projects related to the passenger terminals. Below is a discussion of those projects.

6.3.1 Boarding Area F Improvements

**B/A F Improvements:** To enhance the guest experience, B/A F would be reconstructed and upgraded to improve facilities and services, including airside concession spaces, public restrooms, and other passenger amenities (see Exhibit 6.3-2 for the expanded footprint).

---

**B/A F – Gate Expansion**

If additional domestic demand materializes, B/A F could be further extended off the end of the boarding area to accommodate four new gates.

---

**B/A G – Enhance the Guest Experience and Accommodate Longer Aircraft**

Gates and the taxi lane on the south side would be reconfigured to accommodate longer widebody aircraft. The connector for the new B/A H would require the removal of one gate position, reducing the total number of gates from 12 to 11. Upper level holdroom areas would be integrated with concessions and the seating areas potentially expanded.

---

**B/A H**

A new boarding area would have MARS and domestic/international-capable swing gates able to accommodate six widebody or 10 narrowbody aircraft. Passengers would access B/A H through a connecting corridor from the landside facilities in the ITB. The connecting corridor would contain additional domestic bag claim devices to support preclear and domestic operations in B/As G and H. The construction of B/A H would be planned in two phases to minimize near-term disruption to West Field facilities. Phase 1 would require the demolition of Building 575. Phase 2 would require a realignment of Taxiways A and B (see Exhibit 6.2-1); construction of the West Field RON Parking and Race Track; relocation of ERF #1 and the flight kitchen; and demolition of Building 585 and one bay of Building 642 (see Exhibit 6.5-3).

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**ITB – Departures Level Improvements**

The ticketing lobby would be reconfigured and the security checkpoints would be consolidated. This permits implementation of the secure connector between B/As A and G and expansion of the concession areas. As a follow-on phase, the back of the ITB would be expanded outward to provide space for a world-class marketplace and additional recompose space beyond the security checkpoint.

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**B/A A – Enhance the Guest Experience**

Upper level holdroom areas would be integrated with concessions and potential holdroom seating area expansion.

---

**ACRONYMS**

- **B/A:** Boarding Area
- **BHS:** Baggage Handling System
- **CBP:** U.S. Customs and Border Protection
- **ITB:** International Terminal Building
- **MARS:** Multiple Aircraft Ramp System

---


6.3.2 Terminal 2 Baggage Handling System Improvements

Terminal 2 BHS: This project would extend the Individual Carrier System (ICS) backbone from Terminal 3 to connect to the Terminal 2 transfer input, makeup, and sortation systems. The backbone would run along an enclosure on the building exterior.

6.3.3 International Terminal Building Departures Level and Boarding Area Capacity

ITB Departures Level Improvements – Phase 1: These improvements would provide international gate assignment flexibility, additional security screening checkpoint capacity, and expanded concessions areas. This project includes the following improvements on the Departures Level in the Main Hall:

1. Relocation of the two security checkpoints to a single facility in the center of the Main Hall, leading to an internal secure corridor connecting B/A A and G
2. Reconfiguration of the ticketing/check-in areas to accommodate modern ticketing/check-in processes and facilitate passenger flow to the central security checkpoint
3. Expansion of concessions in the areas currently used for security screening checkpoints

Exhibit 6.3-3 | ITB Departures Level Improvements – Phase 2

ITB Departures Level Improvements – Phase 2: This project, shown in Exhibit 6.3-3, would expand the ITB on the Departures Level in the area immediately beyond the new centralized security checkpoint. These improvements would provide additional commercial areas to create a world-class shopping and dining experience for departing passengers. The building expansion would extend to the Arrivals Level to accommodate displaced U.S. Customs and Border Protection (CBP) administrative offices, provide additional area for support space, or create a security checkpoint designated for connecting passengers.

B/As A and G Improvements: These improvements would provide additional concessions and holdroom areas to improve the passenger experience. These projects, shown in Exhibit 6.3-4 and Exhibit 6.3-5, include the following improvements:

1. Holdroom expansion with integrated concessions on the Departures Level
2. Potential building expansion for holdroom seating areas on the Departures and Arrivals Levels
3. General facility upgrades

Exhibit 6.3-4 | Boarding Area G Improvements

Exhibit 6.3-5 | Boarding Area G Improvements

B/A A and ITB South BHS: This project would replace and upgrade the existing B/A A and ITB South Baggage Handling System (BHS) with an ICS (see Exhibit 6.3-6). This ICS would be connected to the proposed Airport-wide ICS backbone, enabling increased baggage processing and transfer efficiency.

B/A G and ITB North BHS: This project would replace and upgrade the existing B/A G and ITB North BHS with an ICS. This ICS would be connected to the proposed Airport-wide ICS backbone, enabling increased baggage processing and transfer efficiency.

Exhibit 6.3-5 | Boarding Area A Improvements

Exhibit 6.3-6 | ICS Conveyor

Source: SFO Bureau of Planning and Environmental Affairs; Landrum & Brown, Inc., March 2016

Source: Beumer Group and Vanderlande Industries
6.3.4 Boarding Area H Phase 1

**B/A H Phase 1**: This project would construct a new boarding area to accommodate growth in demand, providing up to three widebody or five narrowbody contact gates with both domestic and international arrivals capability and an additional domestic and preclear bag claim area (see Exhibit 6.3-7). It would consist of a split-level concourse with concessions and holdrooms on the Departures Level and airline lounges and the sterile international arrivals corridor on the Arrivals Level.

The concourse would be connected to the ITB through a dual-level connector, providing secure access on the Departures Level for departing and domestic arriving and connecting passengers. It would provide sterile access to the CBP processing hall in the ITB for international arriving passengers on the Arrivals Level. A new domestic bag claim hall would be constructed in the connector with two large bag claim devices able to accommodate up to A380 aircraft loads for domestic or preclear arrivals. The connector would require the decommissioning of Gate G91 in B/A G.

BHS functions for B/A H Phase 1 would use the ITB BHS. However, space would be reserved for baggage makeup and input systems in B/A H in Phase 2.

**B/A H Utility Extensions**: Aviation fuel, natural gas, and potable water main lines would be extended to serve B/A H. The exact configuration would be determined during project programming (see Exhibit 6.6-1).

**Demolish the SFO Business Center**: Implementation of B/A H Phase 1 and the relocated Central Utility Plant would require demolition of the SFO Business Center (Building 575), whose functions would largely be moved to the new CAC.

**Relocate Utilities**: Sanitary Sewer Pump Station SSPS-11 and Industrial Waste Pump Station IWPS-B would be relocated to avoid the B/A H apron.
6.3.5 Boarding Area H Phase 2

**B/A H Phase 2:** B/A H Phase 2 would follow Phase 1 and would provide three additional widebody or five narrowbody contact gates (see Exhibit 6.3-7 and Exhibit 6.3-8). The building configuration and layout would be the same as Phase 1. Implementation of B/A H Phase 2 would require demolition of Building 585, whose functions would be consolidated in the new West Field Cargo Facility.

**B/A H BHS:** The proposed BHS concept involves a distributed solution with makeup and input locations placed in several locations along the concourse to minimize driving distances. This design results in the benefits of makeup and transfer/arrivals input close to the aircraft. The B/A H BHS equipment would be installed during B/A H Phase 2, but space for the BHS would be reserved in B/A H Phase 1.

**New Parallel Taxilane Around B/A G:** This project, shown in Exhibit 6.2-1, would provide a second taxilane around B/A G, which is needed to reduce aircraft ground holding delays after completion of B/A H Phase 2. The existing taxilane would be reconfigured to accommodate up to an ADG VI aircraft, while the new taxilane would be designed for an ADG V aircraft.

**West Field RON Parking and “Race Track”:** A new 243,000-square-foot apron would be constructed to accommodate Remain Overnight (RON) demand (see Exhibit 6.5-3). During the day, this apron would be designated as a “Race Track,” a holding area that allows passenger aircraft to hold while waiting for an available gate at the terminal. The apron would accommodate at least two widebody aircraft flow-through parking positions during the day and seven narrowbody aircraft at night.

The relocation accommodates the construction of B/A H Phase 2, which would displace the existing RON/Race Track area in Plot 8 near the end of B/A G. The construction of the Race Track would require the demolition of Buildings 649 (flight kitchen) and 650 (Emergency Response Facility [ERF]) which are planned for replacement as detailed below.

**Relocation of ERF #1 and Closure of Taxilane Y:** ERF #1 (Building 650) would be relocated to an area just north of the U.S. Postal Service Facility (Building 660) (see Exhibit 6.5-3). Most of Taxilane Y would be closed. The new ERF would have airside access via closed Taxilane Y and landside access via West Cargo Road. The one-story building would be approximately 25,000 square feet and 72,000 square feet of surface space would be used for landscaping, parking, and other services.

**North Field Flight Kitchen:** The flight kitchen in Building 649 in the West Field would be relocated to the North Field in either a renovated Building 944 or a new building on the site of the existing Building 944 (see Exhibit 6.5-2). The building would be approximately 78,000 square feet with airside and landside truck docks, catering truck staging/storage areas, and employee parking.

**Source:** Landrum & Brown, Inc., March 2016
6.4 GROUND ACCESS AND PARKING

Exhibits 6.4-1 through 6.4-3 depict the recommended ADP Projects related to the ground access and parking facilities. This section presents a discussion of those projects.

Exhibit 6.4-1 | ADP Ground Access and Parking Projects – Roadways and Public Parking

- **Development of the Central Hub**
  The Central Hub, a new integrated parking and ground transportation facility, would replace the Central Parking Garage. The new structure would consist of approximately 11,000 public parking spaces on nine levels and one or more levels of internal curbside, a net gain of 6,000 short-term parking spaces and 900 linear feet of curbside capacity. Using the Central Hub for passenger drop-off/pick-up would provide guests the impression of driving directly into the terminal. The Central Hub would integrate an esplanade concept while providing amenities, such as lounges, and a sense of place for all Airport guests.

- **Roadway Improvements for Rental Car Center**
  The associated roadways and interchanges in the vicinity of Lot DD would be modified to provide access to the parking and rental car functions at Lot DD. The new Rental Car Center would require improvements to roadway traffic flows, including improving the connection of South Airport Boulevard, North McDonnell Road, San Bruno Avenue, and the U.S. 101 on/off ramp.

- **ITB Curbside Expansion**
  New ITB Arrivals Level and Departures Level curbsides would be constructed beyond the existing outer curbsides. The expansion would provide an additional island curb and three additional lanes on both levels for passenger pick-up and drop-off. Approximately 400 additional feet of curbside could be provided on each level.

---

**LEGEND**
- ADP Projects
- Future Roadway
- Current Roadway
- Projects Initiated in Earlier Phase

Exhibit 6.4-2 | ADP Ground Access and Parking Projects—Rental Car Center and Long-Term Parking

- **Rental Car Center and Quick Turn Around Facility**
  The Rental Car Center and Quick Turn Around facility in Lot DD would improve the guest experience and meet increased demand. The facilities would provide 4,400 ready/return spaces and 2,880 stacking spaces. A new lobby area with improved amenities would be sized for peak-period passenger levels.

- **Roadway Improvements for Rental Car Center**
  See Ground Access Development Projects – Roadways and Public Parking (Exhibit 6.4-1) for Roadway Improvements for Rental Car Center project description.

- **Long Term Parking Garage #3**
  Long Term Parking Garage #3 would provide an additional 3,200 parking spaces.

- **Conversion of the Existing RCC to Public Parking**
  Completion of the new Rental Car Center would allow for conversion of the existing Rental Car Center to a public parking garage with 3,700 parking spaces. An additional 2,200 short-term rental car storage spaces would be provided at the former QTA.

Exhibit 6.4-3 | ADP Ground Access and Parking Projects – AirTrain

- **AirTrain Maintenance Yard Expansion**
  - The tracks near the AirTrain Maintenance Building would be extended to provide storage/staging for an expanded AirTrain vehicle fleet.

- **AirTrain Station Expansion**
  - Station platforms throughout the system would be retrofitted to accommodate four-car trains on the Blue Line. Additional vehicles and increased frequency of service would serve increasing passenger demand.

**LEGEND**
- **ADP Projects**
- **Future AirTrain Facilities**
- **Existing AirTrain Facilities**
- **Future AirTrain Tracks**
- **Existing AirTrain Tracks**
6.4.1 Rental Car Center and Quick Turn Around Facility

**Rental Car Center and Quick Turn Around Facility:** Construction of a new Rental Car Center (RCC) and Quick Turn Around Area (QTA) in Lot DD, as shown in Exhibit 6.4-4, would provide for flexibility in design and operation, improve the overall experience, and meet increasing demand. This facility would provide 4,400 ready/return spaces and 2,880 stacking spaces. An additional 2,200 short-term storage spaces would be provided at the former QTA.

**Conversion of the Existing RCC to Public Parking:** Completion of the new RCC would allow for conversion of the existing RCC facility into a public parking garage. This new public parking facility would provide 3,700 parking spaces.

**Roadway Improvements for RCC:** Several roadway improvements would improve traffic flows in the vicinity of the proposed new RCC. These changes would reconfigure the connection of South Airport Boulevard, North McDonnell Road, San Bruno Avenue, and the U.S. 101 North on/off-ramp, and allow the current bus maintenance area and the roadway loops to be repurposed to create new long-term or employee parking as part of an expanded Lot D.

**Relocate Utilities, San Bruno Avenue:** Relocate Sanitary Sewage Pump Station SSPS-17 and Industrial Waste Pump Station IWPS-G to accommodate the roadway improvements for the RCC (see Exhibit 6.5-1).

Exhibit 6.4-4 | ADP Ground Access and Parking Projects – Lot DD

6.4.2 AirTrain System Capacity

AirTrain Vehicle Acquisition: AirTrain vehicles would be added to serve increased passenger demand and provide increased frequencies. The acquisition of approximately 30 additional cars would occur over an extended period in response to increased demand.

Four-Car AirTrain Expansion: The current AirTrain system on the Blue Line has been designed for three-car trains; however, four-car trains would be required to meet the long-term demand. This project would modify the platforms at each AirTrain station to accommodate four-car trains (see Exhibit 6.4-5). These improvements include additional doors, reconfiguration and lengthening of some platforms, and changing elevator and escalator locations on some platforms.

AirTrain Maintenance Yard Expansion: The current AirTrain Maintenance Facility (Building 679) would be expanded to accommodate the staging/storage of the new AirTrain vehicles (see Exhibit 6.4-5). During off-peak periods, extra vehicles would be stored in elevated track segments located north of the existing AirTrain Maintenance Facility, extending into the adjacent aircraft ramp area. Auto parking or GSE storage would be accommodated underneath the elevated storage tracks.

Demolish an Airport Maintenance Building: This project would demolish the Airport Sheet Metal Shop (Building 692) to permit expansion of the AirTrain storage facility.

6.4.3 Central Hub

Central Hub: Shown in Exhibit 6.4-6 and Exhibit 6.4-7, the Central Hub would replace the Central Parking Garage with up to 11,000 public parking spaces allocated over 10 levels: nine levels of public parking and at least one level of curbside and vehicle staging. The Central Hub would offer a more efficient internal layout, and the increased capacity for both parking and curbside would allow for improved levels of customer experience and flexibility. The new facility would also meet sustainability objectives and can be designed to support the Transit First Policy.

The additional 900 feet of equivalent curbside provided in the Central Hub would meet the long-term curbside requirement for the Airport and would alleviate the congestion at the existing curbsides. The curbside level would be designed to accommodate commercial vehicles, including full-size buses. Lobby areas with check-in kiosks and bag drop facilities would be provided at the curbside level to improve convenience for departing passengers. The lobby areas would also provide greater comfort for arriving passengers who are waiting for pick-up. Staging areas for private or commercial vehicles would also be provided on the curbside level. Passengers using the Central Hub curbside would have access to each of the terminals through tunnels or bridges to Terminals 1, 2, and 3, and potentially to the ITB.

Demolish Central Parking Garage: Demolition of the Central Parking Garage would be required to accommodate construction of the Central Hub. This demolition would occur in phases based on design and engineering studies.

6.4.4 Long Term Parking Garage #3

Long Term Parking Garage #3: Long Term Parking Garage #3 (LTPG3) on Lot DD would include up to 3,200 public parking spaces (see Exhibit 6.4-3). This garage is not expected to be required until after High Constrained demand is realized, although it could be accelerated either to accommodate the demolition of the Central Parking Garage or to respond to changes in public parking demand.
Exhibit 6.4-6 | ADP Ground Access and Parking Project – Central Hub

Source: LeighFisher, December 2015

Exhibit 6.4-7 | ADP Ground Access and Parking Project – Central Hub Internal Layout

Source: LeighFisher, December 2015
6.5 SUPPORT FACILITIES

This section presents the recommended ADP Projects related to the support facilities. The following is a discussion of those projects.

6.5.1 East Field Facility Renewal

The recommended ADP support facilities projects for the East Field are shown in Exhibit 6.5-1 and include the following projects:

Superbay Hangar Extension and Employee Parking Surface Lot: The Superbay Hangar expansion would accommodate two additional widebody aircraft. This design would allow for the remodel of the existing Superbay Hangar in two phases, one half at a time. When completed, the hangar would accommodate six widebody aircraft. Additionally, the employee surface parking lot would be expanded.

Restripe RON Aircraft Parking Positions: To accommodate the increase in RON aircraft parking demand and changes in the aircraft fleet mix, the Plot 41 East Field RON area would be restriped to accommodate 46 narrowbody and 10 widebody aircraft parking positions.

East Field Building Demolition: Building 1070 (offices) in the East Field would be demolished at the end of its usable life.

East Field GSE Maintenance Facility: A new GSE maintenance facility would be constructed for tenants in the East Field, across the street from Building 1059 (police training facilities). The new facility would include a 32,000-square-foot single-level building and 87,000 square feet of landscaping, circulation, vehicle parking, and storage.

6.5.2 North Field Facility Renewal

The recommended ADP support facilities projects for the North Field are shown in Exhibit 6.5-2 and include the following projects:

North Field Airport Maintenance Facility: Airport maintenance facilities and associated landside areas would be constructed in the North Field near the fuel farm. The facility would include a 37,000-square-foot single-level building and 492,000 square feet of landscaping, circulation, vehicle parking, and storage.

North Field GSE Maintenance Facility: A new GSE maintenance facility would be constructed south of Building 900 for North Field ground handlers and airlines. The facility would include a 24,000-square-foot single-level building and 90,000 square feet of landscaping, circulation, vehicle parking, storage, and maintenance activity space.

The timing of B/A H Phase 2 would influence the construction of the North Field Airport maintenance and flight kitchen facilities (see Section 6.3.5).

6.5.3 West Field Facility Renewal

The recommended ADP support facilities projects for the West Field are shown in Exhibit 6.5-3 and include the following projects:

Buildings 710 and 750 Renovations: Building 710 would be converted for use by Airport maintenance. Airport maintenance employee parking would be located on the surface lot just north of Building 710. GSE maintenance facilities would be constructed in Building 750.

Vehicle Service Road Relocations: The VSRs in the West Field would be reconfigured to accommodate and serve the new and relocated facilities in the West Field (see Section 6.3.5).

West Field Checkpoints: Three new West Field vehicle checkpoints would be constructed to replace existing checkpoints to accommodate new and relocated facilities in the West Field (see Section 6.3.5).
6.5 SUPPORT FACILITIES

Exhibit 6.5-1 | ADP Support Facilities – East Field Facility Renewal

- **Superbay Hangar Extension and Employee Surface Parking Lot**
  The Superbay Hangar would be expanded to accommodate two additional widebody aircraft, for a total of six aircraft positions. This expansion allows for remodeling of the existing Superbay Hangar. An employee surface parking lot would be provided adjacent to the RON aircraft parking ramp.

- **East Field Ground Service Equipment Maintenance Facility**
  The new Ground Service Equipment Maintenance Facility would accommodate tenants located in the East Field.

- **Restripe RON Aircraft Parking Positions**
  The capacity of the East Field apron would be increased to accommodate long-term demand and fleet mix for RON parking.


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**Legend**

- **ADP Projects**

**Key Map**

- **East Field Building Demolition**
  Building 1070 would be demolished at the end of its usable life.
6.5 SUPPORT FACILITIES

Exhibit 6.5-2 | ADP Support Facilities – North Field Facility Renewal

- **North Field Airport Maintenance Facility**
  A new Airport Maintenance Facility would be constructed with adjacent landside storage area.

- **North Field Airport Maintenance Conversion**
  The existing educational building would be renovated to provide Airport maintenance functions to serve future demand (see Section 6.3.5).

- **North Field Ground Service Equipment Maintenance Facility**
  The new GSE Maintenance Facility would provide an area for airlines and ground handlers to repair equipment.

- **North Field Flight Kitchen**
  The flight kitchen tenants would be relocated from the West Field to allow for airfield improvements. This building would be renovated or a new building would be constructed on the site. Flight kitchen operations would require airside and landside truck docks, catering truck staging/storage areas, and employee parking (see Section 6.3.5).

Exhibit 6.5-3 | ADP Support Facilities – West Field Facility Renewal

- **Relocated Emergency Response Facility**
  The existing Emergency Response Facility #1 would be relocated north of the existing U.S. Postal Service facility. The new Emergency Response Facility would have airside access via decommissioned Taxilane Y and landside access via West Cargo Road (see Section 6.3.5).

- **Ground Service Equipment Maintenance Facility**
  GSE maintenance facilities would be constructed in the existing Airport maintenance building.

- **Airport Maintenance Facility**
  The existing Airport administration building would be renovated for Airport maintenance activities and an employee parking surface lot would be provided.

- **Aircraft Remain Overnight Parking and “Race Track”**
  A relocated apron area referred to as the “Race Track” would serve a dual purpose by providing a holding area for aircraft waiting for a gate during the day and accommodating aircraft remain overnight parking at night. The Race Track would accommodate a minimum of two widebody aircraft flow-through parking positions during the day and up to seven narrowbody aircraft at night. Constructing the Race Track requires the demolition of Emergency Response Facility #1 and the flight kitchen (see Section 6.3.5).

- **West Field Checkpoints**
  Three new West Field security checkpoints would be constructed to replace existing checkpoints to accommodate changes to West Field facilities.

- **Vehicle Service Road Relocations**
  Reconfigure the West Field vehicle service roads to accommodate and serve the new and relocated facilities in the West Field area.

**KEY MAP**

**ACRONYMS:**
- ADP Projects
- ERF: Emergency Response Facility

**Source:** SFO Airport Layout Plan, 2014; RS&H, 2015; Landrum & Brown, Inc., June 2016
6.6 UTILITIES

Exhibit 6.6-1 depicts the recommended ADP Projects related to Airport utility systems. This section presents a discussion of those projects.

6.6.1 Central Utility Plant

**Relocate Central Utility Plant**: The existing CUP is not ideal for achieving Airport sustainability goals. The new CUP would be located southwest of the proposed B/A H expansion. This location would require demolition of Buildings 575 and 585.

It is projected that the hydronic chilled water and hot water supply and return piping would be routed inside the new B/A H connector building and then through the ITB to connect back into the terminal area distribution network.
Relocate Fuel Vault Test Station
To accommodate the Race Track and provide a standard clearance for Taxiway Z, the drain and vent structure associated with Aviation Fuel Vault #5 would require modification (see Section 6.3.5).

B/A H Utility Extensions
Aviation fuel, natural gas, and potable water main lines would be relocated to serve B/A H. The exact configuration would be determined during project programming for the boarding area (see Section 6.3.4).

Relocated Central Utility Plant
A new Central Utility Plant would be located southwest of the proposed B/A H expansion and would allow Airport management to achieve its Sustainability and Zero Impact Objective Policies.