SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

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W18C

April 24, 2013

Ms. Mary K. Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Coastal Development Permit Application #6-12-088

Dear Ms. Shallenberger:

This letter serves to inform you that the San Diego County Regional Airport Authority (SDCRAA) accepts the staff recommendation for approval and all five (5) special conditions in the Staff Report and Recommendation for Coastal Development Permit Application #6-12-088 for the construction of a new general aviation facility at San Diego International Airport.

The SDCRAA has not received any public inquiries or negative comments regarding the proposed new general aviation facility throughout the public review process for the related 2008 and 2011 environmental review documents through to the present. As no public controversy has been demonstrated, the SDCRAA respectfully requests that this item be moved to the Consent Calendar for the May 8, 2013 California Coastal Commission hearing agenda.

The SDCRAA appreciates the tremendous effort, professionalism, and level of cooperation exhibited by your staff in their review of our application. In particular, SDCRAA appreciates the time and effort afforded to us by Ms. Kanani Brown in the review of this application.

Sincerely,

Signature on File

Angela Shafer-Payne
Vice President, Planning and Operations

ASP/TNA/ljt

cc: Charles Lester, Executive Director, California Coastal Commission
Sherilyn Sarb, California Coastal Commission
Kanani Brown, California Coastal Commission

SAN DIEGO
INTERNATIONAL
AIRPORT

Applicant's Response to Staff Recommendation

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CALIFORNIA COASTAL COMMISSION
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W18c

Filed:	3/27/13
180th Day:	9/23/13
Staff:	K. Brown-SD
Staff Report:	4/18/13
Hearing Date:	5/8-9/13

STAFF REPORT: REGULAR CALENDAR

Application No.:	**6-12-088**
Applicant:	**San Diego County Regional Airport**
Agent:	Ted Anasis
Location:	North side of San Diego International Airport, west of Pacific Highway, San Diego, San Diego County (APNs 760-039-62, 760-039-09)
Project Description:	Demolish existing facility and construct new general aviation facility, consisting of 38-ft. high, 17,250 sq. ft. fixed base operator terminal building; 13,958 sq. ft. of office space; 117-space parking lot; five, 35-48 ft. high aircraft hangars totaling 106,200 sq. ft.; 255,600 sq. ft. paved apron for aircraft movement and parking; landscaping; and 2,000 cu. yds. of grading.
Staff Recommendation:	Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending **approval** of the proposed project with five (5) special conditions regarding 1) final plans, 2) required approvals, 3) landscaping plan, 4) timing of parking replacement and 5) final water quality control plans. The proposed project consists of the

demolition of the existing 11.4-acre general aviation facility and construction of a new 12.4-acre general aviation/fixed base operator facility consisting of: four, 38-ft. high aircraft hangars and one, 45-ft. high aircraft hangar, totaling approximately 106,200 sq. ft.; a 38-ft. high, 17,250 sq. ft. fixed based operator terminal building; 13,958 sq. ft. of office space; 117-space parking lot; 255,600 sq. ft. paved apron for aircraft movement and parking; landscaping; and 2,000 cu. yds. of grading (2,000 cu. yds. of cut) (Exhibit 3). A general aviation facility is one that handles all civil aviation operations, private or commercial, other than scheduled air services (scheduled air transport includes all passenger and cargo flights operation on regularly scheduled routes).

Construction of the proposed general aviation facility would be contained within the parameters of the San Diego International Airport, on a paved parking lot. Approval of this project, as conditioned, would result in no temporary or permanent impacts to coastal resources, including water quality or visual resources. However, in order to minimize any potential adverse impacts to visual resources and water quality within the adjacent San Diego Bay, special conditions addressing final plans, approvals from other agencies, and landscaping are recommended. In addition, to minimize any potential adverse impacts to public access, a special condition requiring maintenance of parking spaces is recommended.

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APPENDICES

EXHIBITS

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-12-088 subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves coastal development permit 6-12-088 and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment**. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Final Plans.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final project plans for the proposed development. Said plans shall be in substantial conformance with the preliminary plans submitted with this application on December 21, 2012.

   The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Required Approvals.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the permittee shall provide to the Executive Director copies of all other required local, state, and/or federal discretionary permits, including approval from the Regional Water Quality Control Board. Any mitigation measures or other changes to the project required through said permits shall be reported to the Executive Director and shall become part of the project. The Executive Director shall determine if such modifications, if any, require an amendment to this permit or a separate coastal development permit.

3. **Landscaping Plan.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final landscaping plans for the proposed development. Said plans shall be in substantial conformance with the preliminary plans submitted with this application on December 21, 2012, except as follows:

   A) Any proposed landscaping must be drought-tolerant and native or non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. **Timing of Parking Replacement.** All parking spaces permanently removed in conjunction with the construction of the approved project shall be relocated/replaced off-site as proposed, prior to or concurrent with removal.

5. **Water Quality Plans.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final water quality plans for the proposed development, including but not limited to a Stormwater Pollution Prevention Plan and Post-Construction Water Quality Protection Plan. Said plans shall be in substantial conformance with the preliminary stormwater concept and construction stormwater quality control plans submitted with this application on December 21, 2012.

   The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION AND HISTORY

The San Diego International Airport Master Plan, Final Environmental Impact Report (adopted and certified May 2008) and the Supplemental Environmental Impact Report (certified September 2011) analyzed the following airport improvements and facilities to be constructed on the northside of the San Diego International Airport, collectively referred to as the "northside improvements":

- Consolidated Rental Car Facility (CONRAC)
- General Aviation/Fixed Base Operator Facility
- Air Cargo Warehouse
- On-airport circulation road, including terminal link roadway
- Relocated surface parking lot
- Utilities to serve the Northside improvements including storm drain, water, sewer, natural gas, electric and communications infrastructure

The proposed project consists of the demolition of the existing general aviation facility and construction of a new general aviation/fixed base operator facility consisting of: four,

38-ft. high aircraft hangars and one, 45-ft. high aircraft hangar, totaling approximately 106,200 sq. ft.; a 38-ft. high, 17,250 sq. ft. fixed based operator terminal building; 13,958 sq. ft. of office space; 117-space parking lot; 255,600 sq. ft. paved apron for aircraft movement and parking; landscaping; and 2,000 cu. yds. of grading (2,000 cu. yds. of cut) (Exhibit 3). A general aviation facility is one that handles all civil aviation operations, private or commercial, other than scheduled air services (scheduled air transport includes all passenger and cargo flights that operate on regularly scheduled routes).

The proposed project site is a 12.4-acre site on the north side of the San Diego International Airport located west of Pacific Highway, directly southwest of its intersection with Sassafras Street. It is currently used as a long term airport parking lot (SAN Park Pacific Highway) with 2,644 parking spaces and costs $11 per day to use. The existing facility is paved, fenced, lighted, and open 24 hours per day. This facility is planned to be demolished and relocated further to the north along Pacific Highway in a future Coastal Development Permit application.

The existing aviation facility is proposed to be demolished after construction of the new facility to avoid any interruption in service. The existing general aviation facility is located directly southeast of the proposed project site. The existing aviation facility sits on an 11.32-acre site on the north side of the airport, west of Pacific Highway just south of its intersection with Sassafras Street (Exhibit 2). Adjacent development includes the airport runway directly south and wind tunnel and World Trade Center buildings directly north. The building footprint is approximately 72,400 sq. ft., including three (3) aircraft hangars totaling 52,300 sq. ft. and an additional 20,100 sq. ft. of office and operations space (Exhibit 6). The height of the tallest structure is 37’-10”.

The proximity of the existing general aviation facility to the airport taxiway and runway prevents compliance with Federal Aviation Administration (FAA) design standards and presents safety concerns. Aircraft taxiing occurs in the immediate vicinity of the general aviation facilities apron. These aircraft direct high velocity jet blast onto the general aviation apron where general aviation aircraft are loaded and unloaded, as well as serviced. Relocating the general aviation facility further northwest of the taxiway and runway would allow the San Diego County Regional Airport Authority to bring the taxiways into compliance with FAA design directives, and to improve the safety of aircraft operations. Additionally, according to the Final Environmental Impact Report for the Airport Master Plan, the demand for general aviation facilities at the San Diego International Airport is anticipated to grow modestly as general aviation operations are forecast to increase 1% annually from 13,586 operations in 2005 to approximately 18,000 operations in 2015. While the number of aircraft hangars is proposed to increase from three hangars totaling 52,300 sq. ft. to five hangars totaling 106,200 sq. ft., the aircraft apron size is proposed to decrease by a similar proportion – from 300,000 sq. ft. to 255,600 sq. ft. Thus, the applicant contends relocating and expanding the general aviation facilities would allow the airport to provide enhanced general aviation facilities while improving both safety and efficiency.

The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego. However, legislation transferred authority over airport property

to the newly created Airport Authority in January 2003. Thus, the airport is now within the Commission's permit jurisdiction, and Chapter 3 of the Coastal Act is the standard of review.

B. WATER QUALITY

Section 30230 of the Coastal Act states:

> ***Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.***

Section 30231 of the Coastal Act states:

> ***The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.***

Stormwater from the existing general aviation facility drains into an existing 42-inch storm drain pipe that discharges into the downtown anchorage of San Diego Bay, just south of the airport. The existing 42-inch storm drain was installed by the City of San Diego, who is also responsible for maintaining it. This drain collects stormwater from other portions of the airport, including the proposed project site (SAN Park Pacific Highway), as well as off-airport properties located to the east.

Initially, the applicant proposed the use of a new stormwater drain force main and outfall to drain the proposed development (ref. CDP Application #6-12-065), as well as all of the northside improvements. The stormwater utility system proposed to serve the northside would consist of a 36-in. diameter reinforced concrete pipe storm drain and an outfall structure that would discharge within the Navy Boat Channel, located directly west of the airport. However, this project has yet to be reviewed by the Commission and further information is required before the subject Coastal Development Permit application #6-12-065 can be filed as complete. Therefore, the proposed development must rely on existing stormwater infrastructure.

After further consultation with staff, the applicant has confirmed that the proposed development will connect to the existing 42-inch storm drain pipe and that the existing

infrastructure is capable of serving all 12.4 acres of the proposed general aviation facility, including the aircraft apron pavement, building and hangar rooftops, landscaped areas, and vehicle parking areas. The applicant further contends that the project is not reliant on a new storm drain or outfall; however, they will still be pursuing a CDP for a new storm drain and outfall within the Navy Boat Channel to serve the northside improvements.

The proposed site is a 12.4-acre area that is paved and currently used as a long term airport parking lot (SAN Park Pacific Highway). The proposed project will replace areas that are currently entirely paved with both paved surfaces and some new landscaped areas. New landscaped areas both reduce stormwater runoff and provide opportunities that the applicant has proposed to create drainage swales and other low impact development (LID) features to infiltrate runoff from the impervious areas of the proposed development. **Special Condition #3** requires that all proposed landscaping must be drought-tolerant and native or non-invasive plant species. Additionally, more area will be covered by the roofs of the proposed aircraft hangars. Roofing reduces the amount of pavement exposed to rains, and thus reduces stormwater pollutant loads in comparison to existing conditions.

In addition, the applicant is preparing a Stormwater Pollution Prevention Plan and Post-Construction Water Quality Protection Plan that address a wide array of operational stormwater pollutant source control and treatment control best management practices (BMPs) and include BMP effectiveness monitoring and mechanisms to ensure continuous process improvements. The applicant has submitted a preliminary stormwater concept and construction stormwater quality control plan; however, to ensure that the proposed project will protect and maintain the quality of coastal waters, **Special Condition #5** requires the applicant to submit final water quality plans for the review and written approval of the Executive Director. All final project plans must be submitted, including those pertaining to water quality (including but not limited to the Stormwater Pollution Prevention Plan and Post-Construction Water Quality Protection Plan). In addition, **Special Condition #2** requires the applicant to submit any required local, state, and/or federal discretionary permits, including any necessary approvals from the Regional Water Quality Control Board.

Finally, the applicant proposes to construct the new general aviation facility to meet Leadership in Energy and Environmental Design (LEED) Platinum certification standards – the highest rating in the LEED green building rating system for new buildings. The proposed development has been designed in such a manner to reduce water use, use innovative wastewater technologies, and increase water efficiency. Therefore, the Commission finds that the development, as conditioned, conforms to Sections 30230 and 30251 of the Coastal Act.

C. VISUAL RESOURCES

Section 30251 of the Coastal Act states, in part:

> ***The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas…***

The new facility will be located in a developed parking lot, and will not adversely impact any scenic views, including views of the San Diego Bay. Based on visual simulations provided by the applicant and a site visit conducted by Commission staff, it is apparent that the proposed aviation facility will be visible from adjacent roadways, including Pacific Highway, Interstate-5 and Sassafras Street, but the views will be consistent with the existing views of airport facilities (Exhibit 5).

The proposed general aviation facility will be comparable in height to the existing facility; however, it will be expanded in size. The maximum height of the existing facility is 37'-10" while the proposed facility will be 38-ft. high, with the exception of one 45-ft. high hangar (Exhibit 7). The existing facility occupies 11.4 acres while the new facility is proposed to occupy 12.4 acres. While the new facility will be larger in size, it has been sited further westward, towards the airport and away from Pacific Highway to avoid adverse impacts to views. In addition, the proposed project will include addition of landscaped areas that will reduce visibility of the site and help soften view impacts. **Special Condition #3** requires that all proposed landscaping must be drought-tolerant and native or non-invasive plant species. As proposed, no significant impacts to views or scenic coastal areas will occur. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

D. PUBLIC ACCESS AND PARKING

Section 30252 of the Coastal Act states, in part:

> ***The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings…***

The purpose of the proposed expansion of the general aviation facility is twofold - to increase the separation between the runway/taxiway for safety reasons and to expand hangar space to meet growth in demand. According to the Final Environmental Impact Report for the Airport Master Plan, the demand for general aviation facilities at the San Diego International Airport is anticipated to grow modestly as general aviation operations

are forecast to increase 1% annually from 13,586 operations in 2005 to approximately 18,000 operations in 2015. While the number of aircraft hangars is proposed to increase from three hangars totaling 52,300 sq. ft. to five hangars totaling 106,200 sq. ft., the aircraft apron size is proposed to decrease by a similar proportion – from 300,000 sq. ft. to 255,600 sq. ft. This would allow additional aircrafts to be stored onsite within enclosed hangars, thus alleviating the need for additional trips and air traffic to and from offsite storage locations like McClellan-Palomar Airport in Carlsbad.

An Airport Transit Plan has been prepared by the applicant under the oversight of the Airport Transit/Roadway Committee with staff from all of the regional transportation agencies to document efforts to improve transit linkages and ensure the provision and/or extension of public transit service to the airport. Planned service and capital improvements for transit service in the vicinity of San Diego International Airport, as well as an analysis of the local and regional transit service to the airport are addressed as part of this study. Transit improvements recommended in the Transit Plan include short-term (within 1-3 years), mid-term (3-5 years) and long-term (5 or more years) improvements.

The Commission is strongly supportive of these transit planning efforts, and in particular, efforts to provide airport bus and/or shuttle service for the public from the Old Town Transit Center and/or park and ride type shuttle stops at trolley stations located inland of Pacific Highway, between the Old Town Station and the Santa Fe Station (where the existing public bus stops). Allowing the public to access an airport shuttle or an MTS bus from these locations would be a significant improvement in transit airport access for the public. The proposed development, as well as the northside improvements as a whole, are in close proximity to the aforementioned transit stops. Future development plans for the northside improvements will be evaluated by the Commission utilizing this information to ensure that public access is protected and enhanced, and that vehicle miles traveled are reduced.

The existing SAN Park Pacific Highway long-term airport parking lot provides 2,644 parking spaces. This parking lot is proposed to be demolished as part of this application and the applicant is preparing a Coastal Development Permit application for the replacement parking lot, to be relocated further to the north along Pacific Highway. The replacement SAN Park Pacific Highway will have approximately 1,964 parking spaces with the same vehicle access from the intersection of Pacific Highway and Sassafras Street. Together with the proposed 117-parking spaces proposed as part of the general aviation facility, there will be 2,081 parking spaces, resulting in a net loss of 563 parking spaces. The loss of 563 parking spaces is not significant in terms of overall parking at the airport, because there will be 824 additional long-term public parking spaces added on the airport in 2013 on the former Teledyne-Ryan property (ref. CDP #6-12-014). This would result in an overall increase in the number of airport parking spaces.

Additionally, according to the applicant, the proposed relocation of the SAN Park Pacific Highway facility is anticipated to be constructed and operational before the entire existing facility is closed. A portion of the SAN Park Pacific Highway will be closed in 2013, removing 1,694 parking spaces but retaining 950 parking spaces which the

applicant deems is necessary to meet parking needs at the airport. The SAN Park Pacific Highway facility will remain in operation until the relocated facility is fully operational. The remaining 950 parking spaces will then close after the new parking facility is opened in early 2014. **Special Condition #4** is recommended to ensure that construction is phased in such a manner that parking relocation and/or replacement is prior to or concurrent with parking removal to meet airport parking needs. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30252 of the Coastal Act.

E. CLIMATE CHANGE

The construction and operation of major water, energy, telecommunication, and transportation projects can significantly increase GHG[1] emissions and therefore global warming, which in turn can cause significant adverse impacts to coastal resources of California. The Coastal Act has a number of provisions that provide direct authority to the Commission to assess increased risks caused by climate change (i.e. increased coastal flooding and potentially increased fire danger from climatic shifts causing drier weather patterns) when considering proposals for new development. The Coastal Act also provides a regulatory avenue to ensure that proposed development is compatible with non-emission's related planning controls that can have the effect of reducing GHG emissions (where emission's specific controls are governed solely by the federal Environmental Protection Agency and state air resources agencies), like reducing vehicle miles traveled and minimizing energy consumption (i.e. through public transit and pedestrian/bike travel options when evaluating proposed development or in the context of LCP proposals). These include the Coastal Act's public access and recreation policies (Sections 30220 and 30211), marine resource and water quality policies (Sections 30230 and 30231), the environmentally sensitive habitat area protection policy (Section 30240), and the coastal hazards policy (Section 30253(a) and (b)). Further, Section 30253(c) and (d) require new development to be consistent with requirements imposed by an air pollution control district or the California Air Resources Board (CARB) and to minimize energy consumption and vehicle miles traveled.

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. In passing the bill, the California Legislature found that "*Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the*

[1] Greenhouse gases are any gas, both natural and anthropogenic, that absorbs infrared radiation in the atmosphere and includes water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). These greenhouse gases lead to the trapping and buildup of heat in the atmosphere near the earth's surface, commonly known as the "Greenhouse Effect." Carbon dioxide is the major anthropogenic greenhouse gas. All greenhouse gases are quantified collectively by the carbon dioxide equivalent, or the amount of CO_2 that would have the same global warming potential, when measured over a specific time period.

incidences of infectious diseases, asthma, and other human health-related problems" (California Health & Safety Code, Division 25.5, Part 1).

AB 32 requires the CARB to adopt a statewide GHG emissions limit equivalent to the statewide GHG emissions levels in 1990 to be achieved by 2020. It requires CARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. Strategies that the state will pursue for managing GHG emissions focus on generally reducing consumption of petroleum across all areas of the California economy. Improvements in transportation energy efficiency (fuel economy) and alternatives to petroleum-based fuels are to provide substantial reductions by 2020.

Climate change covers a broad range of impacts that can occur due to GHG emissions, such as increased sea level rise, changes in the frequency, intensity or occurrence of heavy precipitation and droughts, changes in the frequency and intensity of extreme temperature events, and changes in ocean water chemistry. California's 2006 Climate Change Impacts Assessment, reports by the Intergovernmental Panel on Climate Change (IPCC Reports in 1990, 1995, 2001 and 2007) and various climate research centers (such as the Pew Center on Global Climate Change and the Heinz Center) recognize that within the coming century potentially severe impacts could occur in the areas of sea level, water resources, agriculture, forests and landscapes, and public health. Many of these effects will impact the coastal zone and resources specifically protected by the Coastal Act, including impacts to air quality, species distribution and diversity, agriculture, expansion of invasive species, increase in plant pathogens, alteration of sensitive habitat, wildfires, rising sea level, coastal flooding, and coastal erosion. In addition, absorption of carbon dioxide by the ocean leads to a reduction in ocean pH with concomitant consumption of dissolved carbonate ions, which adversely impacts calcite-secreting marine organisms (including many phytoplankton, zooplankton, clams, snails, sea stars, sea urchins, crabs, shrimp, and many others). The most direct impacts of global warming focused on the coastal zone are sea level rise and its associated impacts, ocean warming, and ocean acidification.

Sea Level Rise

Sea level rise is one of the most direct consequences resulting from climate change and a general warming of the atmosphere. In turn, a change in sea level is one of the main factors causing changes in coastal processes. An increase in sea level can:

- Increase coastal wave energy
- Increase beach and bluff erosion
- Increase coastal flooding and inundation
- Increase scour around foundations
- Reduce the effectiveness of existing coastal protection efforts
- Reduce the expected effective life of development setbacks
- Reduce dry beach area and threaten beach-level access and recreational use
- Reduce access time for beaches that are only accessible now at low tide

- Shift the intertidal location inland; possibly reduce intertidal area

Due to the many ways that rising sea level can influence the siting of new development on the coast, the Commission has, for many years, considered future sea level in the planning and design of many coastal projects. Consequences of an increase in sea level, such as increased erosion and scour, increased nearshore wave energy and reduced beach area, are all detrimental to the coast and damaging to coastal resources. The greater the rise in sea level, the greater the possible detrimental consequences to the coastal resources directly affected by sea level rise. There are no models that can attribute specific changes in sea level to specific amounts of GHG emissions; nevertheless, there are clear indications that increases in GHG emissions contribute to the overall increase in climate change, rising sea level and resultant impacts to coastal resources.[2]

Ocean Warming

One of the well-recognized connections between the atmosphere and the ocean is heat exchange. Global warming of the atmosphere is expected to cause an increase in ocean warming as the ocean absorbs greater amounts of thermal energy from the atmosphere. One of the consequences of ocean warming is a shift in the geographic ranges of species. With continued warming, species can be expected to continue to migrate northward as long as suitable habitat is available. An indirect consequence of ocean warming is a decline in ocean productivity due to habitat shifts. Ocean warming can cause a direct loss of primary productivity as well. Warming of the surface of the ocean results in increased ocean stratification, limiting the upwelling of deep, nutrient-rich waters that are responsible for California's rich coastal productivity.

Ocean Acidification

Just as there is an exchange of thermal energy between the atmosphere and the oceans, there is an ongoing exchange of gases between the atmosphere and the ocean. Each year some 92 billion metric tons of CO_2 are directly absorbed by the ocean from the atmosphere. At the same time, approximately 90 billion metric tons are released back to the atmosphere[3]. The net increase in dissolved CO_2 in the ocean is a direct result of increases in the atmosphere related to changes humans are making to the carbon cycle—most notably fossil fuel burning and land use changes (deforestation, mostly in the tropics). One of the consequences of this increase in dissolved CO_2 is a reduction in the pH of the ocean. This decrease in ocean pH (commonly called "ocean acidification") can cause physiologic stresses in some species. In addition to physiologic effects, calcite-secreting organisms (including many phytoplankton, zooplankton, clams, snails, sea stars, sea urchins, crabs, shrimp, and many others) have more difficulty secreting their shells and plates under reduced carbonate ion concentrations. Deep-sea species will be

[2] Recent discussions of atmospheric temperature, ocean temperature and sea level rise from combustion of fossil fuels and other anthropogenic sources of greenhouse gases and their effects can be found in the reports from the IPCC (1990, 1992, 1995, 2001, 2007; www.ipcc.ch/index.html).
[3] Schlesinger, W.H. (1997).

particularly affected because increasing CO_2 levels in seawater decreases the saturation state of seawater with respect to calcium carbonate ($CaCO_3$) and raises the saturation horizon closer to the surface. Increasing surface CO_2 levels could have serious consequences for organisms that make external $CaCO_3$ shells and plates.[4] The effect on food webs is unclear, but it is very likely that these effects will result in a loss of biodiversity and complexity in California's coastal marine ecosystems.

Project GHG Emissions and Offsets

The applicant has prepared an Air Quality Management Plan (AQMP) for San Diego International Airport. This AQMP was approved by the San Diego County Regional Airport Authority Board on December 3, 2009. The Airport has identified within this Plan a number of measures it has implemented or plans to implement to minimize energy consumption and thereby reduce the airport's overall GHG emissions – for example, switching part of its shuttle bus fleet from standard fuel to compressed natural gas (CNG), using "green" design and construction techniques and materials (such as "cool roofs" and "cool pavements"), and constructing all new facilities to a LEED Silver standard. The proposed general aviation facility only proposes a modest increase in operations and size and the measures that have been proposed and implemented by the applicant for the entire airport operation identified in the AQMP, including for the proposed general aviation facility, will help offset and address any potential impacts.

For the above-described reasons, and as conditioned, the Commission finds that the proposed project will offset this project's contribution to global warming and potential coastal resource effects, and that the project is therefore consistent with Coastal Act Sections 30211, 30220, 30230, 30231, 30240, and 30253.

F. LOCAL COASTAL PLANNING

The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego and the standard of review for coastal development permits was the certified Port Master Plan. However, state legislation which took effect in January 2003 transferred authority over airport property to the newly created Airport Authority. Thus, the airport is now within the Commission's permit jurisdiction. Although the Airport is not anticipated to be subject to a LCP, approval of this project would not prejudice the preparation of a LCP consistent with the requirements of Chapter 3. As discussed above, the proposed project is consistent with Chapter 3 policies of the Coastal Act.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

[4] The Royal Society (2005).

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing water quality, use of drought-tolerant and native or non-invasive plant species, and maintenance of parking will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

APPENDIX A - SUBSTANTIVE FILE DOCUMENTS

Final Supplemental Environmental Impact Report, SDCRAA #EIR-10-01, State Clearinghouse No. 2005091105, Airport Master Plan, San Diego International Airport, dated August 2011; Final Environmental Impact Report, SDCRAA #EIR-06-01, State Clearinghouse No. 2005091105, Airport Master Plan, San Diego International Airport, dated April 2008; Airport Transit Plan; San Diego County Regional Airport Authority Air Quality Management Plan dated November 2009; Coastal Development Permit #6-12-014

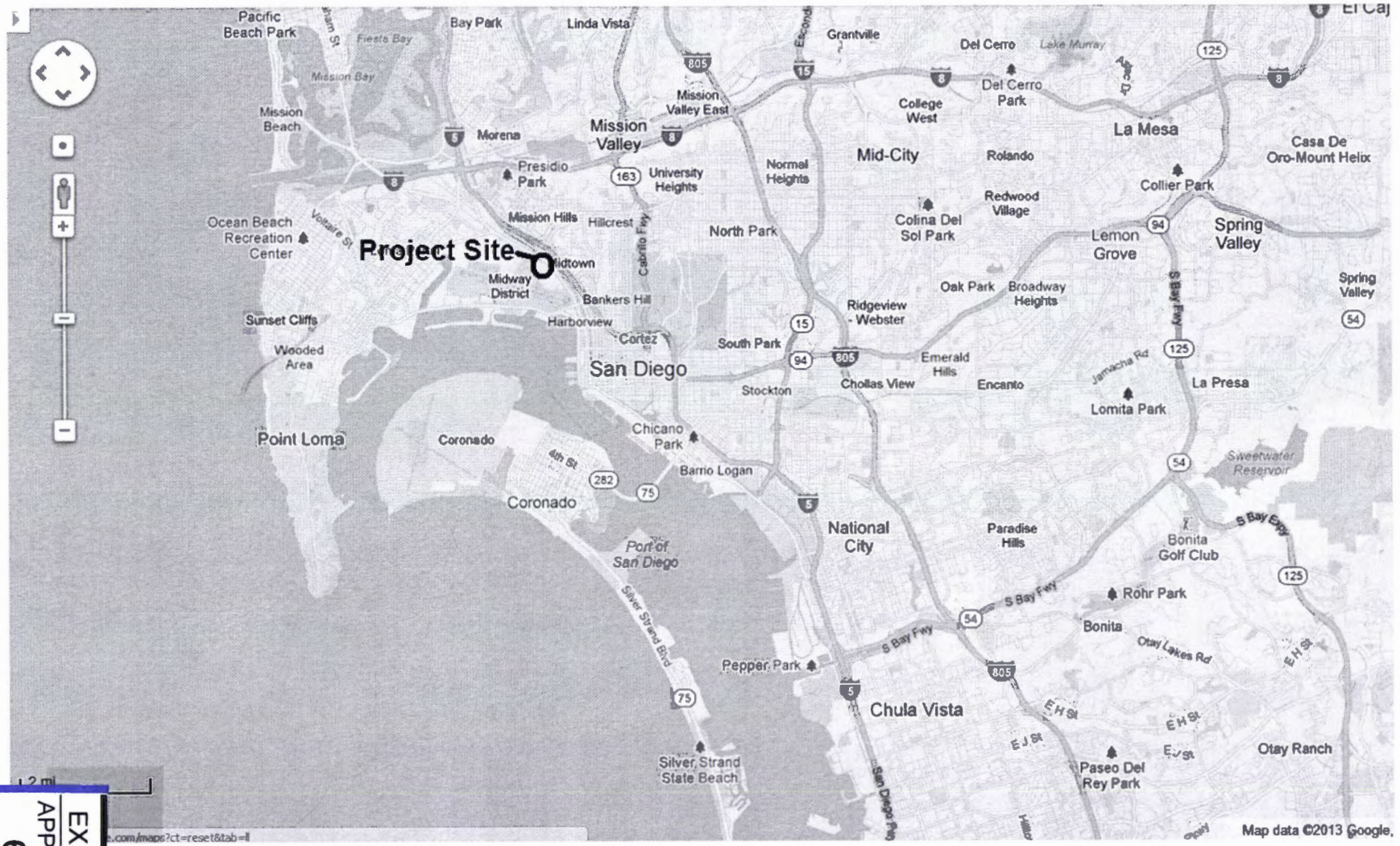
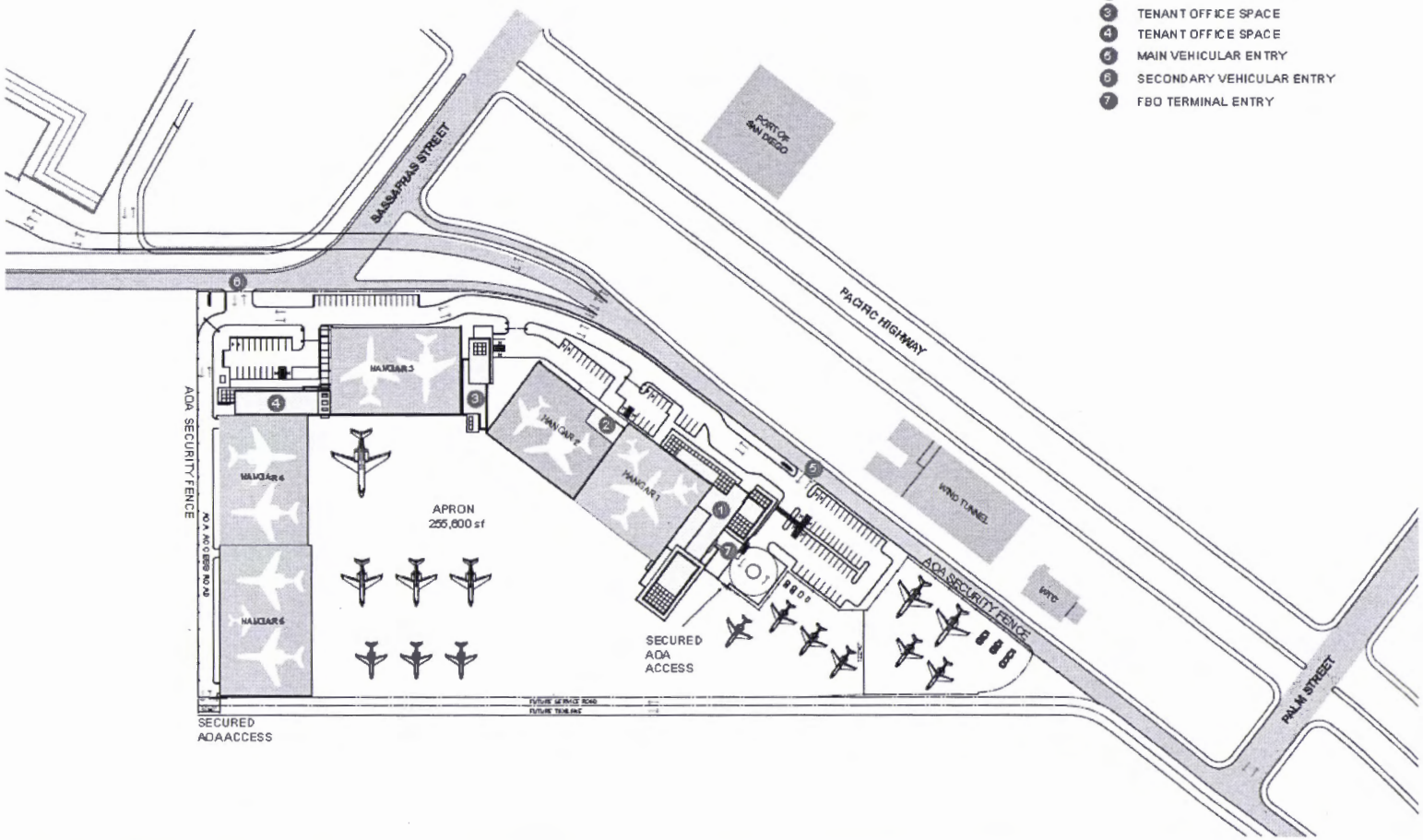


EXHIBIT NO. 1
APPLICATION NO.
6-12-088
Vicinity Map

California Coastal Commission

EXHIBIT NO. 2
APPLICATION NO. **6-12-088**
Aerial Photo
California Coastal Commission



LANDMARK AVIATION
FBO San Diego, CA

SITE PLAN

COASTAL COMMISSION SUBMITTAL
DATE: 16 NOV 2012
SCALE: NTS
T.7 REV

EXHIBIT NO. 3
APPLICATION NO.
6-12-088
Site Plan
California Coastal Commission

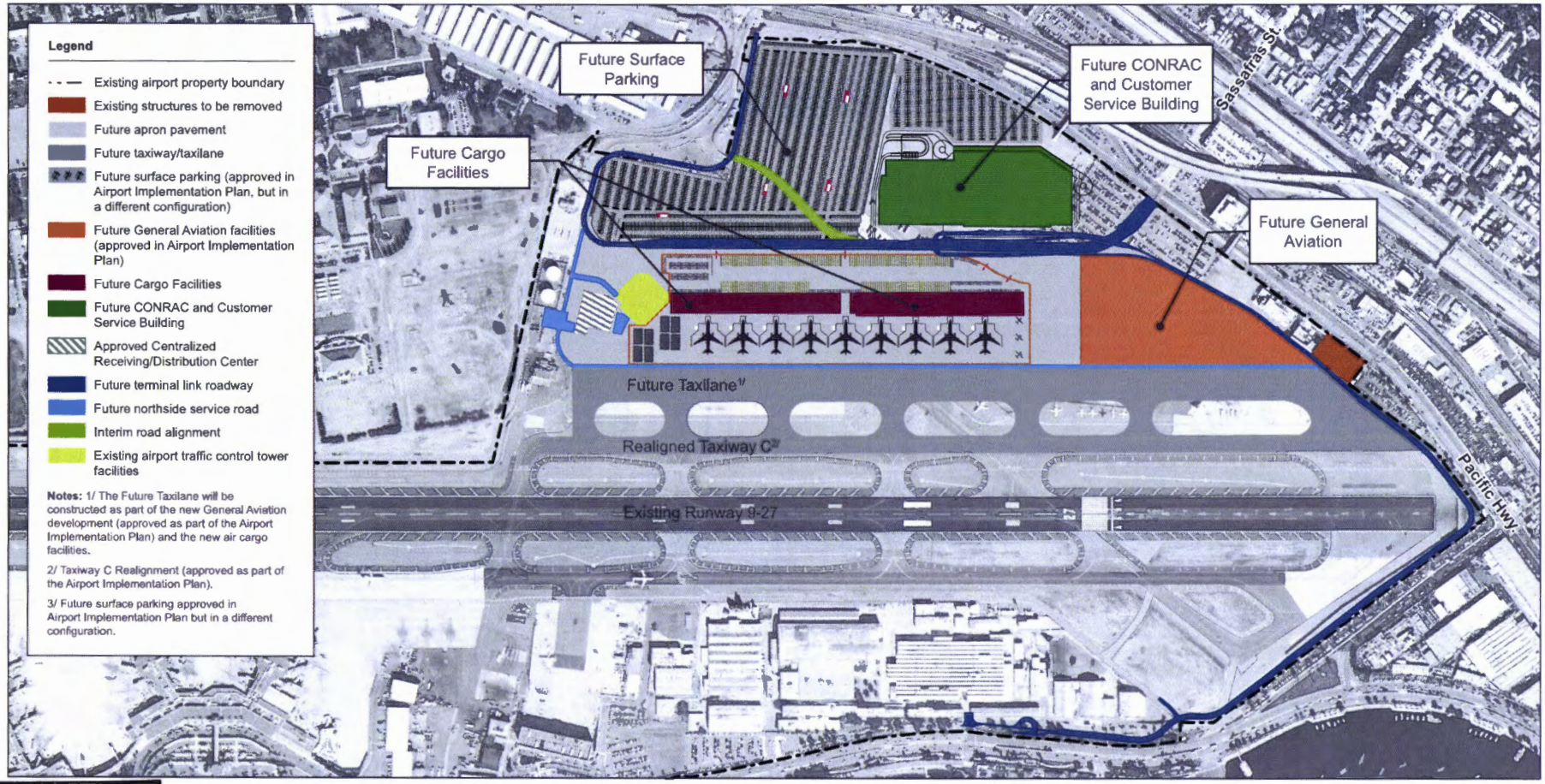
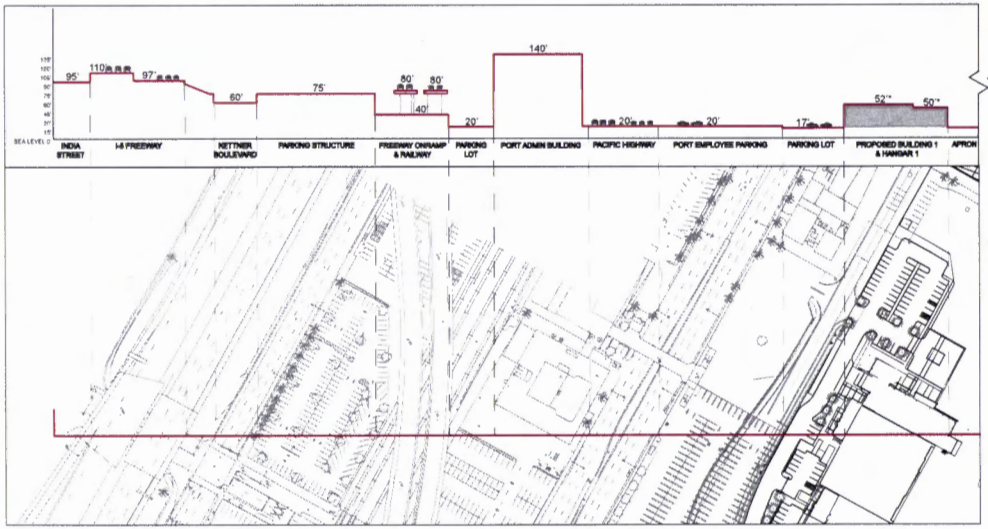


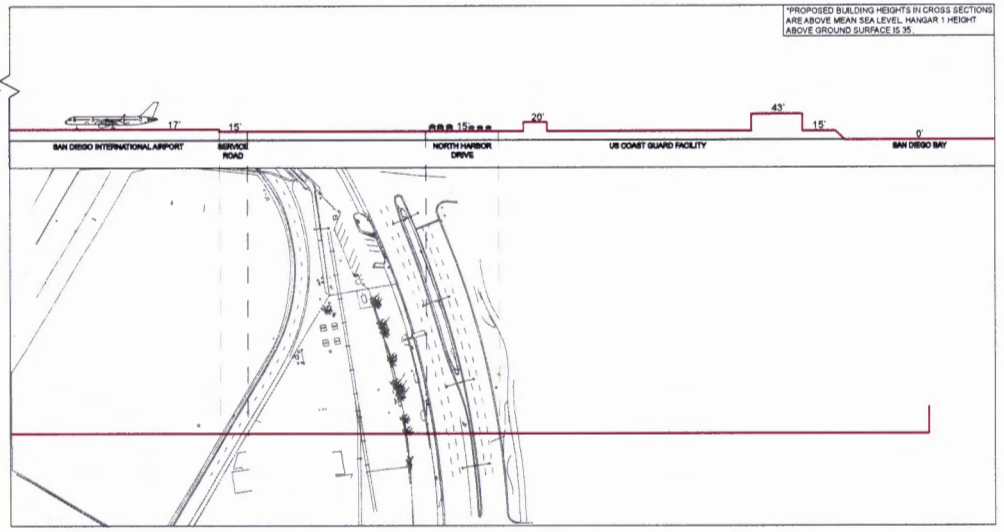
Figure 2-5

Proposed Airport Implementation Plan - Northside Improvements

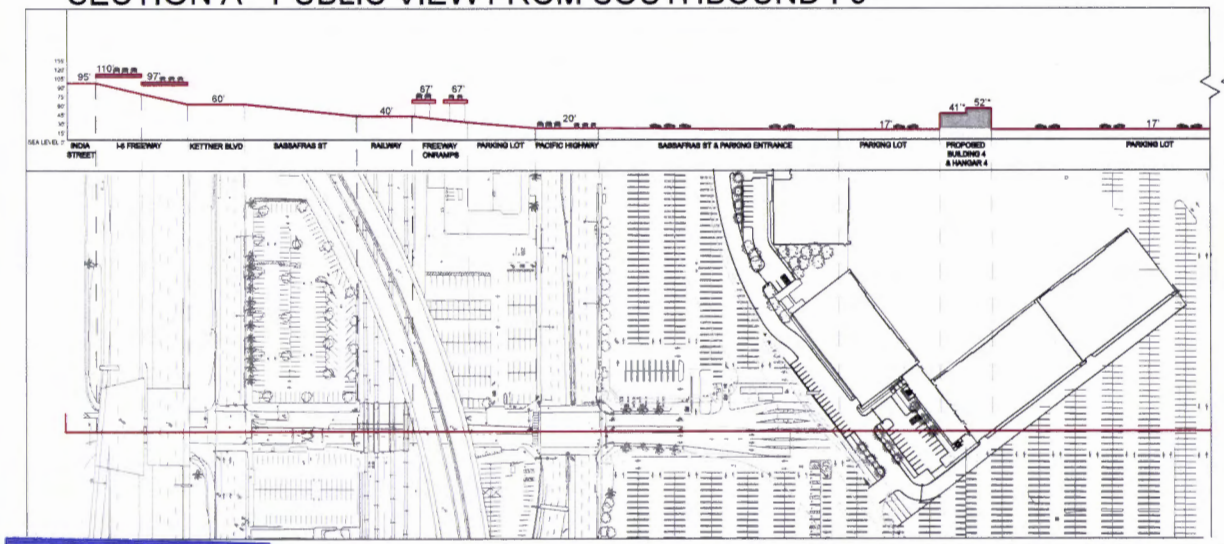
Supplemental Environmental Impact Report

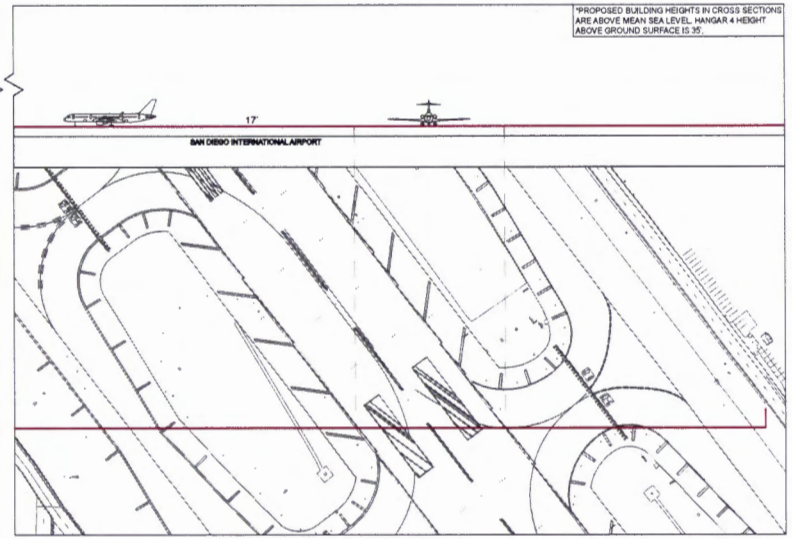
...tes Inc., August 2011
...2011





SECTION A - PUBLIC VIEW FROM SOUTHBOUND I-5





PUBLIC VIEW FROM FREEWAY ONRAMP AND WESTBOUND SASSAFRAS STREET

SCALE 1" = 200'

N

LANDMARK AVIATION
FBO San Diego, CA

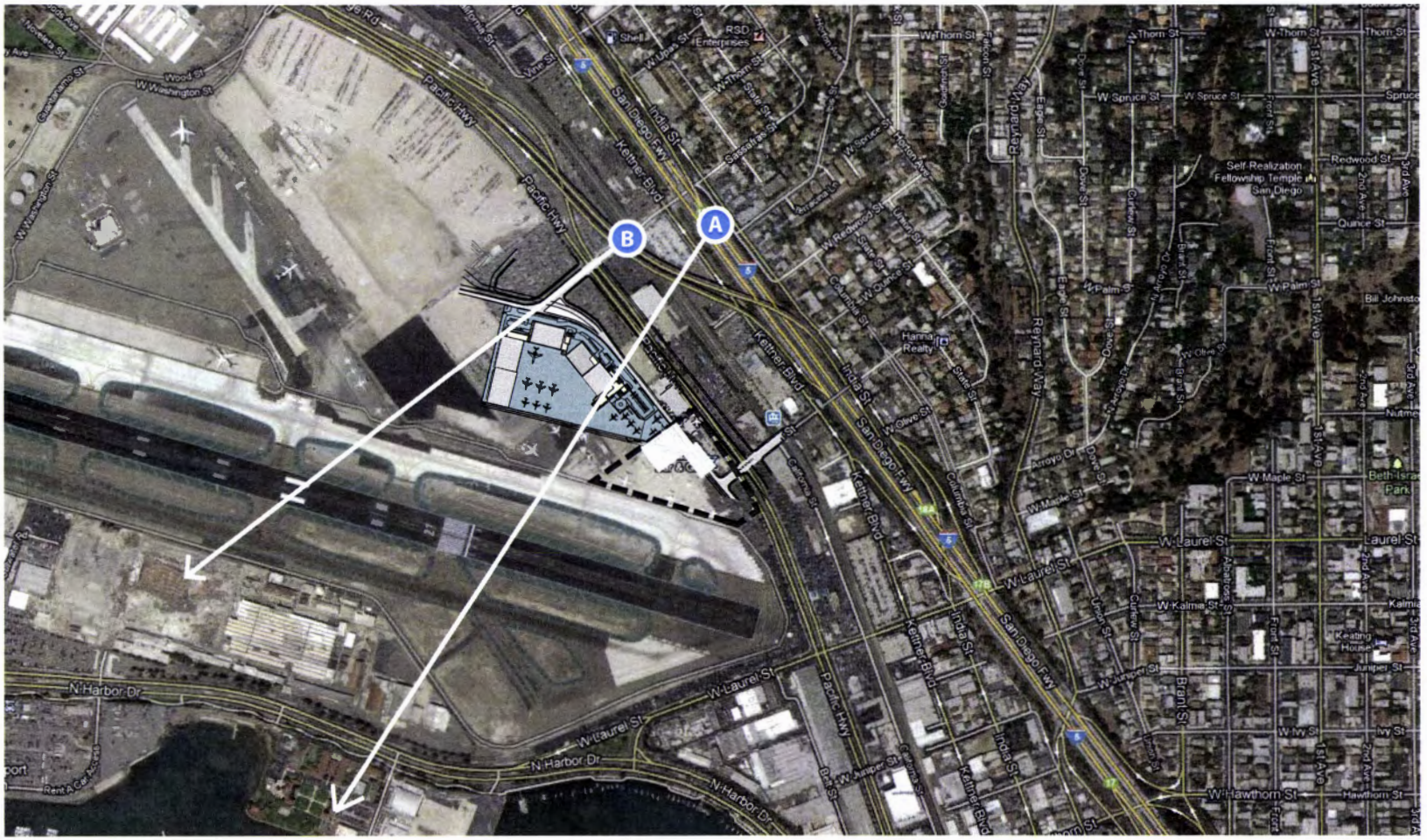
KEY CROSS SECTIONS

COASTAL COMMISSION SUBMITTAL

DATE: 26 MAR 2013
SCALE: 1" = 200'

California Coastal Commission

EXHIBIT NO. 5
APPLICATION NO.
6-12-088
Cross Sections

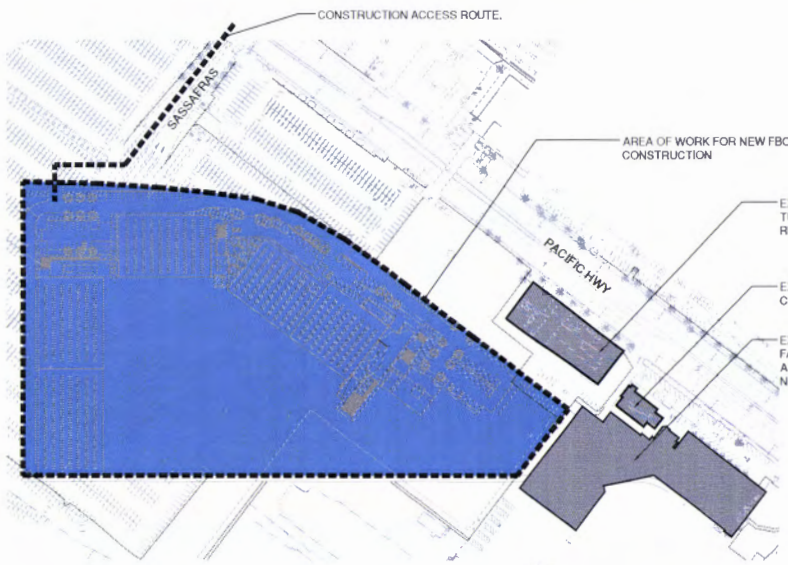


A PUBLIC VIEW / CROSS SECTION A: SOUTHBOUND INTERSTATE 5

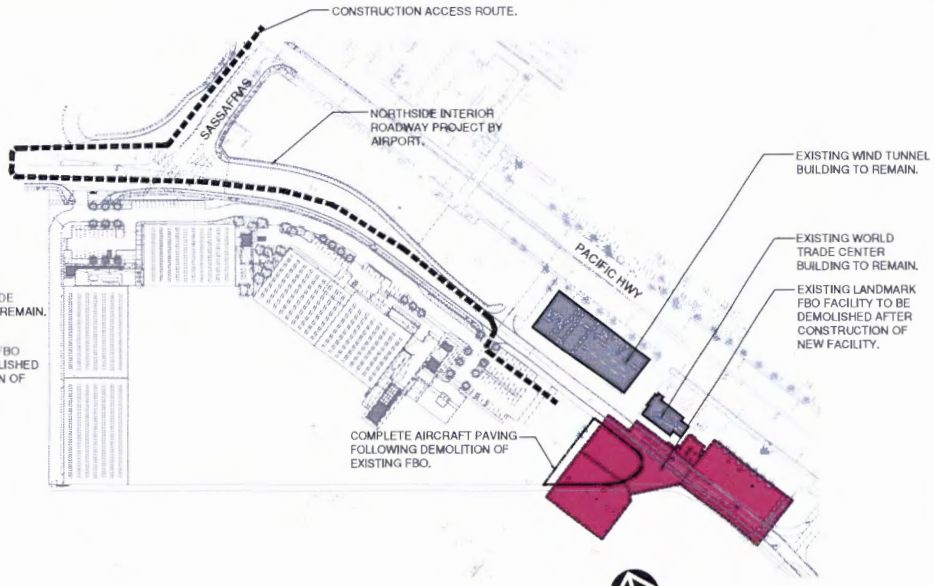
B PUBLIC VIEW / CROSS SECTION B: FREEWAY ONRAMP AND WESTBOUND SASSAFRAS STREET / KETTNER BOULEVARD

EXISTING GENERAL AVIATION FACILITY BOUNDARY

SAN	LANDMARK AVIATION FBO San Diego, CA	VIEW ANALYSIS KEY PLAN / CROSS SECTIONS	COASTAL COMMISSION SUBMITTAL DATE: 27 MAR 2013 SCALE NTS



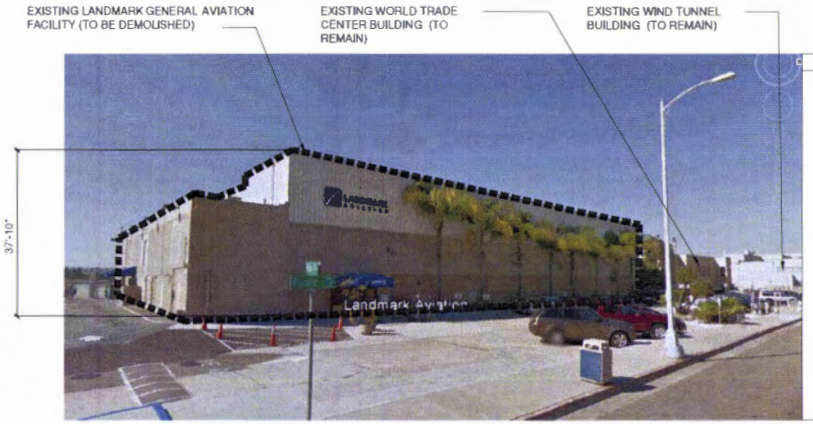
1 PHASE 1 - BUILD NEW FACILITY



2 PHASE 2 - DEMOLITION OF EXISTING FBO

NEW CONSTRUCTION

DEMOLITION



3 EXISTING LANDMARK FBO FACILITY

EXISTING FBO DEMOLITION NOTES

1. SCOPE OF WORK FOR DEMOLITION OF EXISTING GENERAL AVIATION FACILITY SHOWN FOR REFERENCE ONLY. WORK TO BE PERFORMED UNDER SEPARATE CONTRACT.
2. EXISTING FACILITY DETAILS AND DEMOLITION SCOPE:
   a. EXISTING FACILITY SITS ON AN 11.32 ACRE SITE WITH A BUILDING FOOTPRINT OF APPROX. 65,000 G.S.F. INCLUDING 55,000 S.F. OF AIRCRAFT HANGAR SPACE AND AN ADDITIONAL 10,000 S.F. OF OFFICE AND FBO OPERATIONS SPACE. THE HEIGHT OF THE TALLEST STRUCTURE IS 37'-10"
   b. EXISTING STRUCTURES TO BE DEMOLISHED. AIRCRAFT PAVING TO BE PROVIDED IN AREA INDICATED ON PLAN. 2" ASPHALT DUST COVER TO BE PROVIDED OVER REMAINING BUILDING FOOTPRINT.

NOT FOR CONSTRUCTION

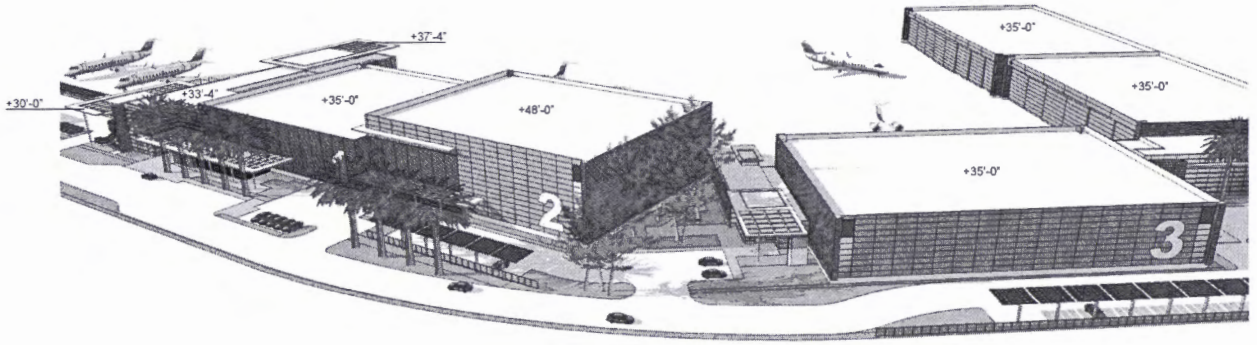
NAVD88

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

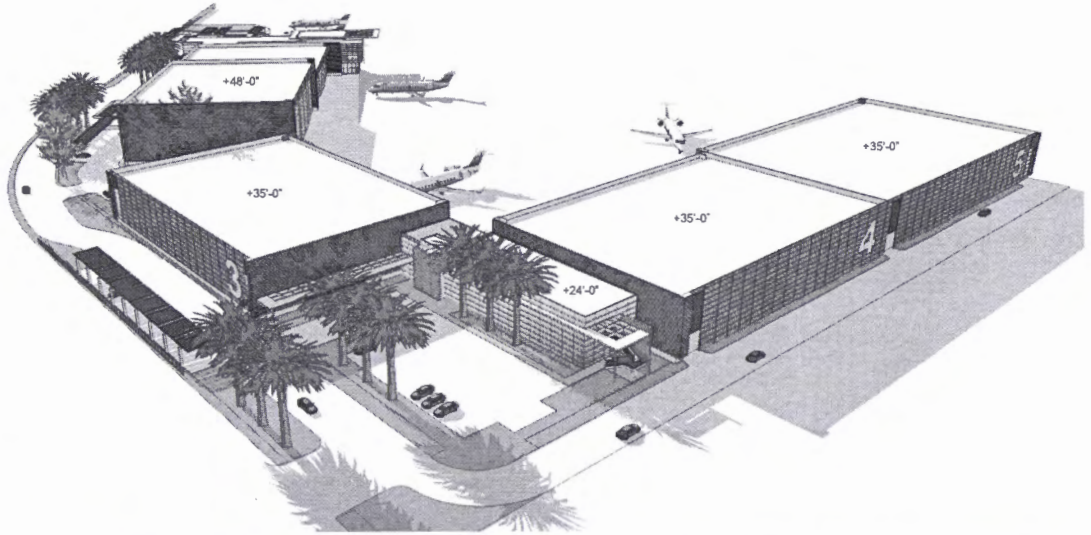
SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO LANDMARK AVIATION FBO CAMPUS DEVELOPMENT
CONSTRUCTION PHASING & DEMOLITION OF EXISTING FBO
A0.3-1A

California Coastal Commission

EXHIBIT NO. 6
APPLICATION NO.
6-12-088
Demolition Plan



EAST ELEVATION
LANDSIDE



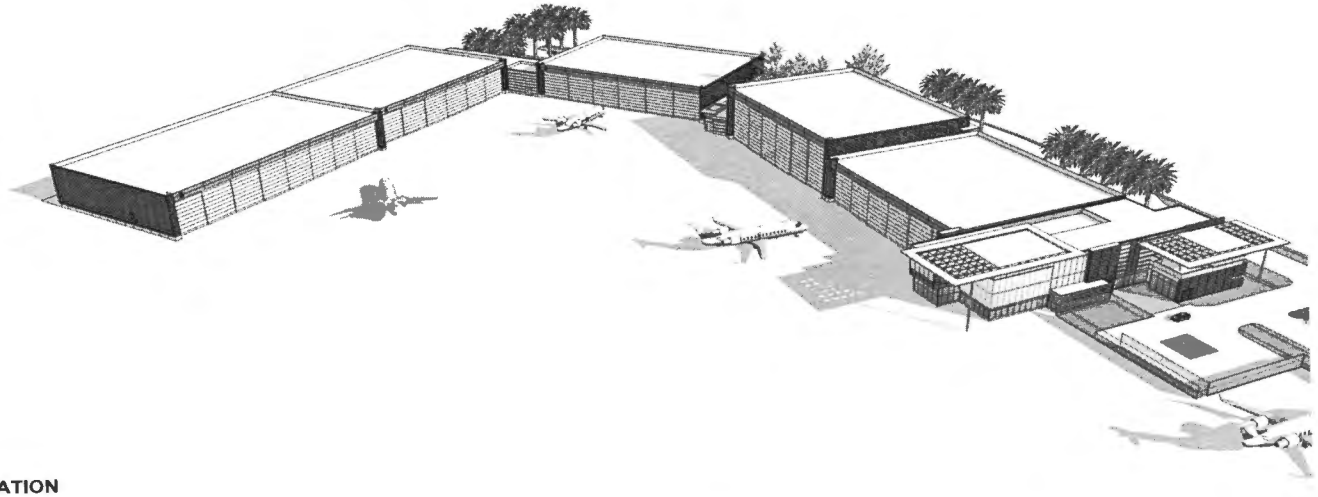
NORTH ELEVATION
LANDSIDE

EXHIBIT NO. 7
APPLICATION NO.
6-12-088
Project Plans
California Coastal Commission

LANDMARK AVIATION
FBO San Diego, CA

LANDMARK AVIATION CAMPUS
RENDERINGS

COASTAL COMMISSION SUBMITTAL
DATE 16 NOV 2012
T.2 REV



SOUTH ELEVATION

AOA

WEST ELEVATION

LANDSIDE / AOA

SAN

LANDMARK AVIATION

FBO San Diego, CA

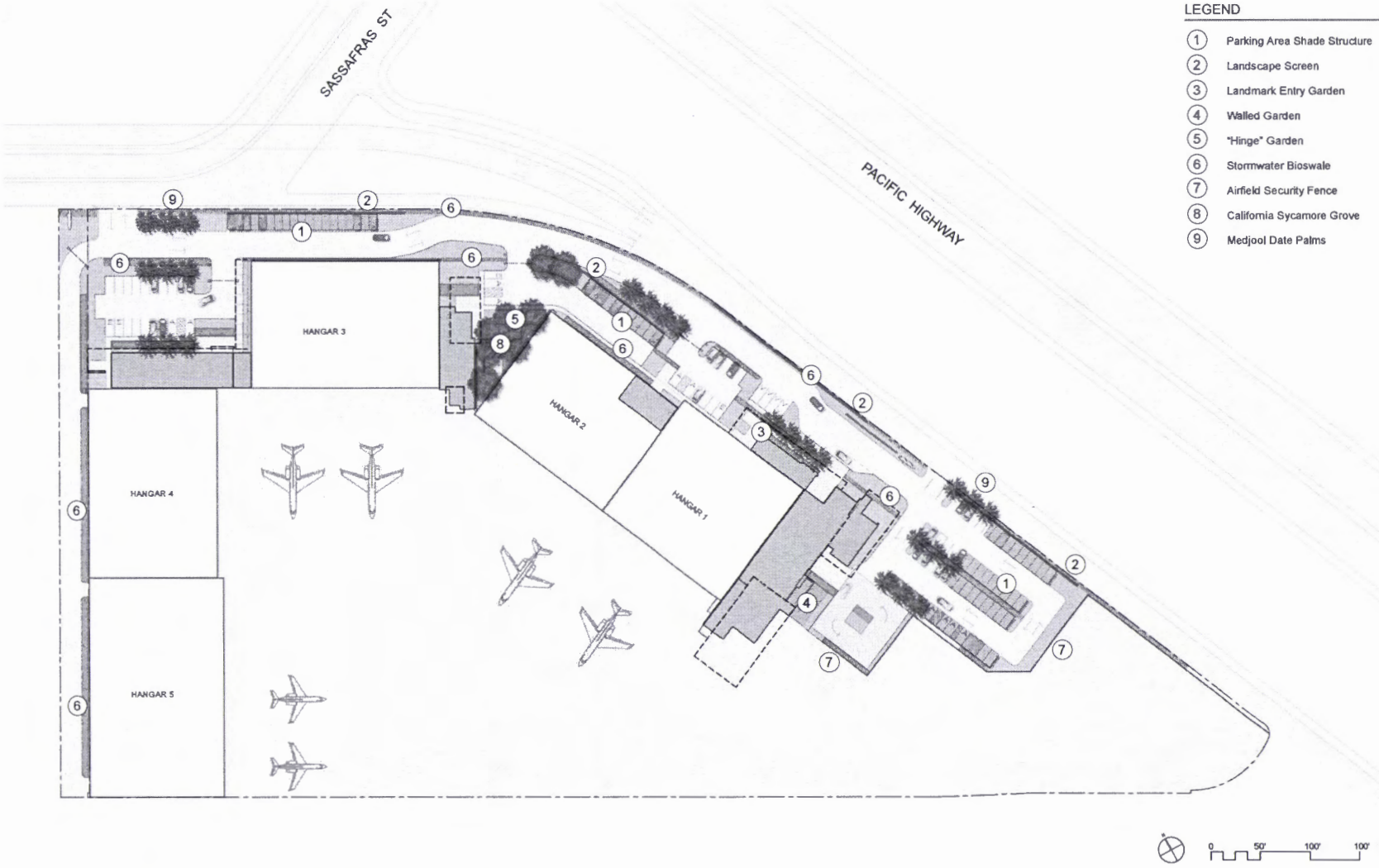
LANDMARK AVIATION CAMPUS

RENDERINGS

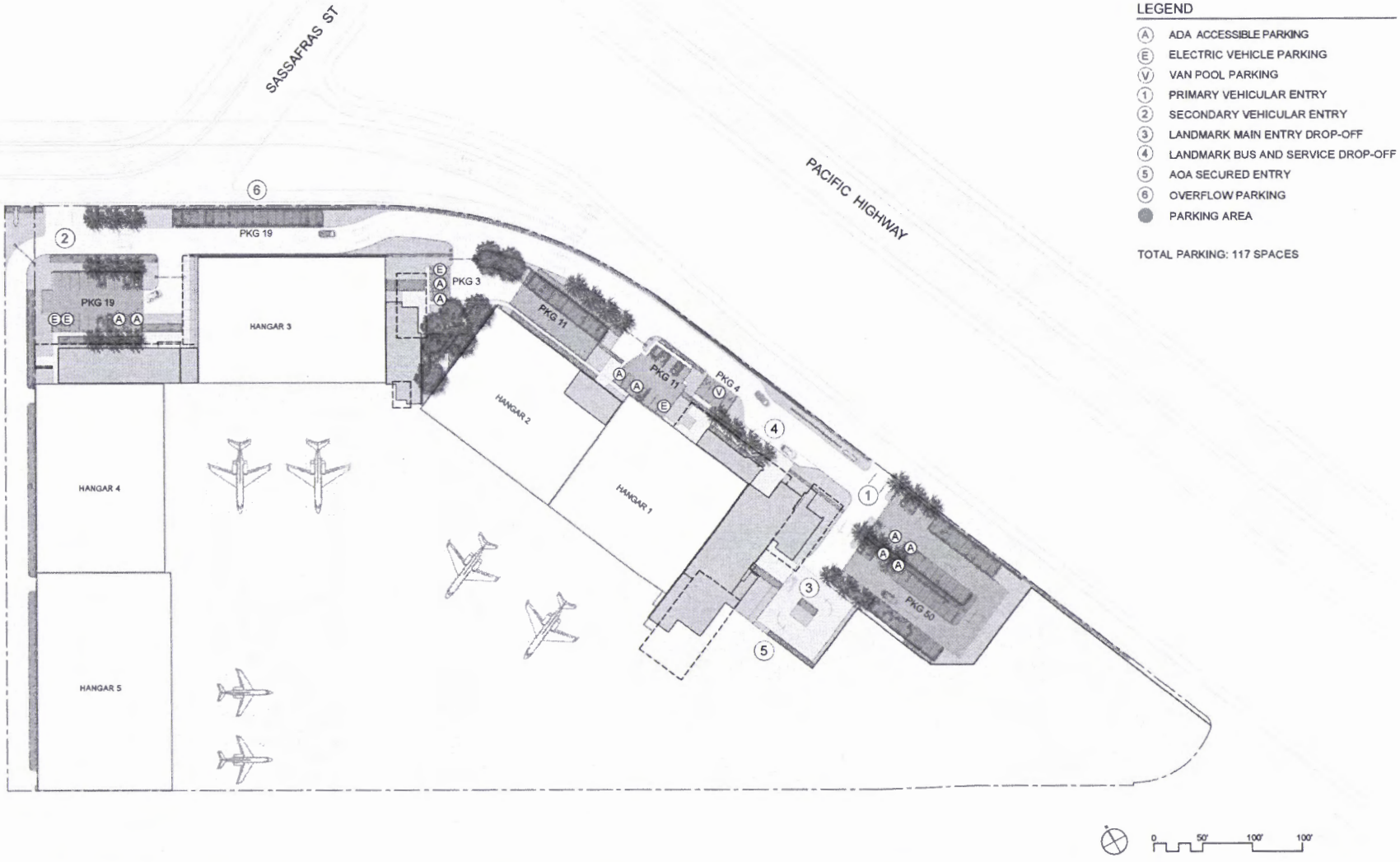
COASTAL COMMISSION SUBMITTAL

DATE 16 NOV 2012

T.3



SAN | LANDMARK AVIATION FBO San Diego, CA | LANDSCAPE PLAN | COASTAL COMMISSION SUBMITTAL | DATE 16 NOV 2012 | SCALE: 1" = 100'-0" | L.1



LEGEND

- (A) ADA ACCESSIBLE PARKING
- (E) ELECTRIC VEHICLE PARKING
- (V) VAN POOL PARKING
- (1) PRIMARY VEHICULAR ENTRY
- (2) SECONDARY VEHICULAR ENTRY
- (3) LANDMARK MAIN ENTRY DROP-OFF
- (4) LANDMARK BUS AND SERVICE DROP-OFF
- (5) AOA SECURED ENTRY
- (6) OVERFLOW PARKING
- PARKING AREA

TOTAL PARKING: 117 SPACES

SAN

LANDMARK AVIATION

FBO San Diego, CA

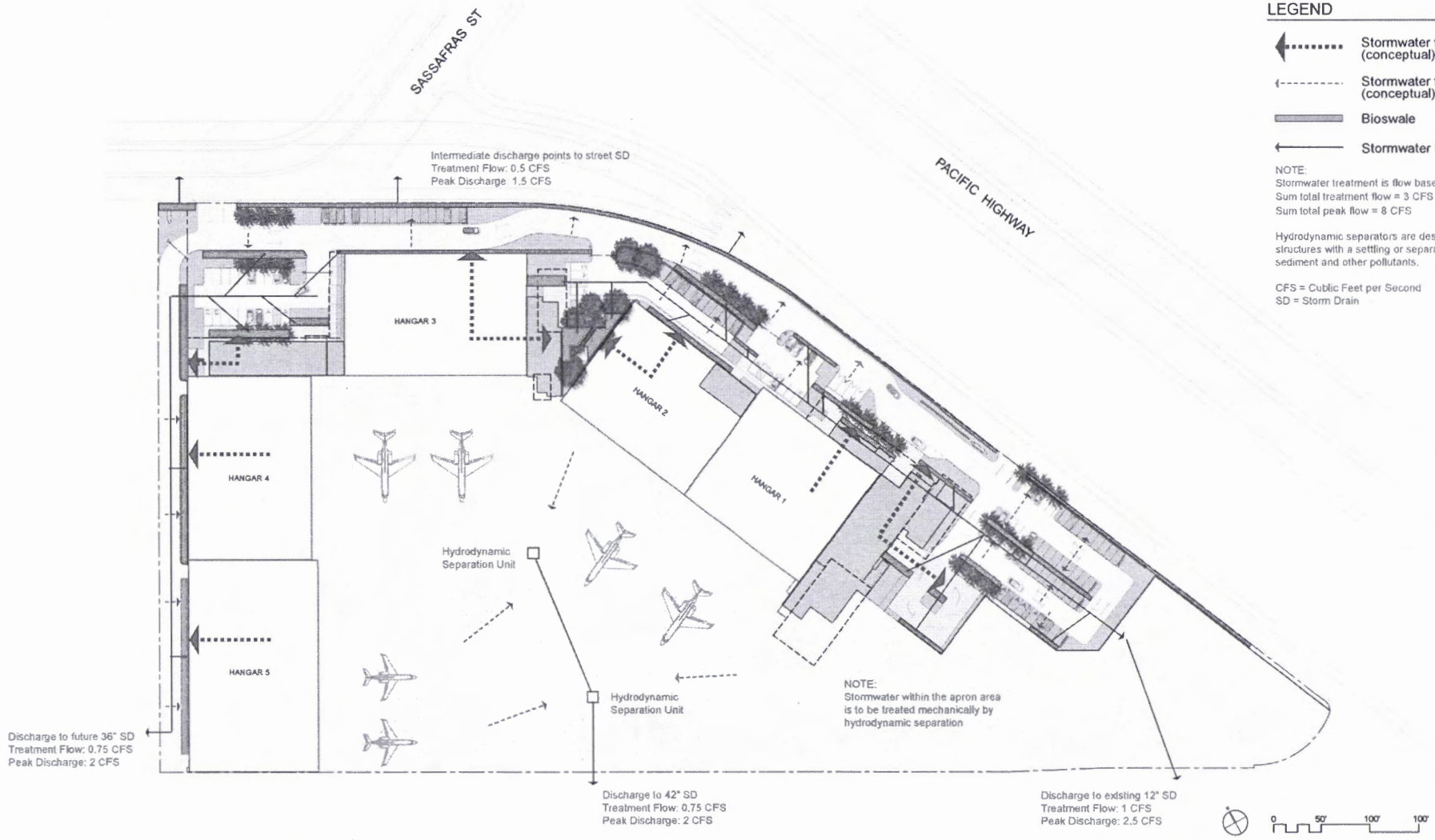
PARKING CONCEPT

COASTAL COMMISSION SUBMITTAL

DATE: 16 NOV 2012

SCALE: 1" = 100'-0"

L.2



LEGEND

- Stormwater from Building Roof (conceptual)
- Stormwater from Paved Surface (conceptual)
- Bioswale
- Stormwater Pipe Flows

NOTE:
Stormwater treatment is flow based not volume based.
Sum total treatment flow = 3 CFS
Sum total peak flow = 8 CFS

Hydrodynamic separators are designed as flow-through structures with a settling or separation unit to remove sediment and other pollutants.

CFS = Cublic Feet per Second
SD = Storm Drain

SAN

LANDMARK AVIATION

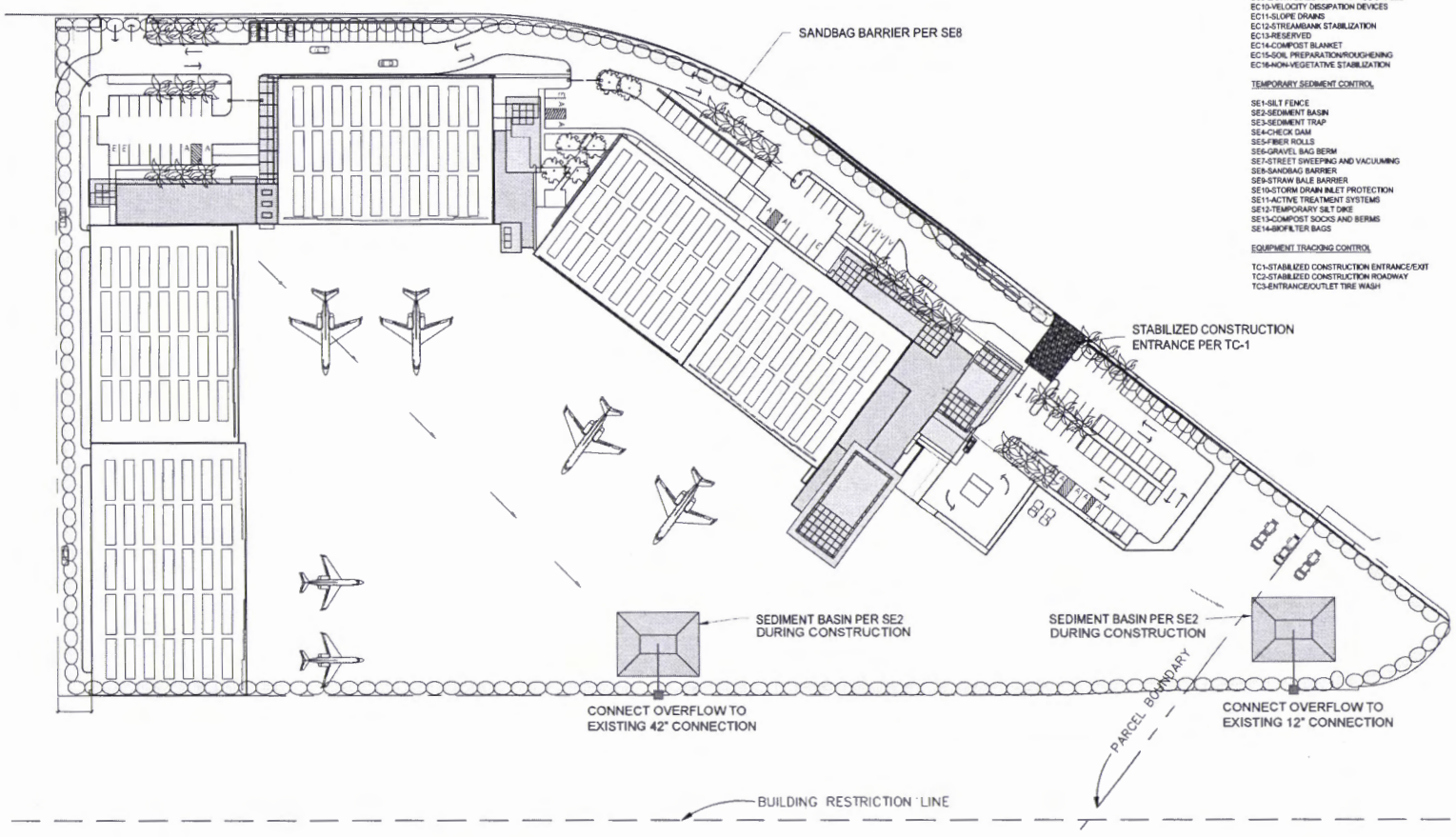
FBO San Diego, CA

STORMWATER CONCEPT

COASTAL COMMISSION SUBMITTAL

DATE 16 NOV 2012
SCALE 1" = 100'-0"

C.1



BMP NOTES:

THE FOLLOWING BMPS AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA, NOVEMBER 2009, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY INSPECTORS):

EROSION CONTROL

EC1-SCHEDULING
EC2-PRESERVATION OF EXISTING VEGETATION
EC3-HYDRAULIC MULCH
EC4-HYDROSEEDING
EC5-SOIL BINDERS
EC6-STRAW MULCH
EC7-GEOTEXTILES AND MATS
EC8-WOOD MULCHING
EC9-EARTH DIKES AND DRAINAGE SWALES
EC10-VELOCITY DISSIPATION DEVICES
EC11-SLOPE DRAINS
EC12-STREAM/BANK STABILIZATION
EC13-RESERVED
EC14-COMPOST BLANKET
EC15-SOIL PREPARATION/ROUGHENING
EC16-NON-VEGETATIVE STABILIZATION

TEMPORARY SEDIMENT CONTROL

SE1-SILT FENCE
SE2-SEDIMENT BASIN
SE3-SEDIMENT TRAP
SE4-CHECK DAM
SE5-FIBER ROLLS
SE6-GRAVEL BAG BERM
SE7-STREET SWEEPING AND VACUUMING
SE8-SANDBAG BARRIER
SE9-STRAW BALE BARRIER
SE10-STORM DRAIN INLET PROTECTION
SE11-ACTIVE TREATMENT SYSTEMS
SE12-TEMPORARY SILT DIKE
SE13-COMPOST SOCKS AND BERMS
SE14-BIOFILTER BAGS

EQUIPMENT TRACKING CONTROL

TC1-STABILIZED CONSTRUCTION ENTRANCE/EXIT
TC2-STABILIZED CONSTRUCTION ROADWAY
TC3-ENTRANCE/OUTLET TIRE WASH

WIND EROSION CONTROL

WE1-WIND EROSION CONTROL

NON-STORMWATER MANAGEMENT

NS1-WATER CONSERVATION PRACTICES
NS2-DEWATERING OPERATIONS
NS3-PAVING AND GRINDING OPERATIONS
NS4-TEMPORARY STREAM CROSSING
NS5-CLEAR WATER DIVERSION
NS6-ILLICIT CONNECTION/DISCHARGE
NS7-POTABLE WATER/IRRIGATION
NS8-VEHICLE AND EQUIPMENT CLEANING
NS9-VEHICLE AND EQUIPMENT FUELING
NS10-VEHICLE AND EQUIPMENT MAINTENANCE
NS11-PILE DRIVING OPERATIONS
NS12-CONCRETE CURING
NS13-CONCRETE FINISHING
NS14-MATERIAL OVER WATER
NS15-DEMOLITION ADJACENT TO WATER
NS16-TEMPORARY BATCH PLANTS

WASTE MANAGEMENT & MATERIALS POLLUTION CONTROL

WM1-MATERIAL DELIVERY AND STORAGE
WM2-MATERIAL USE
WM3-STOCKPILE MANAGEMENT
WM4-SPILL PREVENTION AND CONTROL
WM5-SOLID WASTE MANAGEMENT
WM6-HAZARDOUS WASTE MANAGEMENT
WM7-CONTAMINATED SOIL MANAGEMENT
WM8-CONCRETE WASTE MANAGEMENT
WM9-SANITARY/SEPTIC WASTE MANAGEMENT
WM10-LIQUID WASTE MANAGEMENT

LEGEND

FLOW PATH

SAN

LANDMARK AVIATION

FBO San Diego, CA

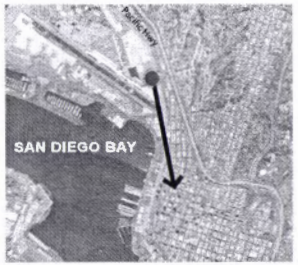
CONSTRUCTION STORMWATER QUALITY CONTROL PLAN

COASTAL COMMISSION SUBMITTAL

DATE: 16 NOV 2012

SCALE: 1: 100

C.2



VIEW BEFORE

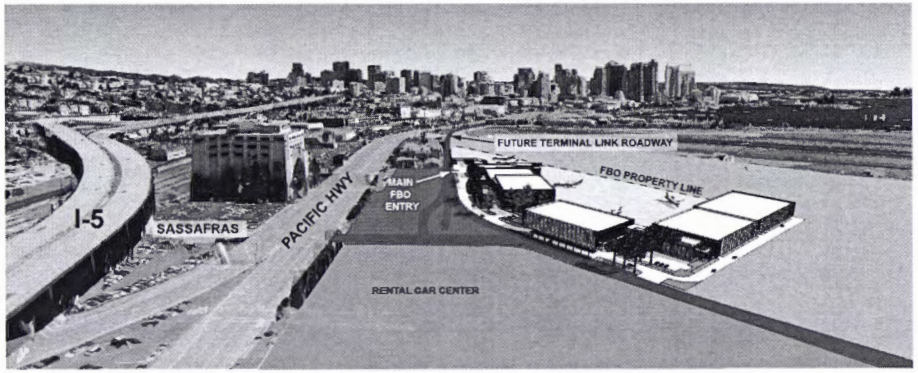
SITE CONTEXT

VIEW ANALYSIS

This is a bird's-eye view looking south at both the current and new location of the Landmark Aviation FBO Terminal and hangars.

View Before
Showing the existing Landmark Aviation facility and the SAN PARK PACIFIC HWY parking lot.

View After
Showing the new Landmark Aviation facility and the location of the new Rental Car Center in the foreground.



VIEW AFTER

SAN LANDMARK AVIATION
FBO San Diego, CA

VIEW ANALYSIS

COASTAL COMMISSION SUBMITTAL

DATE 16 NOV 2012
SCALE: NTS

V.1 REV

LEGEND

- Key View Photo Location
- General Direction of View
- (1) California Street and Henry Street
- (2) Sassafras Street Near State Street
- (3) Columbia Street and Redwood Street
- (4) Kettner Boulevard and Palm Street
- (5) Harbor Drive and Coast Guard Crossing
- (6) Sassafras Street and Pacific Highway
- (7) Pacific Highway Overpass North of Sassafras Street
- (8) Washington Street and Pacific Highway

SAN

LANDMARK AVIATION

FBO San Diego, CA

VISUAL SIMULATIONS

KEY PLAN

COASTAL COMMISSION SUBMITTAL

DATE 16 NOV 2012

V.2

Visual Simulation: Key View 1

Before

After

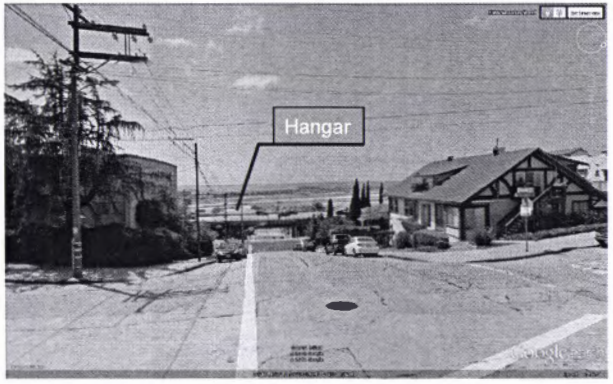
Location: California Street and Henry Street

Viewer Group: Local Residents and users of public streets.

View Direction: South

Visual Simulation: Key View 2

Before



After

Location: Sassafras Street near State Street

Viewer Group: Local Residents and users of public streets.

View Direction: West

Visual Simulation: Key View 3

Before

After

Location: Columbia Street and Redwood Street

Viewer Group: Local Residents and users of public streets.

View Direction: West

Visual Simulation: Key View 4

Before

After

Location: Kettner Boulevard and Palm Street

Viewer Group: Local Residents and users of public streets.

View Direction: North West

Visual Simulation: Key View 5

Before

After

Location: Harbor Drive and Coast Guard Crossing

Viewer Group: Users of North Harbor Drive.

View Direction: North East

Visual Simulation: Key View 6

Before

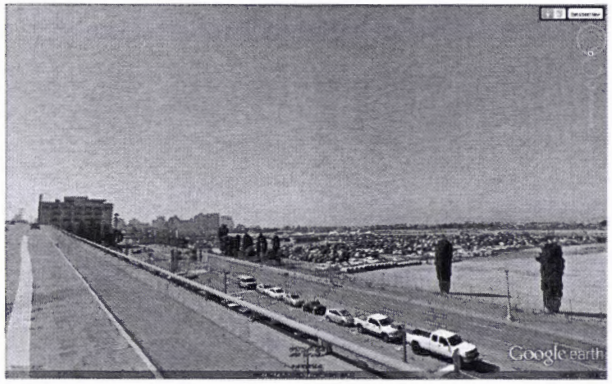
After

Location: Sassafras Street and Pacific Highway

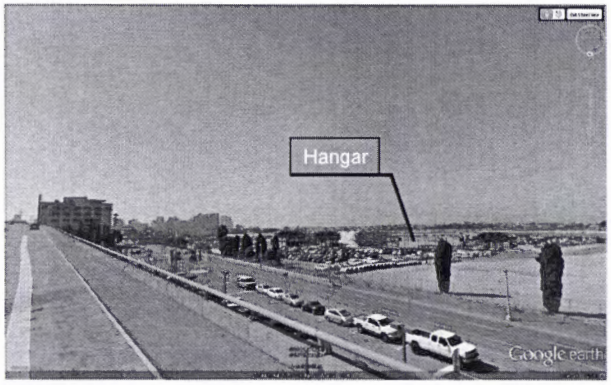
Viewer Group: Users of public streets.

View Direction: West

Visual Simulation: Key View 7



Before



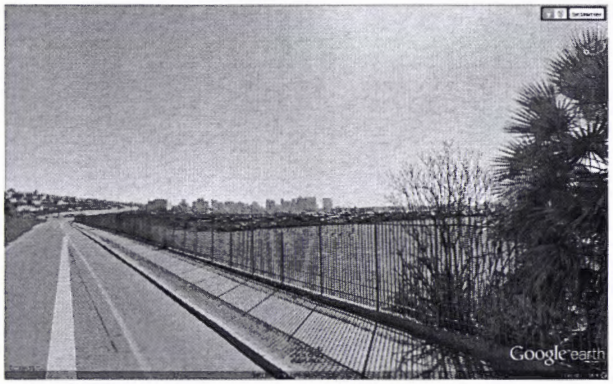
After

Location: Pacific Highway Overpass North of Sassafras Street

Viewer Group: Pedestrians and users of public streets.

View Direction: South

Visual Simulation: Key View 8



Before

After

Location: Washington Street and Pacific Highway

Viewer Group: Pedestrians and users of public streets.

View Direction: South