

**CALIFORNIA COASTAL COMMISSION**

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# Th7a

Filed: 4/22/12  
180th Day: 10/19/12  
Staff: K. Brown-SD  
Staff Report: 5/24/12  
Hearing Date: 6/14/12

## STAFF REPORT: CONSENT CALENDAR

**Application No.:** 6-12-014

**Applicant:** San Diego County Regional Airport Authority

**Agent:** Ted Anasis

**Location:** 3015 North Harbor Drive, SAN Park Harbor Drive Airport Parking Lot, San Diego International Airport, San Diego, San Diego County (APNs 760-039-62, 760-039-09).

**Project Description:** Relocate employee parking lot from Harbor Island and free cell phone lot to existing SAN Park Harbor Drive parking lot (former Teledyne-Ryan site) to consolidate airport parking facilities; reconfigure and expand Harbor Drive parking lot from 763 spaces to 2,815 spaces to accommodate 1,587 public spaces, 1,088 employee spaces and 140 free cell phone spaces; resurface and stripe parking lot; relocate two existing parking control kiosks; construct two new 82 sq. ft. parking control kiosks; and construct road and intersection improvements at North Harbor Drive and Rent-A-Car Road.

**Staff Recommendation:** Approval with conditions.

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### I. STAFF RECOMMENDATION

The staff recommends the Commission adopt the following resolution:

**MOTION:** *I move that the Commission approve the coastal development permit applications included on the consent calendar in accordance with the staff recommendations.*

**STAFF RECOMMENDATION TO ADOPT CONSENT CALENDAR:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

**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 or 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 ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit final project plans to the Executive Director for review and written approval. Said plans shall be in substantial conformance with the preliminary plans submitted with this application dated March 23, 2012.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the 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. Interim Erosion Control Plans and Construction Responsibilities.**

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and approval of the Executive Director, an Interim Erosion Control and Construction Best Management Practices plan, prepared by licensed civil engineer or qualified water quality professional. The consulting civil engineer/water quality professional shall certify in writing that the Interim Erosion Control and Construction Best Management Practices (BMPs) plan is in conformance with the following requirements:

**1. Erosion Control Plan**

- (a) The plan shall delineate the areas to be disturbed by grading or construction activities and shall include any temporary access roads, staging areas and stockpile areas.
- (b) Include a narrative report describing all temporary run-off and erosion control measures to be used during construction.
- (c) The plan shall identify and delineate on a site or grading plan the locations of all temporary erosion control measures.
- (d) The plan shall specify that should grading take place during the rainy season (November 1 – March 31) the applicant shall install or construct temporary sediment basins (including debris basins, desilting basins or silt traps); temporary drains and swales; sand bag barriers; silt fencing; stabilize any stockpiled fill with geofabric covers or other appropriate cover; install geotextiles or mats on all cut or fill slopes; and close and stabilize open trenches as soon as possible.
- (e) The erosion control measures shall be required on the project site prior to or concurrent with the initial grading operations and maintained throughout the development process to minimize erosion and sediment from runoff waters during construction. All sediment should be retained on-site, unless removed to an appropriate, approved dumping location either outside of the coastal zone or within the coastal zone to a site permitted to receive fill.
- (f) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days, including but not limited to: stabilization of all stockpiled fill, access roads, disturbed soils and cut and fill slopes with geotextiles and/or mats, sand bag barriers, silt fencing; temporary drains and swales and sediment basins. The plans shall also specify that all disturbed areas shall be seeded with native grass species and include the technical specifications for seeding the disturbed areas. These temporary erosion control measures shall be monitored and maintained until grading or construction operations resume.

**2. Construction Best Management Practices**

- (a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.

- (b) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- (c) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- (d) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- (e) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- (f) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
- (g) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- (h) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- (i) The discharge of any hazardous materials into any receiving waters shall be prohibited.
- (j) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- (k) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity
- (l) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

B. The final Interim Erosion Control and Construction Best Management Practices plan, shall be in conformance with the site/development plans approved by the Coastal Commission. Any changes to the Coastal Commission approved site/development plans required by the consulting civil engineer/water quality professional shall be reported to the Executive Director. No changes to the Coastal Commission approved final site/development plans shall occur without an amendment to the coastal development permit, unless the Executive Director determines that no amendment is required.

## **IV. FINDINGS AND DECLARATIONS**

The Commission finds and declares as follows:

### **A. PROJECT DESCRIPTION**

The proposed project consists of the expansion of the existing SAN Park Harbor Drive airport parking facility from 304,642 sq. ft., or 763 parking spaces, to 1,017,751 sq. ft., or 2,815 parking spaces. The applicant proposes to reconfigure the expanded SAN Park Harbor Drive parking lot into three separate areas with 1,587 spaces for long-term public parking, 1,088 spaces for airport employee parking and 140 spaces for free use by members of the public with cell phones waiting to pick up arriving passengers (Exhibit 3). The proposed project would also include resurfacing and striping, relocation of two existing parking control kiosks to allow more space for efficient vehicle circulation, construction of two new 82 sq. ft. parking control kiosks, and road and intersection improvements at North Harbor Drive and Rent-A-Car Road to accommodate the expansion and reconfiguration.

Construction is proposed to be conducted in four phases to ensure that access to public parking is maintained during construction (Exhibit 4). Phase A will include the construction of an 872-space interim parking lot for long-term public parking and a 100-space temporary cell phone lot. Phase B will include the demolition, remediation, and reconstruction of the existing 763 spaces of SAN Park Harbor Drive. Phase C will include the relocation of the existing 892-space airport employee parking lot from Harbor Island to SAN Park Harbor Drive and the addition of 196 spaces for a total of 1,088 airport employee parking spaces. Once employee parking is relocated to the SAN Park Harbor Drive facility, the San Diego County Regional Airport Authority will relinquish its lease of the existing airport employee parking lot on Harbor Island back to the Port for its use. Phase C will also include construction of the permanent 140-space free cell phone lot where the public may park for up to 1 hour while awaiting arriving passengers. Finally, Phase D will include widening the north side of North Harbor Drive for a distance of approximately 500 ft. east of its intersection with Rent-A-Car Road to allow for a dedicated right turn lane from North Harbor Drive into the expanded parking facility. Intersection improvements will also include signal modifications and relocation of existing curb return and sidewalk. Once all of the phases are complete, the site will accommodate 2,815 parking spaces.

The proposed project site is located at the intersection of North Harbor Drive and Rent-A-Car Road, directly southeast of San Diego International Airport (Exhibit 1). There are 763 existing long-term public parking spaces and a passenger shuttle service to the airport terminals located off of North Harbor Drive. The expansion area is presently paved, gravel or undergoing remediation pursuant to a separate permit issued by the San Diego Port (Port) and will require resurfacing and striping for parking.

A portion of the parking lot expansion project would be located on land that was previously a Teledyne-Ryan facility. Pursuant to a non-appealable coastal permit issued by the Port, the former Teledyne-Ryan facility is undergoing a demolition and remediation project that requires the below surface remediation of soil and groundwater. This will require the existing long-term parking facilities at SAN Park Harbor Drive to be

temporarily closed so that soil and groundwater can be remediated. The subject permit application is only to construct the new parking lot facilities within the Teledyne-Ryan Facility; the demolition and remediation project was approved pursuant to a coastal permit issued by the Port.

The purpose of the proposed expansion and reconfiguration is to accommodate the demand for airport parking, consolidate airport parking, and reduce vehicle traffic circulating on North Harbor Drive. The Green Build Terminal Development Program, approved pursuant to Coastal Development Permit No. 6-09-15, is currently underway and includes the construction of a 10-gate terminal expansion at Terminal 2 and second-level roadway and associated vehicle circulation improvements directly in front of Terminal 2. Construction associated with the expansion at Terminal 2 has removed approximately 700 parking spaces from the terminal's parking area and an additional 600 spaces will be temporarily affected during construction through 2013. The addition of 824 spaces to the existing 763 spaces, for a total of 1,587 long-term public parking spaces at SAN Park Harbor Drive will provide replacement parking to help accommodate parking needs during construction. Further, existing remote airport employee parking located on Harbor Island and the existing free cell phone lot located directly east of SAN Park Harbor Drive will both be relocated to the expanded SAN Park Harbor Drive to reduce vehicle trips along North Harbor Drive and consolidate parking onto airport property.

The proposed project, as conditioned, is consistent with all applicable Chapter 3 policies of the Coastal Act. Additionally, the proposed project is consistent with the ground transportation and airport support uses identified for the site in the adopted San Diego International Airport Master Plan. Ground transportation and airport support uses are allowed on the north and south sides of the airport, including passenger parking facilities with 3,000 spaces (Exhibit 5). SAN Park Harbor Drive's existing use as passenger parking will be continued and expanded, and all work will occur within a previously disturbed and developed area. There will be no significant alterations of landforms and no more impact on visual resources than already occurs with the existing parking area.

Although the proposed project site is owned by the Port, it is presently leased to the San Diego County Regional Airport Authority (Airport Authority) through the year 2068. The San Diego International Airport was previously under the coastal permit jurisdiction of the Port and the standard of review was the certified Port Master Plan; however, state legislation transferred authority over airport property to the newly created Airport Authority in January 2003. Thus, the San Diego International Airport is now within the Coastal Commission's permit jurisdiction and the Chapter 3 policies of the Coastal Act are the standard of review.

## **B. BIOLOGICAL RESOURCES**

Coastal Act policies 30240 and 30251 restrict the alteration of natural landforms and protect sensitive habitats. Section 30231 of the Coastal Act requires that coastal waters are protected and runoff minimized.

The proposed development will not have an adverse impact on any sensitive habitat, and, as conditioned, will not result in erosion or adverse impacts to water quality, as adequate

drainage controls and temporary erosion controls (construction BMPs) will be provided. Thus, the project is consistent with the resource protection policies of Chapter 3 of the Coastal Act.

#### **C. COMMUNITY CHARACTER/VISUAL QUALITY**

The development is located within an existing developed area and, as conditioned, will be compatible with the character and scale of the surrounding area and will not impact public views. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

#### **D. PUBLIC ACCESS/PARKING**

As conditioned, the proposed development will not have an adverse impact on public access to the coast or to nearby recreational facilities. As conditioned, the proposed development conforms to Sections 30210 through 30214, Sections 30220 through 30224, Section 30252 and Section 30604(c) of the Coastal Act.

#### **E. 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.

#### **F. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, 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**

**SUBSTANTIVE FILE DOCUMENTS:** City of San Diego certified Local Coastal Program; Coastal Development Permit No. 6-09-15; San Diego International Airport Master Plan





## AERIAL MAP



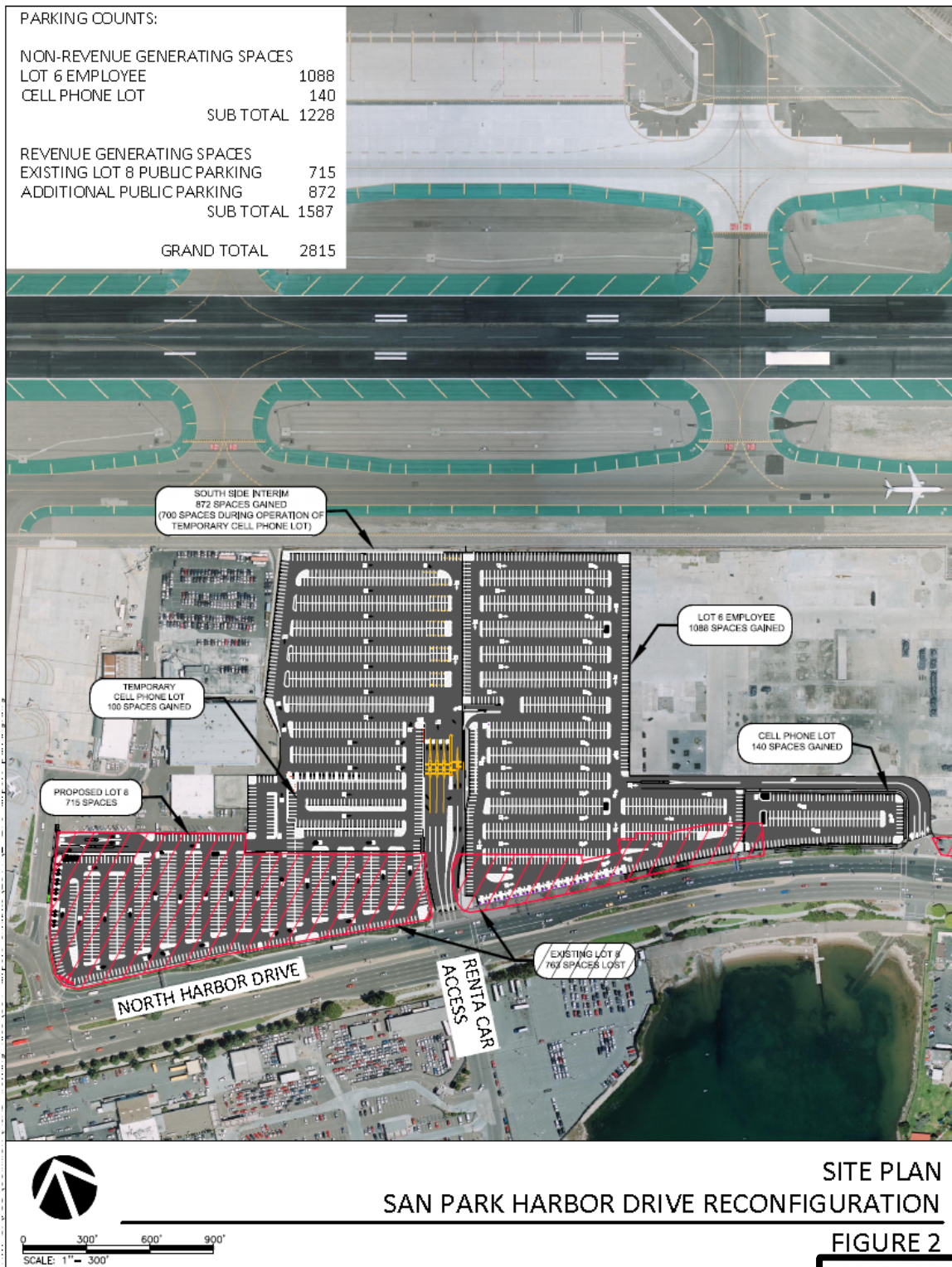
FIGURE 1

EXHIBIT NO. 2  
APPLICATION NO.  
**6-12-014**

Aerial Map



## PROPOSED SITE PLAN



**EXHIBIT NO. 3**  
**APPLICATION NO.**  
**6-12-014**

**Site Plan**

# PROPOSED PHASING PLAN

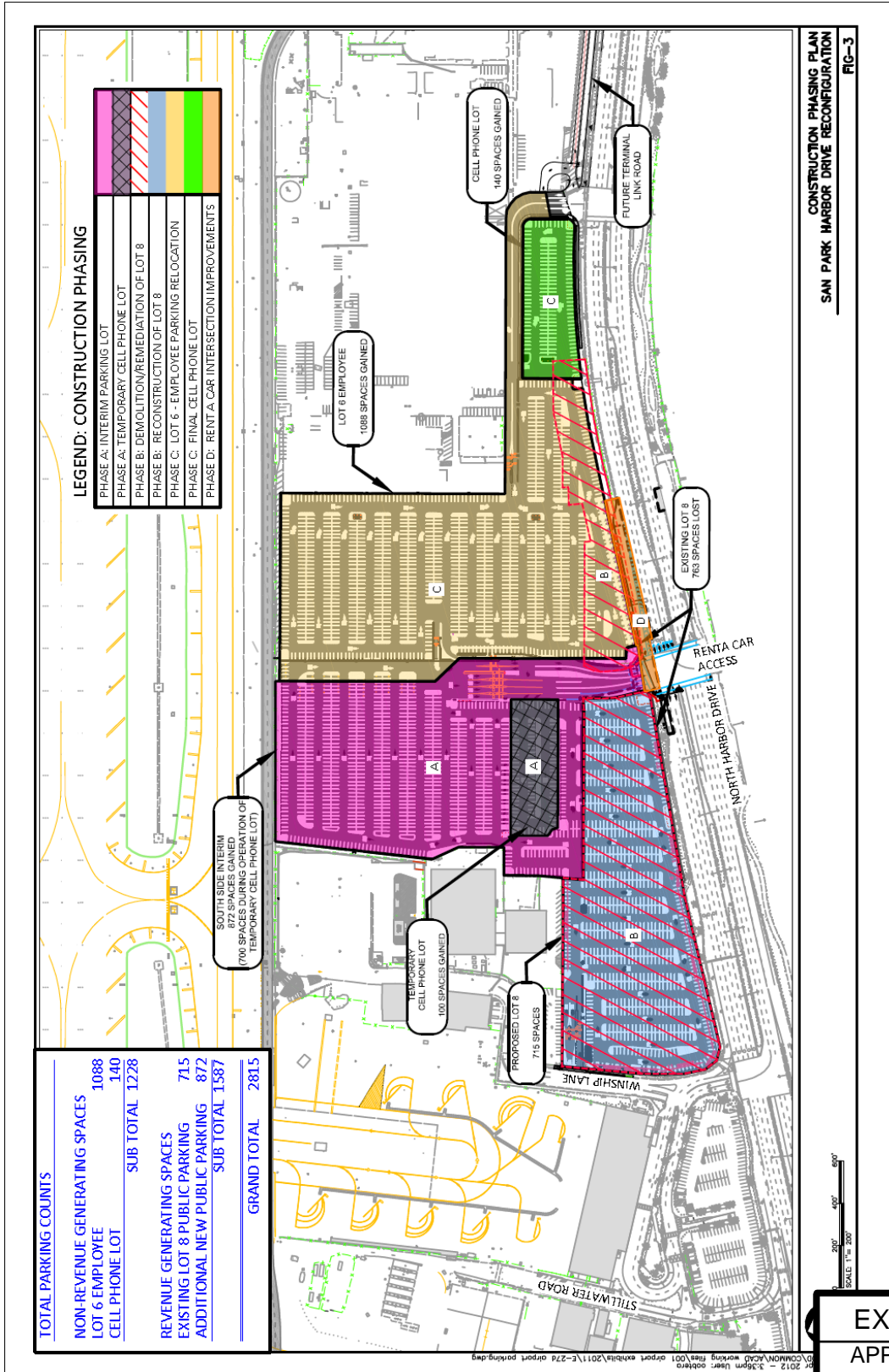


EXHIBIT NO. 4  
APPLICATION NO.  
**6-12-014**

Proposed Phasing





# AIRPORT MASTER PLAN

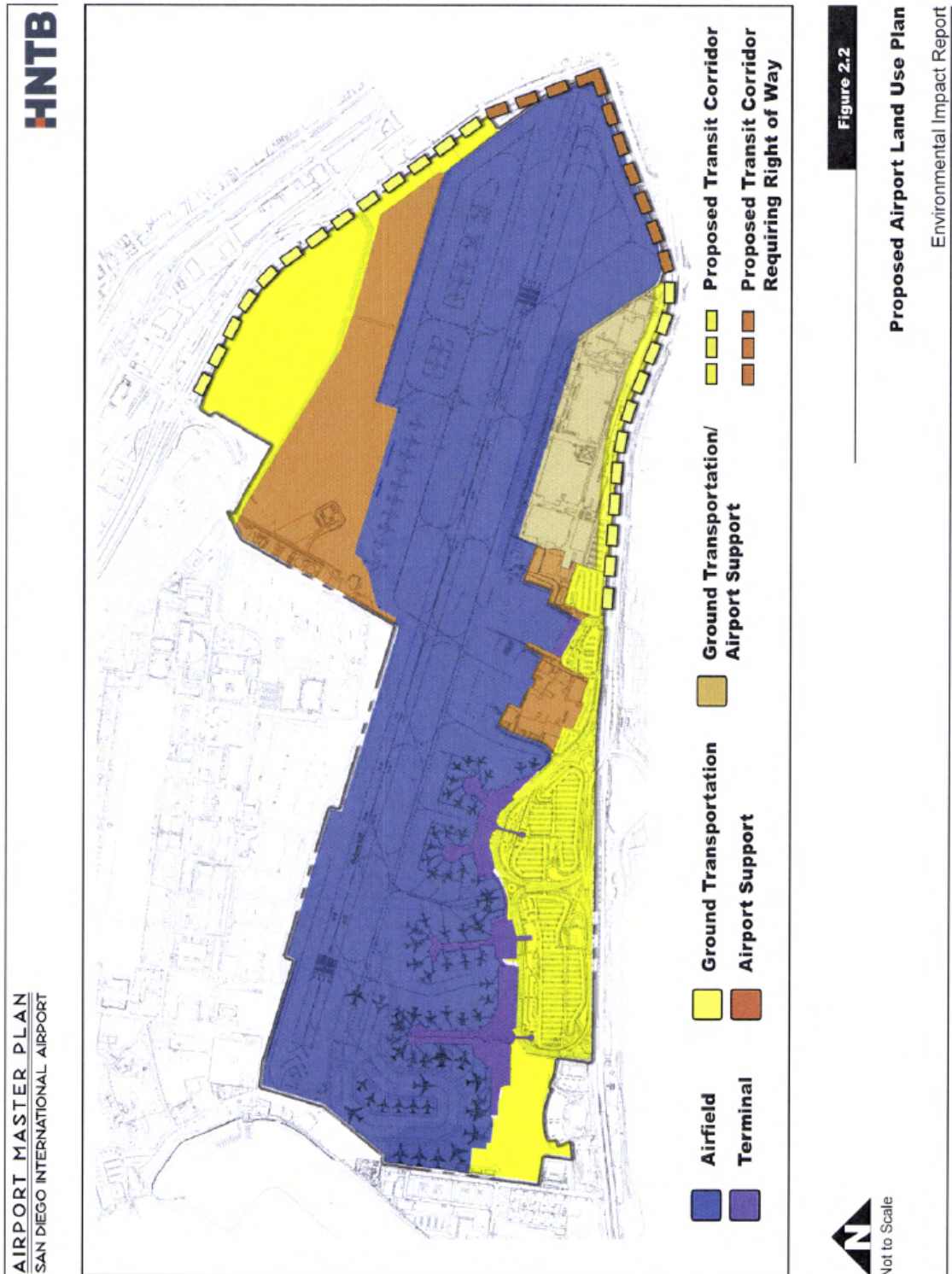


EXHIBIT NO. 5  
APPLICATION NO.  
**6-12-014**  
Airport Master Plan