

CALIFORNIA COASTAL COMMISSION

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Filed:	7/22/13
180 th Day:	1/18/14
Staff:	K. Brown-SD
Staff Report:	7/25/13
Hearing Date:	8/14/13

STAFF REPORT: REGULAR CALENDAR

Application No.:	6-13-0245
Applicant:	San Diego County Regional Airport Authority
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:	Construct public surface parking lot, consisting of 1,964 parking spaces, three 44 sq. ft. parking control kiosks, two 60 sq. ft. shuttle bus shelters, 750 sq. ft. portable office trailer, 64 sq. ft. portable guard booth, 80 sq. ft. maintenance shed, fencing, landscaping, and 35,606 cu. yds. of grading (14,753 cu. yds. cut, 20,853 cu. yds. fill); and construct interior circulation road and associated utilities to provide access to the proposed parking lot.
Staff Recommendation:	Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The proposed project is for the construction of a public surface parking lot consisting of 1,964 parking spaces; three, 10-ft. high, 44 sq. ft. parking control kiosks; two, 60 sq. ft. shuttle bus shelters; 750 sq. ft. portable office trailer; 64 sq. ft. portable guard booth; 80 sq. ft. maintenance

shed; fencing; landscaping; and 35,606 cu. yds. of grading (14,753 cu. yds. cut, 20,853 cu. yds. fill). The project also includes construction of an interior circulation road that will provide access to the proposed parking lot and other improvements on the north side of the airport, as well as the installation of utilities underground within the right-of-way of the interior circulation road. These utilities, including storm drain, sewer, natural gas, fire water, domestic water, irrigation water, electric, and communications, will serve the proposed development. The proposed project involves the relocation of the existing SAN Park Pacific Highway parking facility, that is being displaced by construction of the new general aviation facility (ref. CDP #6-12-088), further north along Pacific Highway. Construction of the proposed project would be contained within the parameters of the north side of the San Diego International Airport, on a site consisting of either pavement or compacted gravel.

There are no major Coastal Act issues associated with this project; however, in order to minimize any potential adverse impacts to water quality within the adjacent San Diego Bay, Commission staff is recommending **Special Conditions #1** and **#2** that require the submission, review, and written approval of final plans, including landscaping plans, prior to the issuance of the subject coastal development permit. **Special Condition #3** requires the preparation and approval of an Erosion Control and Construction Best Management Practices (BMP) Plan. Finally, Commission staff recommends **Special Condition #4** that requires a final Water Quality Technical Report which identifies minimum standards for BMP design, and **Special Condition #5** that requires an Operation and Maintenance Plan for the BMPs proposed in the Water Quality Technical Report. These special conditions will ensure any potential adverse impacts to water quality are avoided during and post construction.

Commission staff recommends **approval** of coastal development permit application 6-13-0245, as conditioned.

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I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit 6-13-0245 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 6-13-0245 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 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 May 8, 2013 and June 18, 2013 by the applicant.

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. **Landscaping Plans.** PRIOR TO 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 May 8, 2013 and June 18, 2013 by the applicant, 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.

3. **Erosion Control & Construction BMPs Plan.**

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and approval of the Executive Director, an Erosion Control and Construction Best Management Practices plan, prepared by licensed

professional¹. The licensed professional shall certify in writing that the 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.

¹ A licensed professional may be a California Registered Professional Civil Engineer, Geologist or Engineering Geologist, Hydrogeologist, or Landscape Architect, qualified to complete this work.

- (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 contained so that materials cannot be conveyed to 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 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 legally required.

4. Water Quality Technical Report.

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and written approval of the Executive Director, a final Water Quality Technical Report (WQTR), prepared by a licensed professional, that is in substantial conformance with the San Diego County Regional Airport Authority Water Quality Analysis for the Planned Northside Development Area dated April 1, 2013 and includes the following:

- a. Minimum standards to be used for BMP design that include:
 - i. The project water quality treatment system will treat all storm runoff from storms smaller than or equal to the 85th percentile design storm (0.55 inches/24 hours for volume based Best Management Practices (BMPs) and 0.2 inches/hour for flow based BMPs), with a suite of BMPs that meet the design criteria below;
 - ii. The design criteria for BMPs shall comply with the recommendations in the latest edition of the California Association of Stormwater Quality Agencies (CASQA) BMP Handbook at a minimum.
- b. A detailed description of the design and location of the final selected suite of BMPs for this project.
- c. The project will eliminate all sources of dry weather flow to the municipal storm drain system.

5. Operation and Maintenance Plan. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for review and written approval of the Executive Director, an Operation and Maintenance (O&M) plan that includes description of the long-term operation and maintenance requirements of proposed best management practices described in the Water Quality Technical Report described in Condition #4 of this permit, and a description of the mechanisms that will ensure ongoing long-term maintenance. The O&M Plan shall include:

- a. A description of the proper operation of the project BMPs and required maintenance.
- b. Documentation that the maintenance is completed as required,

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION & HISTORY

The San Diego International Airport Master Plan, Final Environmental Impact Report (certified May 2008) and the Supplemental Environmental Impact Report (certified September 2011)

analyzed the following airport improvements and facilities to be constructed on the north side of the San Diego International Airport, collectively referred to as the “northside improvements”:

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

The proposed project is for the construction of three of these improvements – a public surface parking lot, an interior circulation road that will provide access to the proposed parking lot and other northside improvements, and utilities underneath the proposed circulation road to serve the northside improvements. The parking lot consists of 1,964 parking spaces; three, 10-ft. high, 44 sq. ft. parking control kiosks; two, 60 sq. ft. shuttle bus shelters; 750 sq. ft. portable office trailer; 64 sq. ft. portable guard booth; 80 sq. ft. maintenance shed; fencing; and landscaping. In addition, the project includes 35,606 cu. yds. of grading (14,753 cu. yds. cut, 20,853 cu. yds. fill). Construction of the proposed project would be contained within the parameters of the San Diego International Airport, on a site that consists of pavement or compacted gravel.

The project site for the proposed parking lot is a 15.8-acre site on the north side of the San Diego International Airport located west of Pacific Highway, directly southwest of its intersection with Washington Street. A portion of the site is currently used as a long term airport parking lot (SAN Park Pacific Highway) with 2,644 parking spaces. The existing facility is paved, fenced, lighted, and open 24 hours per day. As part of Coastal Development Permit #6-12-088, the Commission approved demolition of the existing SAN Park Pacific Highway parking facility; however, the subject permit is for its relocation and reconstruction further to the north. The other portion of the project site is currently the Avis Car Rental storage site, used for overflow storage of rental car vehicles and temporary storage of trucks for the San Diego Convention Center, and consisting of compacted gravel.

The project site for the proposed interior circulation road is an 8.6-acre site, also on the north side of the San Diego International Airport. There is currently an existing internal road located on the airport; however, the proposed road will be an extension of the existing road and provide access from the intersection of Pacific Highway and Sassafras Street to the proposed parking lot and other northside improvements, including the proposed consolidated rental center (ref. CDP #6-13-011).

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 of San Diego 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. PUBLIC ACCESS & 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...

While the subject coastal development permit application is for the construction of parking facilities, 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, is in close proximity to the aforementioned transit stops. Future development plans for the northside improvements including the consolidated rental car center and terminal link roadway 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 proposed parking facility is just one of several on-airport parking facilities, including Terminal 1, Terminal 2/SAN Park NTC, Commuter Terminal, SAN Park Harbor Drive, valet parking, and the cell phone lot. Consolidating airport parking and utilizing parking shuttles to transport customers to and from the airport reduces traffic congestion within the San Diego International and arterial roadways, including Harbor Drive, a major coastal access way. Therefore, the proposed project will ensure public access to the coast is maintained in proximity to the airport.

The existing SAN Park Pacific Highway long-term airport parking lot provides 2,644 parking spaces. The demolition of this parking lot was approved by the Commission on May 8, 2013 as part of Coastal Development Permit #6-12-088. The subject application is for the replacement parking lot, to be relocated further to the north along Pacific Highway. The replacement SAN Park Pacific Highway will have 1,964 parking spaces with the same vehicle access from the intersection of Pacific Highway and Sassafras Street and continuing onto airport property via the proposed airport circulation road. Together with the 117-parking spaces approved 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 which is sufficient to meet airport parking needs.

Additionally, according to the applicant, there is adequate airport parking available to the public to accommodate the temporary loss of parking at the SAN Park Pacific Highway facility, including 1,196 parking spaces at Terminal 1, 2,440 parking spaces at Terminal 2 and SAN Park NTC, 183 parking spaces the Commuter Terminal, 1,326 parking spaces at SAN Park Harbor Drive, 366 parking spaces reserved for the valet service, 140 parking spaces at the cell phone lot, and 950 parking spaces that will be maintained at SAN Park Pacific Highway. Thus, a total of 6,601 public parking spaces will be available at the airport during construction of the proposed project, and once the project is finalized, there will be a total of 7,615 parking spaces available to the public at the San Diego International Airport. Further, the airport will maintain a coupon system during construction to provide customers with a discounted rate at other airport parking facilities. Finally, the applicant estimates construction will only take 180 calendar days to complete and anticipates the proposed parking lot will be fully operational by late March 2014. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30252 of the Coastal Act.

C. 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.

Both the proposed project site for the relocation of the SAN Park Pacific Highway parking facility and the internal circulation road consist of pavement or compacted gravel which is effectively impervious. Stormwater from the site is currently captured by existing grate inlets and conveyed by the existing storm drain system to a 60-inch storm drain pipe. This 60-inch storm drain pipe discharges into Convair Lagoon which flows into the San Diego Bay, just south of the airport. This storm drain was installed by the City of San Diego, who is also responsible for maintaining it. This drain conveys storm flows from a substantial amount of off-airport properties located north and east of Pacific Highway, while only 1% of storm water flows that utilize this drain originate from the San Diego International Airport.

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, Coastal Development Permit Application #6-12-065 will be scheduled for the Coastal Commission's review at a future meeting. 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 60-inch storm drain pipe and that the existing infrastructure is capable of serving all 15.8 acres of the proposed parking facility and internal circulation road. The applicant further contends that the project is not reliant on a new storm drain or outfall; however, the Airport Authority will still be pursuing a coastal development permit for a new storm drain and outfall within the Navy Boat Channel to serve all of the northside improvements.

To ensure that potential adverse impacts to water quality in the adjacent San Diego Bay are minimized, the applicant proposes to construct an onsite stormwater collection system as part of the project, including an underground detention basin on the southeasterly portion of the site to capture runoff from the site of the proposed parking facility. The detention basin will reduce peak flow rate by retaining a large volume of the storm runoff and releasing it at a slow rate. The proposed system will significantly reduce peak runoff prior to discharge to the storm drain trunk downstream. The detention volume is approximately 2 acre-feet and the peak flow rate will be reduced from 52.94 cubic feet per second (cfs) to 3.56 cfs. The estimated duration of discharge for the detention basin following a 10-year storm event is 31 hours and is 23 hours for the 2-year storm.

The applicant also proposes the implementation of a number of best management practices (BMPs) for the proposed interior circulation road. These BMPs include ClearWater catch basin insert media filters, which will remove pollutants from the runoff prior to discharge to the storm drain and the detention basin described above. The proposed project, including all those aspects related to water quality, has been reviewed by the Commission's Water Quality technical staff, who has found the project meets water quality standards.

The proposed project will replace areas that are currently entirely paved or compacted gravel with paved surfaces and some new landscaped areas. The applicant proposes to add approximately 3.5 acres of landscaped areas. New landscaped areas both reduce stormwater runoff and provide opportunities that the applicant has proposed to implement low impact development (LID) features to infiltrate runoff from the impervious areas of the proposed development. **Special Condition #2** requires that all proposed landscaping must be drought-tolerant and native or non-invasive plant species.

While, the applicant has submitted preliminary project plans, **Special Condition #1** requires the submission of final plans for the review and written approval of the Executive Director prior to the issuance of the coastal development permit, to ensure they are in substantial conformance with the approved plans. In addition, **Special Condition #3** is recommended to ensure protection and maintenance of quality of coastal waters during the construction phase. **Special Condition #4** is also recommended, requiring a final Water Quality Technical Report which identifies minimum standards to be used for BMP design, a detailed description and location of the final selected suite of BMPS for the subject project, and verification that the project will eliminate all sources of dry weather flow to the municipal storm drain system. Finally, Commission staff recommends **Special Condition #5** that requires an Operation and Maintenance Plan for the BMPs identified in the Water Quality Technical Report. These conditions will ensure any potential adverse impacts to water quality are avoided during and post construction. Therefore, the Commission finds that the development, as conditioned, conforms to Sections 30230 and 30251 of the Coastal Act.

D. 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 proposed project site is a relatively flat, open area that is either paved or compacted gravel. There is no existing vegetation or landscaping on the site. A portion of the site is currently used as a long term airport parking lot (SAN Park Pacific Highway) and the other portion of the site is

the Avis Car Rental storage site used for overflow storage of rental car vehicles. Surrounding development includes Washington Street to the north, Pacific Highway to the northeast, the general aviation facility (ref. CDP #6-12-088) to the southeast, and runway and other airport facilities to the south and east.

Since the proposed project is essentially a relocation of an existing public parking facility further north along Pacific Highway and an extension of an internal road, entirely on airport property, the existing land uses will be maintained and result in no changes to visual resources.

Additionally, the proposed utilities will be installed underground within the interior circulation road's right-of-way. There will be no significant alterations of landforms and no more impact on visual resources than already occurs with the existing parking area. The only structures proposed include three, 10-ft. high, 44 sq. ft. parking control kiosks; two, 60 sq. ft. shuttle bus shelters; 750 sq. ft. portable office trailer; 64 sq. ft. portable guard booth; and 80 sq. ft. maintenance shed – none of which would have an adverse impact on any scenic views, including views of the San Diego Bay. Based on a site visit conducted by Commission staff, it is apparent that the proposed parking facility will be visible from adjacent roadways, including Interstate-5, Pacific Highway, and Washington Street, but the views will be consistent with the existing views of airport parking facilities.

In addition, the proposed project will include addition of approximately 3.5 acres of landscaped areas that will reduce visibility of the site and help soften view impacts. **Special Condition #2** requires that all proposed landscaping 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.

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 Three. As discussed above, the proposed project is consistent with Chapter Three policies of the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

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 Three policies of the Coastal Act. Mitigation measures, including conditions addressing water quality and the use of drought-tolerant and native or non-invasive plant species 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; Updated Asphalt Concrete Pavement and Subgrade Recommendations, SAN Park 2 Pacific Highway San Diego International Airport, Kleinfelder, dated March 15, 2013; Coastal Development Permit #6-13-011; Coastal Development Permit #6-12-014; Coastal Development Permit #6-12-088

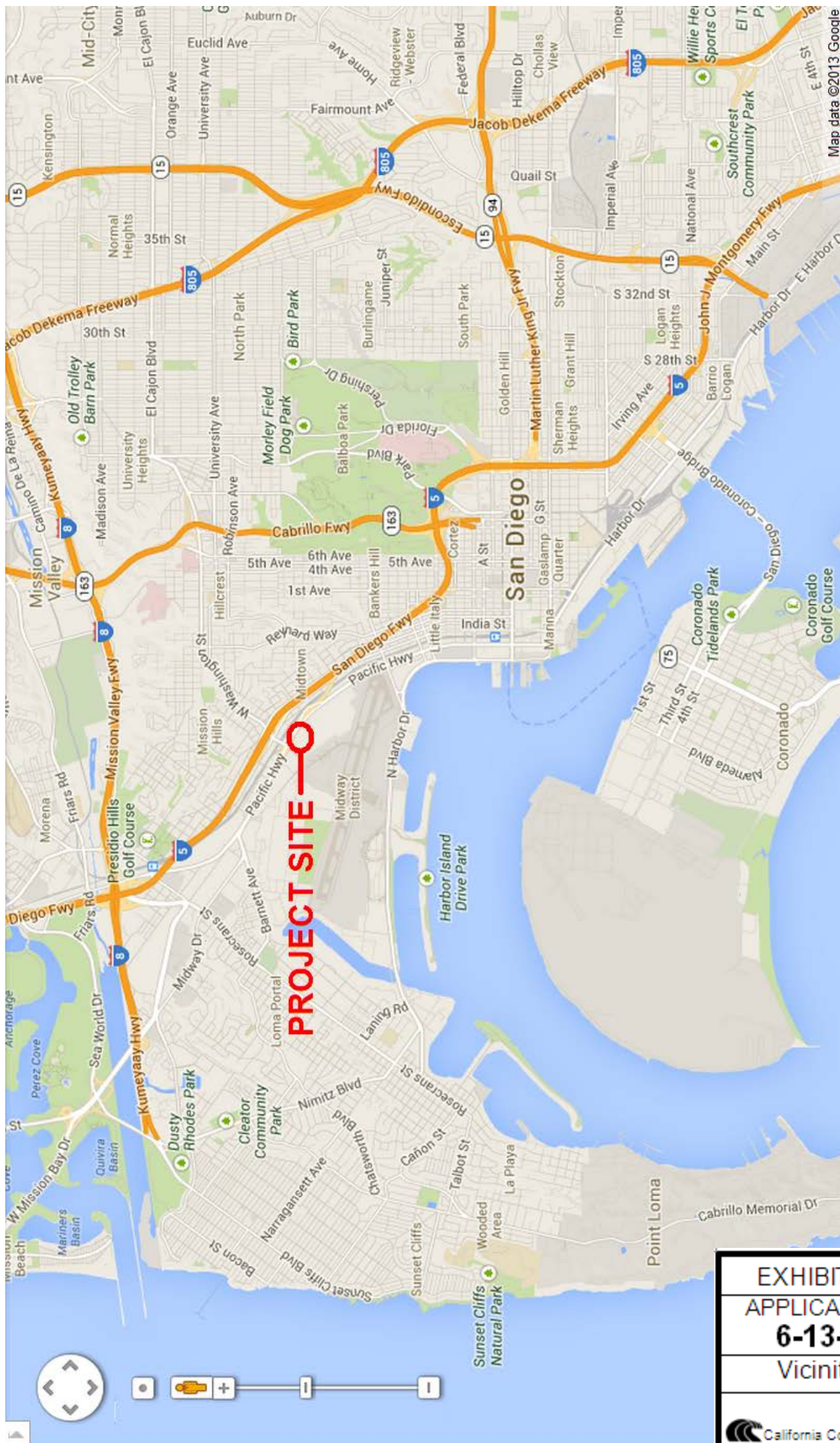


EXHIBIT NO. 1
APPLICATION NO.
6-13-0245
Vicinity Map
 California Coastal Commission

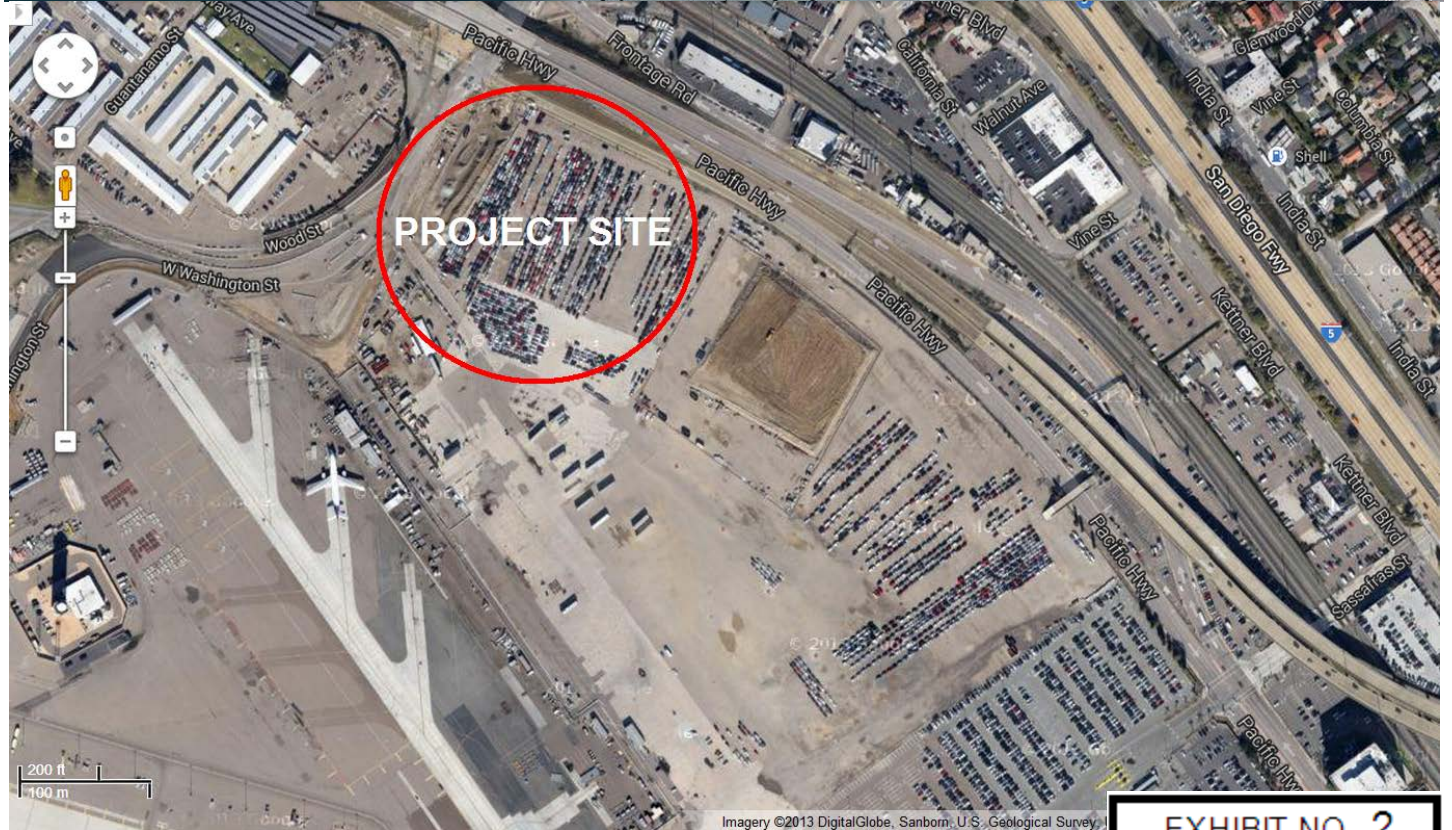



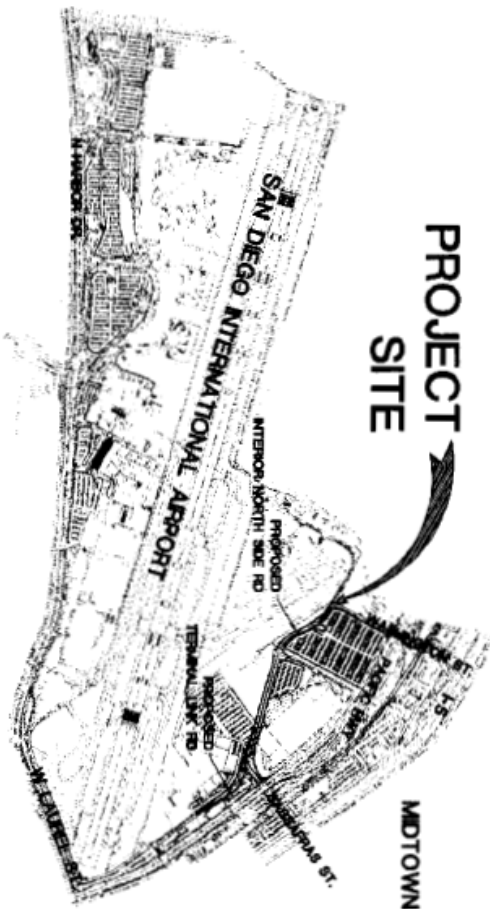
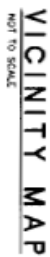
EXHIBIT NO. 2
APPLICATION NO.
6-13-0245
Aerial Photos
 California Coastal Commission



**SAN DIEGO INTERNATIONAL AIRPORT
NORTHSIDE IMPROVEMENTS**

PROJECT COMPONENT	CONSTRUCTION PHASING
STORM DRAIN TRUNK	AUG 2013 - MAY 2014
GENERAL AVIATION (GA) & GA TAXIWAY	MAY 2013 - MAY 2014
SAN DIEGO PACIFIC HIGHWAY NORTH SIDE INTERIOR RD & UTILITIES	JUL 2013 - APR 2014
TERMINAL LINK ROAD/LANDSCAPE	APR 2014 - APR 2015
RENTAL CAR CENTER (RCC)	APR 2013 - MAY 2015
AIR CARGO	2017

CIP 104118

 California Coastal Commission

PROJECT SITE

LOCATION MAP

WORK TO BE DONE

OF AERIAL COLLECTION OF AIRBORNE "HARMFUL AGENTS" HAVE BEEN USED IN VARIOUS COUNTRIES, INCLUDING POLAND, DECADES AGO. CURRENTLY, THE USE OF SUCH METHODS IS BEING RE-EVALUATED IN MANY COUNTRIES, INCLUDING THE UNITED STATES. THE USE OF SUCH METHODS IS BEING RE-EVALUATED IN MANY COUNTRIES, INCLUDING THE UNITED STATES. THE USE OF SUCH METHODS IS BEING RE-EVALUATED IN MANY COUNTRIES, INCLUDING THE UNITED STATES.

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PHOTOGRAPH BY: [illegible]

PCC NO.	4118	CJA FORM 102A(11)			
APPROVED:					
SUBJECT: ARREST					
CHARGE:					
DIVISION / UNIT:					
DISPATCH COMP #175					
DATE					
MONTH					
YEAR					
BY:					
(signature)					



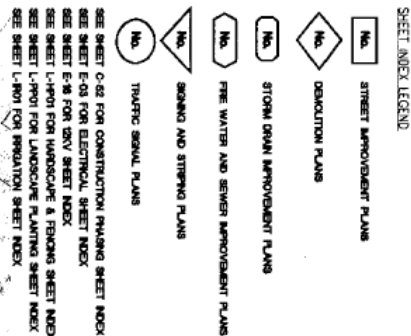
**SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**

NAME / LAST / FIRST / MIDDLE / INITIAL
JAC / MIC / MARY / TAYLOR / K
C / 12345678
M0011

RESEARCH ASSOCIATES FOR ANALYST GROUP

SAV	DIEGO	INTERNA
INTERIOR NORTH S		
AND UTILITY INFRA		
TITLE	SH	

[illegible]



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INTERIOR NORTH SIDE ROAD AND UTILITY INFRASTRUCTURE - 100% SUBMITTAL (APRIL 2013)

