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## STAFF REPORT: REGULAR CALENDAR

**Application No.:** **6-12-065**

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

**Agent:** Ted Anasis

**Location:** San Diego International Airport, San Diego, San Diego County (APNs 760-039-62, 760-039-09)

**Project Description:** Construct new stormwater system to serve the north side of airport to include a 1,300 linear ft., 36-in. diameter storm drain; pump station; and 6,900 linear ft., 30-in. diameter force main that will connect to an existing storm drain that discharges into the Navy Boat Channel via an existing outfall.

**Staff Recommendation:** Approval with Conditions

## SUMMARY OF STAFF RECOMMENDATION

The San Diego County Regional Airport Authority proposes construction of a stormwater system to serve the north side of the San Diego International Airport. The north side of the airport consists of a consolidated Rental Car Center, a Fixed Based Operator facility, an access and circulation roadway, economy surface public parking lot (SAN Park Pacific Highway), and an air cargo facility. While the applicant asserts that the existing stormwater infrastructure is capable of serving the north side of the airport, the proposed project is preferred because it will

provide additional flooding encroachment protection for the airfield and reduce the airport's dependence on the aging, overcapacity, and potentially contaminated existing storm drains. The project, including construction staging, will be completely contained on airport property and the majority of the development will be installed underground.

As originally submitted, the project included construction of a new storm drain outfall to the Navy Boat Channel that would have resulted in permanent impacts to approximately 570 sq. ft. of intertidal mudflat and shallow subtidal unvegetated habitat, as well as potential impacts to subtidal vegetated habitat (eelgrass). However, at the request of Commission staff, the applicant conducted a detailed Alternatives Analysis to identify an alternative that further minimizes impacts to coastal resources. As a result, the applicant revised the project to utilize an existing storm drain outfall approved and constructed as part of a previous coastal development permit (ref. to CDP #6-08-066) for the Terminal 2 West Apron expansion – instead of constructing a new one. The revised project does not require any work in the water/tidal area or disturbance of the Navy Boat Channel.

As revised, the proposed project does not raise any major Coastal Act issues; however, in order to minimize any potential adverse impacts to water quality within the adjacent Navy Boat Channel and San Diego Bay, Commission staff is recommending **Special Condition #1** that requires the submission, review, and written approval of final plans, prior to the issuance of the subject coastal development permit. In addition, **Special Condition #2** requires the preparation and approval of an Erosion Control and Construction Best Management Practices (BMP) Plan. These 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 6-12-065, as conditioned.

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## APPENDICES



## EXHIBITS

# I. MOTION AND RESOLUTION

**Motion:**

*I move that the Commission **approve** Coastal Development Permit 6-12-065 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 6-12-065 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 revised plans submitted on February 5, 2014 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. **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 professional[1]. 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

[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.

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 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.

# IV. FINDINGS AND DECLARATIONS

## A. PROJECT DESCRIPTION & BACKGROUND

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 (the majority of which have already been reviewed and approved by the Commission), collectively referred to as the "northside improvements":

- General aviation/Fixed Base Operator facility (CDP #6-12-088)
- Relocated "SAN Park Pacific Highway" public parking lot (CDP #6-13-0245)
- Consolidated Rental Car Center (CDP #6-13-011)
- Terminal link roadway (CDP #6-13-011)
- On-airport circulation road (CDP #6-13-0245)
- Future 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 a stormwater system to serve the north side of the airport and consists of a 1,300 linear ft., 36-in. diameter storm drain; a pump station; and 6,900 linear ft., 30-in. diameter force main that will connect to an existing storm drain that discharges into the Navy Boat Channel via an existing outfall. The project, including construction staging, will be completely contained within airport limits and the majority of the storm drain will be installed underground. Each of the components of the proposed stormwater system is described in greater detail below:

- **Linear Storm Drain** – Approximately 1,300 linear feet of 36-inch diameter gravity storm drain will originate at the North Side Interior Roadway and terminate at the pump station. The gravity storm drain will be located underneath the existing air cargo area; therefore, it will be constructed using trenchless technology methods.

- **Pump Station** – A 25 cubic-feet per second capacity stormwater pump station will consist of a large concrete structure and wet well, two low-flow and two high-flow pumps, an intake bar screen, and a discharge manifold with isolation valves. All pump station facilities will be installed underground, with the top slab of the pump station wet well at grade. An emergency generator and electrical panel will be installed above ground and will be about 7 feet high. The pump station will be located southeast of the Air Traffic Control Tower.

- **Force Main** – Approximately 6,900 linear feet of 30-inch diameter pressurized pipe (force main) will begin at the pump station, traverse south and then west, where it will parallel the runway. At the end of the runway, the force main will turn south towards the existing 60-inch diameter storm drain constructed as part of the Terminal 2 West Apron expansion. The force main will be constructed using conventional cut-and-cover methods.

- **Connect to Terminal Development Program (TDP) Outfall** – The force main will connect to an existing 60-inch diameter TDP storm drain constructed as part of the Terminal 2 West Apron expansion. The connection will be made by constructing a new manhole in the storm drain, which will be located on airport property. The force main will be pressurized from the pump station until it discharges into the new manhole, where it will flow by gravity from that point on. The existing TDP pipe outfalls to the Navy Boat Channel west of the airport. The existing outfall consists of a 60-inch diameter pipe and rip-rap that extends into the channel. There will be no modifications made to the existing outfall.

The proposed stormwater system will serve the north side of the airport located north of Taxiway C and bounded on the west by the Marine Corp Recruit Depot and on the north and east by Pacific Highway. The north side of the airport encompasses approximately 107 acres and consists of a Rental Car Center, Fixed Base Operator facility, access and circulation roadway, economy surface public parking lot, and an air cargo facility. The airfield pavement areas encompass approximately 25 acres and the remaining 82 acres are non-airfield development. The purpose of the proposed project is to discharge storm water runoff from the non-airfield (82 acres) portion of the north side development area. The existing storm drain facilities will remain

in place and in use by the City of San Diego for off-airport properties located north and east of Pacific Highway.

Although the proposed project site is owned by the Port of San Diego, 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 Three policies of the Coastal Act are the standard of review.

## B. WATER QUALITY & MARINE RESOURCES

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.***

Currently, stormwater from the north side of the airport is captured by an onsite stormwater collection system and conveyed by the existing storm drain system to a 42-inch, 54-inch, or 60-inch storm drain pipe. The 42-inch storm drain pipe discharges into the downtown anchorage of San Diego Bay, just south of the airport. The 54-inch and 60-inch storm drain pipes discharge into Convair Lagoon which also flows into the San Diego Bay south of the airport. These storm drains were installed over 50 years ago by the City of San Diego, which is also responsible for maintaining them, and have deteriorated over time. These storm drains convey storm flows from a substantial amount of off-airport properties located north and east of Pacific Highway, with only 6% of storm water flows that utilize these drains originating from the airport.

Although the applicant has confirmed that the existing stormwater infrastructure is capable of serving all of the northside improvements, the applicant has also indicated that the proposed system is preferred for several reasons. First, the existing storm drains running through the airport were constructed during the hydraulic filling of San Diego Bay that relocated the shoreline from its original location (close to the existing Pacific Highway) to its current location south of Harbor Drive. The placement of the hydraulic fill forced the storm drain profiles to be very flat with little to no slope. These flat slopes allow a significant tidal influence throughout the majority of the storm drain facilities. This tidal influence has significant impacts on the conveyance capacity of the existing storm drain systems and with sea-level rise the conveyance capacity is likely to be reduced in the future. Second, the Airport Authority needs to mitigate potential flooding on the airport that currently disrupts airport operations during occasional storm events. Flooding can cause delays and even closure of critical facilities in extreme storm events. Third, the Airport Authority intends to mitigate potential storm water pollutants generated from current and historical activities at the airport. Last, it is the Airport Authority's long term goal to minimize or eliminate the co-mingling of airport stormwater flows with offsite flow in the City of San Diego drainage systems. By removing connections to the off-site City owned storm drain systems, the airport is able to monitor and manage stormwater flows and water quality improvements on its own without having to involve the City.

As originally submitted, the project included construction of a new storm drain outfall to the Navy Boat Channel west of the airport. The outfall consisted of 24 feet of reinforced concrete pipe, non-grouted rip rap, filter fabric, grouted rip rap and a "Tideflex" check valve. Approximately 2,500 cu. ft. of rip rap would have been required surrounding the outfall for an area of approximately 800 sq. ft. This new outfall would have resulted in permanent impacts to approximately 570 sq. ft. of intertidal mudflat and shallow subtidal unvegetated habitat. These impacts would have occurred as a result of placement of riprap to dissipate energy and prevent erosion at the proposed storm drain outlet. Additionally, there would have been temporary impacts to a small amount of intertidal/shallow sub-tidal riprap revetment associated with its removal and replacement during installation of the storm drain outfall. Further, unanticipated impacts during construction could have occurred to subtidal vegetated habitat (eelgrass) though increased turbidity associated with the in-water construction work or from accidental damage during placement of the riprap energy dissipater.

At the request of Commission staff, the applicant conducted a detailed alternatives analysis and examined the feasibility of other project alternatives that would minimize or eliminate impacts to coastal resources, including water quality and marine resources within the Navy Boat Channel. As part of this analysis, three different alternatives for discharging stormwater flows from the north side of the airport were examined, including: 1) maintaining existing discharge patterns and outfalls, 2) relocating discharge point to west side of airport using new outfall structure, and 3) relocating discharge point to west side of airport using existing outfall structure. The analysis concluded that the alternative that connected to the existing outfall was most feasible. As a result, the applicant revised the project to utilize the existing storm drain outfall approved and constructed as part of a previous coastal development permit (ref. to CDP #6-08-066) for the Terminal 2 West Apron expansion – instead of constructing a new one. All other apsects of the project remain the same. The revised project does not require any work in the water/tidal area or

disturbance of the Navy Boat Channel; thus, if constructed as proposed, there are also no anticipated long-term impacts on water quality and/or marine resources within the Navy Boat Channel or adjacent San Diego Bay.

The water quality analysis conducted by the applicant concluded that the additional (diverted) stormwater flow will not have a significant impact on the water quality of the Navy Boat Channel. During storm events when flows peak, sessile intertidal organisms, such as barnacles and limpets, can avoid osmotic shock by either eliminating exposure using innate adaptive mechanisms (shell closure) or by osmoregulation. Similarly, mobile species that are adapted to estuarine environments are tolerant to lower salinity conditions, whereas species that are not easily eliminate exposure through avoidance immediately surrounding the outfall.

In addition, all of the development on the north side of the airport has been designed to ensure that potential adverse impacts to water quality in the adjacent San Diego Bay are minimized by incorporating best management practices and low impact development features into the project design. For example, the development on the north side of the airport has a comprehensive onsite stormwater collection system (catch basins, bio-retention ponds, down drains connecting to lateral pipes, self-retaining landscaped areas, underground detention basins) to reduce stormwater flows and remove pollutants from runoff prior to discharge to the storm drain

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, because project construction could result in short-term water quality impacts, if not conducted using appropriate BMPs, **Special Condition #2** is recommended to ensure protection and maintenance of quality of coastal waters during the construction phase of the project. These conditions will ensure any potential adverse impacts to water quality are avoided during and post construction. Additionally, 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. Therefore, the Commission finds that the development, as conditioned, conforms to Sections 30230 and 30231 of the Coastal Act.

## C. BIOLOGICAL RESOURCES

Section 30240 of the Coastal Act states:

> ***(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.***
>
> ***(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.***

While the project site is not considered an environmentally sensitive habitat area (ESHA), the site is located in close proximity to the San Diego Bay, an area used by a variety of coastal birds including the endangered California least tern (Exhibit 1). Development adjacent to public land and coastal waters must be designed to prevent impacts which would significantly degrade the area, so it is compatible with the continuance of the habitat, as required by Section 30240 of the Coastal Act.

Listed under the Federal and California State Endangered Species Act since 1972, the California least tern (*Sternula antillarum browni*, "tern") is a migratory bird species that has managed to find suitable habitat at several locations at the airport. Typically, terns prefer to nest in small, scattered clusters on natural or artificial open areas near estuaries, bays, or harbors where small fish are abundant. At the airport, terns have nested on the sand and gravel in five oval areas between the runway and airplane taxiways since 1970. To protect the terns, the airport has developed a California Least Tern Protection Program with guidelines for all airport, tenant, and contractor activities during the nesting season, including: prohibiting any activities within the least tern ovals themselves; reducing vehicle speed near the least tern ovals to 15 miles per hour; minimizing potential construction impacts by focusing lights away from the tern ovals during night-time activities and lowering any equipment having a height of 25 feet or greater at the close of each construction day to prevent predation; and properly disposing of trash and keeping outdoor trash dumpsters covered so as not to attract any least tern predators. As a result of the Airport Authority's efforts, nest numbers at the airport have gradually increased since the late 1990s and the site is considered to be one of the most productive least tern nesting sites in Southern California.

The applicant has confirmed that the proposed stormwater system is located over a mile from the nesting habitat for the endangered California least tern and will not disturb or adversely impact the terns. In addition, the Commission's staff ecologist has reviewed the project and has concurred that the project will not result in negative impacts to any biological resources, including the terns. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30240 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 will be completely contained within the limits of the airport and the majority of the stormwater system will be underground and not result in any visual impacts once

construction is completed. The only component of the project that will be above grade is a portion of the pump station – the electrical equipment and emergency generator will be approximately 7 ft. high – however, due to its location southeast of the air traffic control tower, it will not block or obstruct any coastal views. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

## E. GROWTH INDUCEMENT

Section 30254 of the Coastal Act states, in part:

> *New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

Given that the proposed development involves the construction of new storm drain facilities, the question arises to whether the project is growth inducing. To be found consistent with Section 30254 of the Coastal Act, the Commission must find that the project is being proposed to serve existing development or that if it would accommodate new development, such development must be at planned and approved densities. In this case, the project involves installation of a new storm drain facility to replace other existing facilities to limit the potential for flooding on the airport and address the protection of water quality. While the project does include a new strom drain pipe, it will only accommodate current and/or planned development on the northside of the airport. Therefore, the proposed storm drain improvements should not have a significant overall inducement to growth within the coastal zone, and the development is consistent with section 30254 of the Coastal Act.

## 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 San Diego County Regional Airport Authority. Thus, the San Diego International 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, as conditioned, will not prejudice the preparation of a LCP consistent with the requirements of Chapter Three. As discussed above, the proposed project is consistent with the Chapter Three policies of the Coastal Act.

## G. 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 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

Draft Outfall Alternatives Analysis, prepared by Kimley-Horn and Associates, Inc., dated January 2014; 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; Coastal Development Permit #6-09-015; Coastal Development Permit #6-12-014; Coastal Development Permit #6-12-088; Coastal Development Permit #6-13-011; Coastal Development Permit #6-13-0245

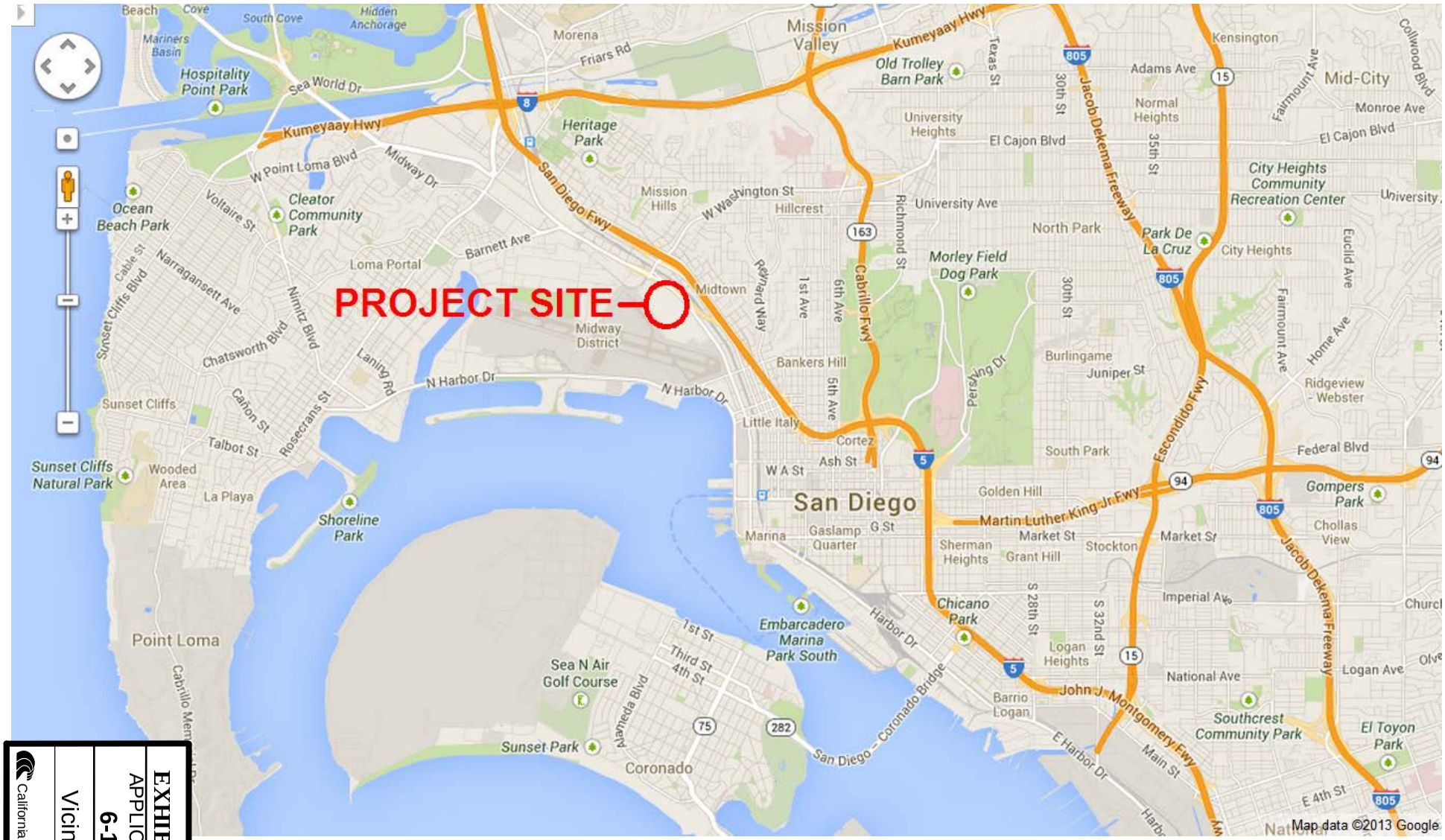


**EXHIBIT NO. 1**

APPLICATION NO.

**6-12-065**

Vicinity Map

California Coastal Commission


**EXHIBIT NO. 3**

APPLICATION NO.
**6-12-065**

Site Plan

California Coastal Commission

*Figure 1*
*North Side Development Area*
*NSU Storm Drain Trunk*

**EXHIBIT NO. 2**
APPLICATION NO.
**6-12-065**
Aerial Map
California Coastal Commission