

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
 7575 METROPOLITAN DRIVE, SUITE 103
 SAN DIEGO, CA 92108-4402
 (619) 767-2370



Click here to go to
 original staff report

Th24a

Addendum

August 11, 2015

To: Commissioners and Interested Persons

From: California Coastal Commission
 San Diego Staff

Subject: Addendum to **Item Th24a**, Coastal Commission Permit Application **#6-14-1886 (San Diego County Regional Airport Authority Parking Structure)**, for the Commission Meeting of August 13, 2015

The purpose of this addendum is to attach a letter from the applicant; attach a letter of support from the San Diego Regional Chamber of Commerce; attach ex-parte communications; and make minor modifications to the above-referenced staff report dated July 31, 2015. Underlined text indicates text to be added to the staff report and ~~struckthrough~~ text indicates text to be deleted from the staff report pursuant to this addendum, as shown below:

1. On Page 8, Special Condition #4, Future Coastal Development Permit Submittals, sub-section D shall be revised as follows:

[...]

- D) A comprehensive listing of the efforts made by the airport in collaborating with the regional transit agencies in their planning and construction of a proposed Intermodal Transit Center (ITC) that will connect to the north side of the airport via a pedestrian bridge and provide transit users a free shuttle service to the airport, in order to reduce vehicle miles traveled (VMT) to the airport. ~~It is recognized that the actual construction of the ITC is not within the airport's jurisdiction nor can be funded by the airport.~~ The airport shall encourage the planning of the ITC and provide access to the airport via a pedestrian bridge; [...]

2. On Page 14, the Section 30252 citation of the Coastal Act shall be revised as follows:

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...

3. On Page 15, in the second and third paragraphs, the findings shall be modified as follows:

Although SDCRAA had estimated this shift to public transit, the Airport Authority has now asserted that almost immediately with the start of operations at Terminal 2 in 2013, the existing surface parking at Terminal 2 has not been adequate to meet parking demand during peak periods (mainly Tuesday through Thursday) and that, despite efforts to improve transit services as described in the Public Transit section below, transit use has been lower than anticipated. Therefore, the purpose of the proposed parking structure is to address the current and future parking needs for Terminal 2 passengers, specifically those who use close-in parking facilities directly adjacent to the terminal. As identified by SDCRAA, these passengers include short-duration parkers, who are leisure travelers being dropped off or picked up at the curbside and use terminal area parking for less than four hours, and long-duration parkers, who are either business travelers or time-sensitive leisure travelers and use terminal area parking for an average of two to three days.

The Commission requires that applicants provide up-to-date demand and traffic analyses evaluating the need for additional parking and the potential impacts; however, the data provided with the subject proposal spans different fiscal years and different project alternatives, which makes comparison difficult and is not indicative of current parking and traffic conditions at the airport. An up to date traffic analysis was requested during the proposed project's review, and although SDCRAA did not provide a comprehensive traffic analysis, they did provide some evidence to support the conclusions within the 2008 FEIR. In this case, reliance on the 2008 FEIR and the supplemental information provided by the Airport Authority was adequate in determining that potential impacts to coastal resources would be avoided and minimized. As discussed in greater detail below, the projected increase in average daily trips (ADT) on North Harbor Drive would be minor and not considered to be a significant impact; siting of the proposed parking structure on an existing airport surface parking lot would not impact public views; and, the reduced size of the bulk and scale of the structure from 5,000 spaces to 3,000 spaces would also ensure that there are no adverse impacts to coastal resources. The inconsistencies within these analyses raised concerns; however, as discussed in greater detail below, potential impacts to public access and traffic on North Harbor Drive would be minimized, as conditioned.

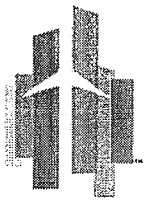
4. On Page 19, in the third paragraph, the findings shall be modified as follows:

In 2009, the Coastal Commission approved the Terminal 2 expansion, another component of the SDIA MP (CDP No. 6-09-15). At that time, the Airport Authority decided not to build the parking structure even though the Terminal 2 expansion resulted in the loss of 500 close-in parking spaces. As mentioned previously,

however, the project assumed a shift to public transit to make up a portion of this demand. Between 2008 and 2014, SDCRAA took steps to encourage public transit, including: enhancement of the MTS bus route that serves the airport, which included rebranding the MTS Route 992 service as the “Airport/Broadway” bus and relocating the bus route to the curbside to give preferential treatment to public transit users; and, the Old Town Transit Center (OTTC) Airport Employee Express Bus Demonstration Project from 2008 to 2010, which provided incentives for airport employees to use public transit. As discussed above, SDCRAA has not seen an increase in passenger public transit use from these efforts and is seeking to build a Terminal 2 parking structure to satisfy parking demand.

5. On Page 21, in the paragraph at the top of the page and beginning at the first complete sentence, the findings shall be modified as follows:

This report will be designed to help ensure that SDCRAA is coordinating with transit stakeholders and that progress is made on providing critical transit linkages. For future applications, **Special Condition #4** requires that SDCRAA list efforts in collaborating with regional transit agencies in the planning and construction of SANDAG’s proposed Intermodal Transit Center (ITC), since this facility will serve as a multi-modal accessway to the airport. The ITC would not be limited to airport passengers and would provide direct connections to several transit systems, including Amtrak, Coaster, Trolley, buses, and the proposed high-speed rail. Since SDCRAA can only fund transit projects that are dedicated to airport passengers and the ITC is a SANDAG sponsored project, SDCRAA is not responsible for the construction or funding of the ITC (ref. Policy & Procedures Concerning the Use of Airport Revenue, 64 FR7696; 49USC47107(b); Airport Revenue Protection Act of 1996). Although SDCRAA is not responsible for the operation of the ITC, early collaboration and coordination with lead agencies will encourage the prioritization of this future airport transit connection. In addition, SDCRAA will also need to submit analysis detailing the effects of public transit on parking demand, specifically evaluating parking demand and traffic impacts with and without a proposed Intermodal Transit Center; the intent of this alternatives analysis is to take into consideration the cumulative impacts of existing and potential surrounding transit opportunities, specifically the proposed Intermodal Transit Center, on airport parking demand as well as overall airport VMT to determine the need for additional parking. With these public transit improvements and analysis, the Commission finds that the development, as conditioned, conforms to Sections 30252 and 30253 of the Coastal Act.



SAN DIEGO
INTERNATIONAL AIRPORT
LET'S GO.

RECEIVED

AUG 11 2015

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Thurs Aug 13
Item 24a

August 11, 2015

Mr. Steve Kinsey, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Coastal Development Permit Application #6-14-1886

Dear Chair Kinsey:

The San Diego County Regional Airport Authority (SDCRAA) wishes to advise the California Coastal Commission (CCC) that the SDCRAA has reviewed the revisions to the staff report for Item 24a on August 13, 2015, and accepts the special conditions as amended. SDCRAA is not aware of any opposition. Therefore, the SDCRAA suggests that the item be moved to the Consent Calendar at your meeting of August 13, 2015 in order to be efficient with the Commission's time.

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

Sincerely,

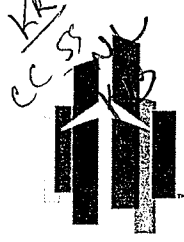
Jeffrey Woodson
Vice President, Development

JW/TNA/ljt

cc: Charles Lester, Executive Director, California Coastal Commission
Sherilyn Sarb, California Coastal Commission
Deborah Lee, California Coastal Commission
Kanani Brown, California Coastal Commission
Keri Robinson, California Coastal Commission

LET'S GO.

PO Box 82776 • San Diego, CA 92138-2776
www.san.org



SAN DIEGO
INTERNATIONAL AIRPORT
LET'S GO.

Thurs Aug 13
Item 24a

July 31, 2015

Mr. Steve Kinsey, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RECEIVED

AUG 04 2015

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Coastal Development Permit Application #6-14-1886

Dear Chair Kinsey:

The San Diego County Regional Airport Authority (SDCRAA) wishes to advise the California Coastal Commission (CCC) that the SDCRAA supports the recommendation in the staff report and accepts the special conditions as included in the staff report for Item 24a on August 13, 2015. SDCRAA is not aware of any opposition. Therefore, the SDCRAA suggests that the item be moved to the Consent Calendar at your meeting of August 13, 2015 in order to be efficient with the Commission's time.

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

Sincerely,


Jeffrey Woodson
Vice President, Development

JW/TNA/ljt

cc: Charles Lester, Executive Director, California Coastal Commission
Sherilyn Sarb, California Coastal Commission
Deborah Lee, California Coastal Commission
Kanani Brown, California Coastal Commission
Keri Robinson, California Coastal Commission

LET'S GO.

PO Box 82776 • San Diego, CA 92138-2776
www.san.org



www.sdchamber.org

August 5, 2015

Honorable Steve Kinsey, Chair
California Coastal Commission
45 Freemont Street, Suite 2000
San Francisco, CA, 94105

RECEIVED

AUG 10 2015

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Support for proposed Parking Plaza at San Diego International Airport

Dear Chair Kinsey:

On behalf of the San Diego Regional Chamber of Commerce (Chamber), I am writing to express our support for the proposed Parking Plaza at San Diego International Airport scheduled for consideration at the Commission's August meeting. With nearly 3,000 members representing 400,000 employees, the Chamber is dedicated to growing commerce in the San Diego region and maintaining our legacy as a premiere tourist destination. The Chamber is acutely aware of the need for additional, close-in parking, especially for business travelers.

Individuals pursuing national and international commerce are concerned with time and convenience. A parking structure can meet those needs and meet the demands of our currently constrained airport. As the former Mayor of the City San Diego when this was first proposed in 2008, I am familiar with the issues this proposal raised in the past. In 2008, the Board certified the Environmental Impact Report for the Airport Master Plan Update. At that time, the City and SANDAG shared concerns about the parking structure's traffic impacts on surrounding City streets, particularly Harbor Drive.

Although they strongly believed in the need for additional close-in parking, the Board respected those concerns and tabled the parking structure while it pursued the rest of the Airport Master Plan, which became The Green Build. Today, it is a highly successful construction project that created the world's first LEED Platinum-certified airport terminal.

In 2014, the Board reconsidered the need, as well as significant changes in circumstances, and directed staff to pursue the Parking Plaza. The Chamber also has a seat on the Airport's Advisory Committee. For several reasons, I believe the concerns I had as Mayor have been addressed.

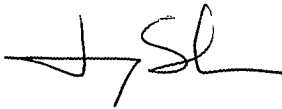
- **Smaller project.** The original proposal was for a five-story structure with about 5,000 parking spaces. The current proposal is for a three-story, 3,000-space facility.
- **Airport traffic taken off North Harbor Drive.** An on-airport central receiving and distribution center opened in November 2012 takes 50 to 75 trucks a day off Harbor Drive. The Rental Car Center opening in January 2016 will take all rental car and rental

car shuttle traffic off Harbor Drive. An on-airport bypass road currently in planning will take virtually ALL airport traffic off Harbor Drive.

- **Reduced greenhouse gas emissions.** Close-in parking will be used by meters-and-greeters and for short-term parking, reducing traffic circling the airport, thus reducing air emissions.
- **Improved structure.** Elegant architectural design will mean this is not your father's parking garage. Smart parking technology will reduce circling, idling and air emissions.

We support the proposed Parking Plaza at San Diego International Airport and respectfully urge you to approve the project. If you have any questions, please do not hesitate to contact Chanelle Hawken, Vice President of Public Policy, at (619) 544-1365 or chawken@sdchamber.org.

Sincerely,



Jerry Sanders
President & CEO
San Diego Regional Chamber of Commerce

cc: Deborah Lee, San Diego District Manager, California Coastal Commission
Thella Bowens, President & CEO, San Diego County Regional Airport Authority

EX PARTE COMMUNICATION DISCLOSURE FORM

RECEIVED

AUG 11 2015

Filed by Commissioner: Steve Kinsey

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

- 1) Name or description of project: San Diego Airport Parking Plaza, Item 24a 8/13/15
- 2) Date and time of receipt of communication: 11a.m. August 3, 2015
- 3) Location of communication: Telephone
(If not in person, include the means of communication, e.g., telephone, e-mail, etc.)
- 4) Identity of person(s) initiating communication: Andi Culbertson
- 5) Identity of person(s) on whose behalf communication was made: San Diego County Regional Ai
- 6) Identity of persons(s) receiving communication: Steve Kinsey, Chair
- 7) Identity of all person(s) present during the communication: Keith Wilschetz, Ted Anasis, SDCRAA

Complete, comprehensive description of communication content (attach complete set of any text or graphic material presented):

SDCRAA proposes a 3000 space parking structure adjacent to Terminal 2. San Diego Airport (SAN) has no parking structures at this time. A 5000 space parking structure was programmed in the 2008 Master Plan. Evidence at the airport shows that parking spaces are completely occupied many times during the week, necessitating more parking. Transit usage has not risen in spite of advertising and the closure of the surface parking lot during construction of Terminal 2. Instead, drop off/pickup activity dramatically increased, increasing vehicle miles travelled and GHG. While transit opportunities will increase over time, there is a segment of the passenger population that will need/want to park at the airport. The airport has incorporated smart technology to make finding a space highly efficient and is increasing the number of electric vehicle charging stations. The nearly completed Rental Car Center will remove over 7600 daily trips from North harbor Drive and connect passengers using the Middletown Trolley with the airport's interior roadway, where the airport will transport transit users to and from the terminals.

The staff recommendation and all conditions of approval are acceptable to SDCRAA. There is no known opposition at this time.

8/4/15
Date


Signature of Commissioner

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.

EX PARTE COMMUNICATION DISCLOSURE FORM

Filed by Commissioner: Greg Cox

- 1) Name or description of project: San Diego Airport Parking Plaza, Item 24a, 8/13/15
- 2) Date and time of receipt of communication: 1:15 p.m. August 3, 2015
- 3) Location of communication: San Diego
- 4) Identity of person(s) initiating communication: Andi Culbertson, Ted Anasis
- 5) Identity of person(s) on whose behalf communication was made:

San Diego County Regional Airport Authority (SDCRAA)

6) Identity of persons(s) receiving communication: Greg Cox

7) Identity of all person(s) present during the communication:

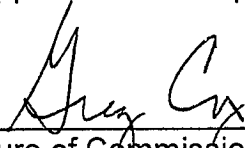
Angela Shafer-Payne, Keith Wilschetz, Ted Anasis, Mike Kulis, Greg Murphy and Greg Cox

Complete, comprehensive description of communication content:

SDCRAA proposes a 3000 space parking structure adjacent to Terminal 2 at San Diego Airport (SAN) which has no parking structure at this time. A 5000 space parking structure was programmed in the 2008 Master Plan. Observations and daily counts of surface parking lots at the airport demonstrate that terminal-area parking spaces are completely occupied many times during the week, necessitating structure parking in close proximity to the terminal. Transit usage has not risen in spite of advertising and the closure of the surface parking lot during construction of Terminal 2. Instead, drop off/pickup activity increased, increasing vehicle miles travelled and GHG. While transit opportunities will increase over time, there is a segment of the passenger population that will need to park at the airport. The airport will incorporate smart technology in the structure to make finding a space highly efficient and is increasing the number of electric vehicle charging stations. The nearly completed Rental Car Center will remove over 7600 daily trips from North harbor Drive and connect passengers using the Middletown Trolley with the airport's interior roadway, where the airport will transport transit users to and from the terminals.

The staff recommendation and all conditions of approval are acceptable to SDCRAA. There is no known opposition at this time.

8/13/15
Date


Signature of Commissioner

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.

EX PARTE COMMUNICATION DISCLOSURE FORM

RECEIVED

AUG 11 2015

Filed by Commissioner: Carole GroomCALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

- 1) Name or description of project: Application No. 6-14-1886 (San Diego County Regional Airport Authority Parking Structure)
- 2) Date and time of receipt of communication: August 3, 2015 at 3:30 PM
- 3) Location of communication: Telephone
(If not in person, include the means of communication, e.g., telephone, e-mail, etc.)
- 4) Identity of person(s) initiating communication: Andi Culbertson
- 5) Identity of person(s) on whose behalf communication was made: Keith Wilshey and Ted Anasis
- 6) Identity of persons(s) receiving communication: Carole Groom
- 7) Identity of all person(s) present during the communication: Carole Groom, Andi Culbertson, and Richard Alexander Bac

Complete, comprehensive description of communication content (attach complete set of any text or graphic material presented):

I received a briefing from the representative and associated documents via email (which have been sent to staff by Richard Bac on August 7, 2015). The representative stated that the applicant is in agreement with the staff recommendation and the special conditions outlined therein. There were compromises all around to get to this point. They are asking to move the item to consent; they are inquiring with the Director and Deputy Director. If there is no opposition, the item may be moved to the consent calendar.

Aug 17th 2015
Date

Carole Groom
Signature of Commissioner

TIMING FOR FILING OF DISCLOSURE FORM: File this form with the Executive Director within seven (7) days of the ex parte communication, if the communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication. If the communication occurred within seven (7) days of the hearing, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication. This form may be filed with the Executive Director in addition to the oral disclosure.

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370



Th24a

Filed: 6/17/15
180th Day: 12/14/15
Staff: K. Robinson-SD
Staff Report: 7/31/15
Hearing Date: 8/13/15

STAFF REPORT: REGULAR CALENDAR

Application No.: 6-14-1886

Applicant: San Diego County Regional Airport Authority

Agent: Ted Anasis

Location: South of Terminal 2, north of Harbor Drive, San Diego International Airport, San Diego, San Diego County (APN 760-039-61)

Project Description: Construction of a three-story, 1.035 million sq. ft., approximately 34 to 48 ft. high parking structure with 1,753 new parking spaces over an existing surface parking lot with 1,323 parking spaces for a total of 3,076 parking spaces, removal of 46 palm trees, landscaping, and 34,400 cu. yds. of grading (31,800 cu. yds. cut, 2,600 cu. yds. fill).

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The San Diego County Regional Airport Authority (SDCRAA) is proposing to construct a three-story parking structure at Terminal 2 of the San Diego International Airport (SDIA) that would add 1,753 new parking spaces. The proposed project site is located south of Terminal 2 and north of North Harbor Drive, a major coastal access road along the San Diego Bay shoreline, but is separated from North Harbor Drive by an existing airport circulation roadway. The purpose of the proposed parking structure is to meet current and future demand for "close-in" parking that is directly adjacent to the terminal. This close-in parking will be used primarily by 1) those assisting or picking up

passengers that park in the terminal area for less than 4 hours, and 2) airport passengers that park for short durations (typically business travelers) for an average of 2-3 days. In addition, the proposed parking structure will be used to handle parking demand for both terminals when the future Terminal 1 expansion project occurs, since parking at Terminal 1 will be temporarily closed.

The proposed project does raise concerns regarding the potential impacts to public access on North Harbor Drive, a major coastal access road that is already severely impacted by traffic – currently operating at a level of service of “F” in some segments. So, in addition to reducing vehicle miles traveled and mitigating greenhouse gas emissions, it is important to preserve road capacity and mobility along North Harbor Drive for priority uses and coastal access. The Airport Authority proposed, and the Commission conditionally approved, a new consolidated Rental Car Center in 2013 (ref. CDP No. 6-13-011) which will shift rental car operations and the related trips to the north side of the airport from North Harbor Drive. However, the sites along North Harbor Drive where those existing operations are situated will not remain undeveloped. So, the net change on trip generation at these sites is yet to be specifically determined. An analysis of traffic based upon the Final Environmental Impact Report (FEIR) concluded that average daily trips (ADT) on North Harbor Drive could potentially increase by 180 to 480 trips by 2030. In order to minimize potential traffic impacts on North Harbor Drive, Commission staff is recommending **Special Condition #2**, which requires the SDCRAA to develop a Public Transit Outreach Program to inform the public of alternative transit opportunities to and from the airport and encourage their use. To ensure that public access is protected and enhanced, and that vehicle miles traveled are reduced, **Special Condition #3** requires the applicant to submit an annual progress report on public transit improvements to the airport, including any updates to the Airport Transit Plan. This report will help track SDCRAA’s progress in coordinating with transit stakeholders on providing critical transit linkages to the airport, such as the Intermodal Transit Center and a shuttle to the Old Town Transit Center.

The parking demand and traffic analyses submitted with the subject proposal were based on 2008 data; thus, **Special Condition #4** requires that future coastal development applications for any potential additional parking at the airport include an up to date traffic analysis, a comprehensive Parking Management Plan, and a detailed parking demand analysis reflecting current conditions. In order to consider the effects of existing and potential future transit opportunities on airport parking demand, **Special Condition #4** also requires a listing of the efforts made by the airport in collaborating with transit agencies in the planning and construction of a planned Intermodal Transit Center, analysis detailing the effects of public transit on parking demand, and an evaluation of parking demand and traffic impacts with and without a proposed Intermodal Transit Center in order to determine its impact on airport traffic and parking. Lastly, **Special Condition #8** requires a Staging Area and Public Access Plan to ensure that construction storage and staging areas are located in a manner that has the least impact on vehicular and pedestrian traffic along North Harbor Drive.

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 **#9** 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 #5** requires the preparation and approval of an Erosion Control and Construction Best Management Practices (BMP) Plan. Finally, Commission staff recommends **Special Condition #6**, which requires a final Water Quality Technical Report that identifies minimum standards for BMP design, and **Special Condition #7** that requires an Operation and Maintenance Plan for the BMPs proposed in the Water Quality Technical Report. These conditions will ensure any potential adverse impacts to water quality are avoided during and post construction.

With the above special conditions, the proposed development will be consistent with the Chapter 3 policies of the Coastal Act. Therefore, Commission staff recommends **approval** of coastal development permit application 6-14-1886, as conditioned.

TABLE OF CONTENTS

I.	MOTION AND RESOLUTION	5
II.	STANDARD CONDITIONS	5
III.	SPECIAL CONDITIONS	6
IV.	FINDINGS AND DECLARATIONS	13
A.	PROJECT DESCRIPTION & HISTORY	13
B.	PUBLIC ACCESS & TRANSPORTATION	14
C.	WATER QUALITY	21
D.	VISUAL RESOURCES	22
E.	LOCAL COASTAL PLANNING	23
F.	CALIFORNIA ENVIRONMENTAL QUALITY ACT	23

EXHIBITS

[Exhibit 1 – Vicinity Map](#)

[Exhibit 2 – Aerial View](#)

[Exhibit 3 – Site Plan](#)

[Exhibit 4 – Project Plans](#)

[Exhibit 5 – Visuals](#)

[Exhibit 6 – Landscape Plan](#)

[Exhibit 7 – Stormwater Plan](#)

[Exhibit 8 – Close-in Parking](#)

[Exhibit 9 – Occupancies for Close-in Parking](#)

[Exhibit 10 – 2008 FEIR Airport Land Use Plan Comparisons](#)

[Exhibit 11 – Traffic Analysis for Parking Structure Alternatives](#)

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-14-1886 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 6-14-1886 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 December 8, 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. **Public Transit Outreach Program.** Prior to January 2016, the applicant shall submit to the Executive Director for review and written approval, a Public Transit Outreach Program to inform airport users of public transit opportunities to and from the airport and encourage their use. The program shall include, but not be limited to, the following:
 - A) A prominent link shall be created on the SDCRAA website to alert website visitors of the transit opportunities connecting them to the airport. The link shall be user-friendly and describe, in detail, all transit opportunities to the airport, including but not limited to those provided by MTS, Amtrak, Coaster, the new airport-operated shuttle service from the Middletown trolley station, and any other publicly-operated transit system. The link shall also identify pedestrian linkages to transit stops, and the on-site opportunities for convenient transit use to the airport, such as the curbside service provided by MTS Bus #992 and the transit and shuttle opportunities associated with the bus shuttle required as a special condition of the Rental Car Center CDP (ref. CDP No. 6-13-011);
 - B) The SDCRAA shall implement an in-airport advertising program to alert passengers to all of these public transit opportunities. The airport may use posters, interactive tools, commercials, pamphlets, signs, and other means to make passengers aware of the ease, economy, and convenience of public transit to the airport;
 - C) The SDCRAA shall coordinate with relevant transit agencies, including, but not limited, to MTS, NCTD, and Amtrak, to inform train and trolley users of the new airport-operated shuttle service from the Middletown trolley station;
 - D) All website and advertising materials shall include the appropriate links to the lead agencies for transit, together with phone numbers as appropriate; and

- E) The SDCRAA shall review and update the transit advertising tools on an annual basis and provide a summary report to the Executive Director. Said report shall also include any information collected by the airport regarding the percentage or number of passengers using public transit.

The applicant shall undertake the development in accordance with the approved plan. Any proposed changes to the approved plan shall be reported to the Executive Director. No changes to the plan 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. **Annual Progress Report on Public Transit Improvements.** At least 90 days prior to opening the proposed Terminal 2 parking structure to public use, the applicant shall submit, for review and written approval of the Executive Director, an update on the comprehensive Airport Transit Plan documenting the current status of efforts that have been made to improve existing and add new mass transit linkages to the airport for employees and users. Each calendar year thereafter, the applicant shall submit to the Executive Director an annual progress report documenting any progress that has occurred throughout the previous year. Each annual report shall include, but not be limited to, the following:

- A) Documentation of the airport's coordination with relevant stakeholders to improve existing and add new mass transit linkages to the airport, including comment letters from and to SANDAG, City of San Diego, MTS, NCTD, Amtrak, Caltrans, Coastal Commission, and any other relevant agencies;
- B) An evaluation of the progress and collaboration between the applicant and SANDAG, MTS, City of San Diego, and the Coastal Commission in the development and construction of a future Intermodal Transit Center, to the north of the rental car center, that will connect to the north side of the airport via a pedestrian bridge and provide transit users a free bus shuttle service to the airport;
- C) An evaluation of progress and collaboration between the applicant and agencies, including SANDAG, Caltrans, MTS, NCTD, Amtrak, City of San Diego, and the Coastal Commission, in providing alternative transit to and from the airport, including a direct airport bus or shuttle from the Old Town Transit Center for the use of airport visitors;
- D) An evaluation of the progress made by the applicant or with MTS in adding direct airport bus or shuttle linkages to the airport from the existing trolley stations located inland of Pacific Highway between Old Town Station and the Santa Fe Station; and
- E) An evaluation of progress made with MTS in expanding and improving MTS direct bus service to the airport.

The information contained in the comprehensive Airport Transit Plan and the annual progress reports shall be used by the Commission in review of any future improvements to San Diego International Airport requiring a coastal development permit.

4. **Future Coastal Development Permit Submittals.** By acceptance of this permit, the applicant agrees that any future coastal development permit applications for additional parking at the airport shall include, at a minimum, the following:
- A) An up to date, comprehensive traffic analysis including but not limited to data that reflects current and projected traffic conditions on North Harbor Drive between Broadway and Rosecrans, and Pacific Highway between Broadway and Washington. The analysis shall include current modeling requirements from federal, state, and regional agencies, including vehicle miles traveled (VMT) modeling required by California Senate Bill 743;
 - B) A comprehensive Parking Management Plan for the San Diego International Airport, including parking management measures, existing rates, and utilization for all airport-operated parking lots;
 - C) A detailed parking demand analysis that reflects current conditions, including any analysis conducted for future airport terminal expansion;
 - D) A comprehensive listing of the efforts made by the airport in collaborating with the regional transit agencies in their planning and construction of a proposed Intermodal Transit Center (ITC) that will connect to the north side of the airport via a pedestrian bridge and provide transit users a free shuttle service to the airport, in order to reduce vehicle miles traveled (VMT) to the airport. It is recognized that the actual construction of the ITC is not within the airport's jurisdiction nor can be funded by the airport. The airport shall encourage the planning of the ITC and provide access to the airport via a pedestrian bridge;
 - E) A comprehensive traffic and parking analysis showing how parking demand has been affected by current transit and parking opportunities; and
 - F) Current traffic and parking analyses including an evaluation of parking demand and traffic impacts with and without the Intermodal Transit Center in place to determine the potential effect of operation of the transit center on traffic and parking demand at the airport.
5. **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 a 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

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.

- 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. The plan shall 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 stockpiles 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 feasible.
 - 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.

6. 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 Terminal 2 Parking Plaza dated February 2015 and includes the following:

1. Minimum standards to be used for BMP design that include:
 - a. 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.
 - b. 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.
 2. A detailed description of the design and location of the final selected suite of BMPs for this project; and
 3. The project will eliminate all sources of dry weather flow to the municipal storm drain system.
7. **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 **Special Condition #6** 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; and
 - B) Documentation that the maintenance is completed as required.

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

8. **Staging Area & Public Access Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, detailed plans identifying the location of staging areas and access corridors to the construction site. The plans shall include, at a minimum, the following:
- A) No overnight storage of equipment, construction materials, or excavated materials shall occur within native vegetation areas or public parking spaces.

Stockpiles shall be located away from drainage courses, covered at all times and contained with runoff control measures;

- B) Storage and staging areas shall be located in a manner that has the least impact on vehicular and pedestrian traffic along North Harbor Drive;
- C) Lane closures on North Harbor Drive shall be avoided, to the extent feasible. However, if lane closures are unavoidable, then work that will result in lane closures on North Harbor Drive may not occur between sunrise and sunset of any day and may not occur on Saturdays, Sundays, or on holidays between Memorial Day weekend and Labor Day of any year; and
- D) Staging site(s) shall be removed and restored immediately following completion of the development.

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

9. **Final 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 CDP application on December 8, 2014 by the applicant, except as follows:

- A) Any proposed landscaping shall 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;
- B) The landscape area serving as a storm water detention area directly between the parking structure and the airport circulation road will include replanted palm trees existing on the proposed project site or drought-tolerant trees (e.g., California sycamore, Coast live oak and/or California bay) as selected and placed by a licensed landscape architect to screen and soften the south façade of the parking structure and maintain the functionality of the storm water detention area; and
- C) If using potable water for irrigation, only drip or micro spray irrigation systems may be used.

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

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION & HISTORY

The proposed project is for the construction of an approximately 34 to 48 ft. high, 1.035 million sq.ft., three-story parking structure at Terminal 2 of the San Diego International Airport (SDIA). The parking structure will be built over an existing surface parking lot, which has 1,323 parking spaces, and will add 1,753 new parking spaces (Exhibit #1). Upon completion of the project, there will be a total of 3,076 parking spaces within the parking structure and an additional 1,118 parking spaces at the Terminal 2 West surface parking lot, for a total of 4,194 close-in parking spaces to serve Terminal 2. The majority of the structure will be 34 ft. high, with screens and an elevator tower reaching to a maximum height of 45 ft. and 48 ft., respectively (Exhibit #4). The project also includes 34,400 cu. yds. of grading (31,800 cu.yds. of cut, 2,600 cu. yds. of fill), and the removal of approximately 46 ornamental palm trees.

The proposed project site is located in an existing surface parking lot directly south of Terminal 2 and north of North Harbor Drive, a major coastal access road along the San Diego Bay shoreline, but is separated from North Harbor Drive by an existing airport circulation roadway (Exhibit #2). The parking structure will use existing vehicle access provided by airport circulation roads and the existing entrance and exit roads to the Terminal 2 surface parking area (Exhibit #3).

In May 2008, the SDCRAA adopted the San Diego International Airport Master Plan, which included the expansion of Terminal 2 (ref. CDP No. 6-09-015) and additional projects collectively known as the “northside improvements” (ref. CDPs No. 6-12-014, 6-12-088, 6-13-011, 6-13-0245). The parking structure at Terminal 2 was originally planned as a project component of the Terminal 2 expansion, and at the time, consisted of a five-level parking structure with 5,000 spaces. The SDCRAA certified a Final Environmental Impact Report (FEIR) for the SDIA Master Plan and analyzed feasible alternatives, including one alternative with the five-level parking structure and one alternative without the five-level parking structure. The SCRAA decided to proceed with the implementation of the alternative without the parking structure and the project was approved by the Commission without a parking structure. However, the Authority has subsequently determined that the existing surface parking lot at Terminal 2 was not adequate to meet the parking demand for airport passengers who use it.

Therefore, SDCRAA is now proposing the subject parking structure with 1,753 new parking spaces to meet current and future demand for “close-in” parking that is directly adjacent to the terminal. This close-in parking will be used primarily by 1) those assisting or picking up passengers who park in the terminal area for less than 4 hours, and 2) airport passengers who park for short durations (typically business travelers) for an average of 2-3 days. In addition, the proposed parking structure will be used to handle parking demand for both terminals when the future Terminal 1 expansion project occurs, since parking at Terminal 1 will be temporarily closed. However, the Commission has not reviewed any expansion of Terminal 1 at this time.

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 Port Master Plan; however, state legislation transferred authority over airport property to the newly created Airport Authority in January 2003. Thus, the airport is now within the Coastal Commission's permit jurisdiction and the Chapter 3 policies of the Coastal Act constitute the standard of review.

B. PUBLIC ACCESS & TRANSPORTATION

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...

Section 30253(d) of the Coastal Act states:

*New development shall do all of the following: [...]
(d) Minimize energy consumption and vehicle miles traveled.*

In 2009, SDCRAA indicated in the Terminal 2 expansion CDP application that the Airport Authority would not be constructing a parking structure at Terminal 2 for a number of reasons, including feedback from the regional transportation agencies and the public, who were concerned about increased traffic (ref. CDP No. 6-09-15). In addition, it was stated that a shortfall in on-site parking would result in a shift to public transit, shared vehicle rides, and off-airport parking facility shuttles; the Airport Authority also indicated that additional parking facilities might not be needed in the future if the demand for parking was met by increased transit use by airport passengers. Based on the findings of approval for CDP No. 6-09-15 for the Terminal 2 expansion, it was the Commission's understanding that the Airport Authority supported the strategy recommended by the regional transportation agencies and stakeholders – to reduce reliance on the availability of vehicle parking at the airport in order to reduce airport-related vehicle trips and traffic congestion on North Harbor Drive.

For the Commission, a primary concern is the impact of airport-related trip generation to major coastal access routes such as North Harbor Drive, which is a major coastal access corridor along the San Diego Bay shoreline. North Harbor Drive serves as a primary access route not only to the airport but to and along the Bayfront promenade, Harbor Island, sportsfishing interests, Shelter Island, Cabrillo Monument, Point Loma, and many other coastal destinations. The Airport Authority chose not to pursue the parking structure as part of the Terminal 2 expansion project and represented that diversion of airport patrons to alternate transit and off-site parking reservoirs would reduce trips on

North Harbor Drive. At that time, it was noted that the airport had a deficiency of 2,800 parking spaces that was forecast to grow to 5,000 spaces by 2030; however, the decision was still made by the Airport Authority to not pursue the originally planned parking structure. In addition, it was noted at that time that 6,000 parking spaces existed in long-term parking facilities located off-site and operated by private entities. Based on the Airport Authority's correspondence in 2009, it was anticipated that a shift to alternative transportation modes would occur and a parking structure was not needed.

Although SDCRAA had estimated this shift to public transit, the Airport Authority has now asserted that almost immediately with the start of operations at Terminal 2 in 2013, the existing surface parking at Terminal 2 has not been adequate to meet parking demand during peak periods (mainly Tuesday through Thursday) and that transit use has been lower than anticipated. Therefore, the purpose of the proposed parking structure is to address the current and future parking needs for Terminal 2 passengers, specifically those who use close-in parking facilities directly adjacent to the terminal. As identified by SDCRAA, these passengers include short-duration parkers, who are leisure travelers being dropped off or picked up at the curbside and use terminal area parking for less than four hours, and long-duration parkers, who are either business travelers or time-sensitive leisure travelers and use terminal area parking for an average of two to three days.

The Commission requires that applicants provide up-to-date demand and traffic analyses evaluating the need for additional parking and the potential impacts; however, the data provided with the subject proposal spans different fiscal years and different project alternatives, which makes comparison difficult and is not indicative of current parking and traffic conditions at the airport. The inconsistencies within these analyses raised concerns; however, as discussed in greater detail below, potential impacts to public access and traffic on North Harbor Drive would be minimized, as conditioned.

Demand for Parking Structure

In order to explain why SDCRAA is now proposing a parking structure when it was not pursued in 2009, SDCRAA's consultant, LeighFisher (LF), provided a memorandum addressing current parking demand and potential impacts associated with the proposed parking structure. In addition to identifying the immediate need for 3,000 parking spaces and future need for 7,000 parking spaces within walking distance of terminals by 2035, the LF memorandum concludes that: 1) there is insufficient parking next to the terminals, which has led to an increase in single-party curbside modes; 2) close-in parking facilities frequently experience 100% occupancies during peak periods (Tuesday through Thursday) and although remote parking facilities have available capacity, customers who desire close-in parking will not use the available remote spaces due to their inconvenience; and, 3) the new parking structure is expected to result in a slight net reduction in airport trips on North Harbor Drive but will not change the level of service (existing level of service F will remain unchanged) for this corridor. The first two points, which are related to parking demand, are discussed below.

For identifying current insufficient parking conditions adjacent to the terminals, the LF memorandum states that since 2009, the lack of parking near terminals has not increased

public transit use amongst passengers; an increase in passenger public transit use was assumed back in 2009 to justify the reasons for not pursuing a parking structure. Instead, single-party curbside modes, such as private vehicles, taxicabs, and limousines, have increased when comparing data from 2005 and 2012 on what modes passengers use to access the airport. This increase in curbside use, the LF memorandum asserts, is evidence that displaced parkers will use single-party curbside modes over public transit. However, the 2012 data, which was from the 2012 San Diego International Airport Passenger Intercept Survey, was collected during construction of the Terminal 2 expansion when close-in parking at the terminal was unavailable and represented a period when there was a greater parking constraint than exists today. Thus, although the data provided indicates a need for close-in parking, it uses a constrained condition that does not reflect current conditions.

A second LF memorandum that summarizes the methodology used to estimate future parking requirements at the airport, which concluded that 2,800 close-proximity parking spaces would be required to serve Terminal 2 by the end of the planning period, notes that data from 2012 reflects “an atypical situation” due to the closure of the Terminal 2 East parking lot during the Green Build, otherwise known as the Terminal 2 expansion. Therefore, calculations for the design day, which is used as the level of demand an airport aims to accommodate with permanent parking facilities, were based on 2009 conditions, the most recent year that data was collected that did not have unusual impacts to parking supply and had a similar annual passenger volume to the baseline. This second LF memorandum notes that there is latent parking demand at the airport due to close-in parking facilities exceeding capacity for many years, indicating that, in 2009, there was a latent demand at the Terminal 1 lot for approximately 492 spaces, a 41% increase over existing capacity, and latent demand at the Terminal 2 East lot for approximately 105 spaces, an 8% increase over existing capacity. Latent demand was calculated based on the design day from 2009, over five years ago. Although these calculations indicate the latent parking demand at the airport, they do not reflect current conditions. Since the datasets used to address the design day, latent demand, and rise in single-party curbside modes do not represent current parking conditions at the airport, **Special Condition #4** requires that future coastal development permit applications for additional parking at the airport include a detailed parking demand analysis that reflects current conditions.

In addition to providing this data, the first LF memorandum also addresses existing parking occupancy patterns – which do not seem to capitalize on available parking at the airport. Currently, San Diego International Airport has three close-in surface parking lots, including Terminal 1, Terminal 2 East, and Terminal 2 West (Exhibit #8). The proposed parking structure will replace the surface parking lot at Terminal 2 East. LeighFisher provided data showing average daily peak occupancies for close-in parking facilities at all airport parking lots during Fiscal Year 2014 (Exhibit #9); Exhibit #9 indicates that Terminal 1 and Terminal 2 East parking facilities experience high occupancy levels between Tuesdays and Thursdays, with averages from 84% to 96%. However, Terminal 2 West, which has 1,118 parking spaces, is underutilized despite being situated in close proximity to the terminal, with a maximum occupancy average of 35% on Wednesdays. This indicates that SDCRAA is not maximizing all existing parking options. In order to address this issue, SDCRAA has provided signage directing patrons to Terminal 2 West

in addition to providing a shuttle service to Terminal 1 since the Green Build was completed in 2013; however, the implementation of other parking management strategies could take advantage of this underutilized parking lot. SDCRAA has indicated that this Terminal 2 West parking lot may be lost as the Airport Development Plan is being developed, since a better use may be identified during this planning process. However, since Terminal 2 West has a low parking utilization which could address current parking demand, **Special Condition #4** requires a comprehensive Parking Management Plan for the San Diego International Airport, including the parking utilization for all airport-operated parking lots, for future coastal development permits in order to have an accurate assessment of the parking conditions and management.

In addition to the LF memorandum, SDCRAA provided the results of the 2012 San Diego International Airport Passenger Intercept Survey and recent quarterly passenger surveys. The 2012 San Diego International Airport Passenger Intercept Survey indicates that most passengers access the airport by private vehicle, suggesting the preference to vehicles over public transit; however, this survey was conducted during the Terminal 2 expansion during a constrained time, as indicated above. SDCRAA provided quarterly passenger surveys from the beginning of 2014 through the first quarter of 2015, which show that parking at SDIA is one of the lowest scoring items in terms of satisfaction with airport experience. The SDCRAA asserts that these surveys also indicate a demand for additional parking to ensure customer satisfaction.

Traffic Impacts

In addition to parking demand, SDCRAA has submitted a traffic analysis detailing how the proposed parking structure will not significantly impact traffic on North Harbor Drive. The traffic analysis uses the Final Environmental Impact Report (FEIR) conducted for the San Diego International Airport Master Plan (SDIA MP), further analysis provided by SDCRAA's consultant LeighFisher, and assumptions from SDCRAA's almost completed Rental Car Center (ref. CDP No. 6-13-011).

The proposed project is a component of the San Diego International Airport Master Plan (SDIA MP) and was analyzed in a Final Environmental Impact Report (FEIR) in 2008. The FEIR analyzed airport trip generation and terminal distribution resulting from the Airport Implementation Plan to determine potential traffic impacts. In addition, the FEIR included a traffic mitigation plan which identified mitigation measures that would reduce traffic impacts to a level of less than significant. However, the FEIR based calculations on a 5,000 space parking structure, while the current proposal is for a 3,000 space parking structure. As shown in Exhibit #10, the FEIR evaluated traffic impacts for four alternatives, in five-year increments from 2010 through 2030, including: 1) a No Project alternative without a 5,000 space parking structure; 2) an Airport Implementation Plan without a 5,000 space parking structure; 3) an Airport Implementation Plan with a 5,000 space parking structure; and, 4) an Airport Land Use Plan with a 5,000 space parking structure. Although the Airport Land Use Plan alternative includes improvements that have been completed or are being constructed today, such as the Rental Car Center and on-airport terminal link road, comparison of the two Airport Implementation Plan

alternatives provides a more accurate analysis of the potential impacts of the proposed parking structure.

Table 1 in Exhibit #11 provides a comparison of the no project alternative (alternative 2) and the 5,000 space parking structure project (alternative 3) from the FEIR. Table 2 in Exhibit #11 compares these alternatives as well, but is based on a 3,000 space parking structure, using data extrapolated from the 2008 FEIR. Therefore, Table 2 is the best approximation of potential traffic impacts and shows that the proposed project would result in a minor increase in average daily trips (increase of 240 to 480 ADT between 2020 and 2030). The analysis concludes that the increase in trips associated with the parking structure can be attributed to curbside drop-off/pick-up passengers who are time sensitive, and some long-term parkers who are not price sensitive.

One issue with these tables is that the data is extrapolated from the 2008 FEIR. The 2008 FEIR assumes a 5,000 space parking structure when calculating average daily trips (ADT) on North Harbor Drive, which is reflected in Table 1. Table 2 extrapolated this data to analyze the traffic impacts associated with a smaller 3,000 space parking structure, which is a 40% reduction in parking spaces from the FEIR. Table 2 also assumes that average daily trips (ADT) would reduce by 40% to reflect the proposed 3,000 space parking structure; as noted in the previous section, this is an assumption based on data from 2008, and is not representative of current traffic conditions. In order to avoid these data assumptions for future coastal development permits, **Special Condition #4** requires an up-to-date and comprehensive traffic analysis for future projects that includes current federal, state, and regional modeling requirements.

In contrast to the FEIR data, the parking demand analysis from LF, conducted between 2010 and 2013, concluded that the proposed parking structure would result in a small reduction in average daily trips on North Harbor Drive. However, the LF study was conducted during the Terminal 2 expansion project, which was when the Terminal 2 East parking lot was closed due to construction. When conducting their study, LF noted that passengers who normally used close-in parking shifted to transportation modes that resulted in being dropped off and picked up at the airport. This drop off and pick up transaction results in two roundtrips to the airport, where close-in parking would result in one round trip. Based on this observation, the LF memorandum indicates that insufficient close-in parking may be contributing to higher traffic volumes on North Harbor Drive. Although this may be the case, the study was conducted during an atypical situation where close-in parking at Terminal 2 was closed and does not reflect current conditions today.

SDCRAA has also submitted analysis showing that traffic on North Harbor Drive will be reduced with the opening of the Rental Car Center in January 2016 (ref. CDP No. 6-13-011). The Rental Car Center (RCC) will consolidate five rental car brands, currently on North Harbor Drive, to a structure on the north side of SDIA and along Pacific Highway. In addition, there will be access between the northern and southern portions of the airport via a secure on-airport terminal link road. The 1,450,100 combined annual westbound and eastbound customer trips on North Harbor Drive attributed to these five rental car companies, based on 2014 data, will be shifted away from North Harbor Drive. In

addition, 1,340,000 combined annual eastbound and westbound courtesy vehicle trips associated with these five rental car companies will be removed from North Harbor Drive and will be replaced by a consolidated rental car shuttle which will run primarily on the terminal link road. This consolidated rental car shuttle, which will start operations in January 2016, will still use a small segment of North Harbor Drive, which will amount to 176,000 combined annual westbound and eastbound trips. The Commission supports projects that consolidate facilities, remove traffic, and include a consolidated shuttle service, since these projects reduce vehicle miles traveled (VMT) and lower greenhouse gas emissions while supporting Sections 30252 and 30253 of the Coastal Act. Although the RCC will reduce traffic on North Harbor Drive, the analysis does not take into account future development and redevelopment of the rental car properties on North Harbor Drive. Although this is Port of San Diego land and not within SDCRAA's jurisdiction, the LF traffic analysis fails to take into consideration this likely future impact to North Harbor Drive.

As such, **Special Condition #4** requires an up to date and comprehensive traffic analysis, including data that reflects current traffic conditions, be provided in all future coastal development permit applications, since this data was incomplete in the proposed project submittal. In addition, this traffic analysis shall include current modeling requirements from federal or state agencies, including vehicle miles traveled (VMT) modeling required by California Senate Bill 743. Lastly, **Special Condition #8** ensures the submission of detailed plans showing staging area locations and access corridors to the construction site; these areas, in addition to any unavoidable lane closures, shall have the least impact on vehicular and pedestrian traffic along North Harbor Drive.

Public Transit

In 2009, the Coastal Commission approved the Terminal 2 expansion, another component of the SDIA MP (CDP No. 6-09-15). At that time, the Airport Authority decided not to build the parking structure even though the Terminal 2 expansion resulted in the loss of 500 close-in parking spaces. As mentioned previously, however, the project assumed a shift to public transit to make up a portion of this demand. As discussed above, SDCRAA has not seen an increase in passenger public transit use and is seeking to build a Terminal 2 parking structure to satisfy parking demand.

The current proposal would add 1,753 new parking spaces; however, the proposal does not include any additional public transit options, unlike previous projects such as the Rental Car Center (ref. CDPs No. 6-13-011, 6-13-0245). The Commission actively promotes the extension of transit service, found in Section 30252 of the Coastal Act, and strives to minimize vehicle miles traveled in projects, indicated in Section 30253 of the Coastal Act. In addition, Executive Order B-30-15 from the Governor of California aims to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, indicating that projects must find ways to reduce GHGs. The proposed parking structure does not inherently reduce vehicle miles traveled or GHG emissions since it will increase the number of parking spaces at the airport. Therefore, the SDCRAA needs to encourage public transit through other means.

While the subject coastal development permit application is for the construction of parking, 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 extension of public transit service to the airport. Planned service and capital improvements for transit service in the vicinity of the airport, as well as an analysis of the local and regional transit services to the airport are addressed as part of this plan. 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. In addition, SDCRAA is currently in the process of updating the Airport Transit Plan and it is anticipated that it will be finalized this fall.

As a special condition of the coastal development permit for the Rental Car Center (CDP #6-13-011), the Commission required a Transportation Demand Management Program to reduce vehicle miles traveled. This program included the requirement of an on-demand shuttle service from adjacent public transit stops to the rental car center and airport terminals. This will allow trolley users to access the airport from the north side at the Middletown trolley station and will be the second transit link to the airport, commencing in January 2016 concurrent with the opening of the Rental Car Center. The only existing way to access the airport via public transportation is MTS bus line 992, which stops at both terminals and operates between 5 a.m. and 11:30 p.m., every 15 minutes on weekdays and every 30 minutes on weekends and holidays.

The Commission is strongly supportive of these transit planning efforts, and in particular, efforts to provide airport bus or shuttle service for the public from the Old Town Transit Center; 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); and an Intermodal Transit Center connected to the airport via a pedestrian bridge. In order to reflect the importance of these public transit connections to the airport, SDCRAA has requested that MTS expedite the rebranding of the Middletown Station as the "Airport Station" by January 2016 to coincide with the opening of the Rental Car Center. Syncing the rebranding of the Middletown Station with the opening of the Rental Car Center will be an improvement in transit airport access for the public. Included with the Rental Car Center and terminal link road will be a bus shelter and fixed bus timetable, provided by SDCRAA, to allow airport users to board a terminal-bound shuttle bus at the Palm Street terminus. In addition, SDCRAA has collaborated with SANDAG to prioritize pedestrian improvements near the Middletown Station, which include widened sidewalks, an Americans with Disabilities Act (ADA)-accessible ramp, and a new pedestrian crosswalk, so that they will be available shortly after the opening of the Rental Car Center.

Although both efforts will help to encourage public transit use among airport passengers, SDCRAA will need to continue efforts in promoting and advertising public transit options. As such, **Special Condition #2** requires that SDCRAA create a public transit outreach program, which will encourage public transit use through prominent advertising in SDIA and on its website. To ensure that public access is protected and enhanced, and that vehicle miles traveled are reduced, **Special Condition #3** requires the applicant to

submit an annual progress report on public transit improvements, including any updates to the Airport Transit Plan. This report will be designed to help ensure that SDCRAA is coordinating with transit stakeholders and that progress is made on providing critical transit linkages. For future applications, **Special Condition #4** requires that SDCRAA list efforts in collaborating with regional transit agencies in the planning and construction of SANDAG's proposed Intermodal Transit Center, since this facility will serve as a multi-modal accessway to the airport. SDCRAA will also need to submit analysis detailing the effects of public transit on parking demand, specifically evaluating parking demand and traffic impacts with and without a proposed Intermodal Transit Center; the intent of this alternatives analysis is to take into consideration the cumulative impacts of existing and potential surrounding transit opportunities, specifically the proposed Intermodal Transit Center, on airport parking demand as well as overall airport VMT to determine the need for additional parking. With these public transit improvements and analysis, the Commission finds that the development, as conditioned, conforms to Sections 30252 and 30253 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 water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed project site consists of an existing paved parking lot which is effectively impervious. Currently, runoff from the site flows into storm drain inlets and swales, and is conveyed in the stormwater drain system to outfalls which discharge directly into the Harbor Island West Basin of San Diego Bay. As mentioned in the submitted Water Quality Analysis report, vegetated swales, permeable pavement, and a Contech Stormwater Management Stormfilter are the current BMPs in use at the project site. Three Contech units were installed between 2009 and 2013 as part of the Green Build project (ref. CDP #6-09-15). All runoff from the parking structure will flow through these Contech units, which are located along three main storm drains.

The proposed project's impervious surfaces will be similar to current conditions, since the parking structure's footprint will be roughly the same size as the existing surface parking lot. However, the applicant proposes to use Low Impact Development (LID) and stormwater Best Management Practices (BMPs) to address potential impacts to water quality from runoff. Low Impact Development controls will emphasize the use of pervious surfaces including 64,033 sq.ft. of landscaped area, approximately 27,443 sq.ft. of pervious pavers, and an approximately 2,900 sq.ft. detention basin (Exhibit #7). Stormwater from the first and second floors will pass through an oil/water separator prior to discharge. Upper deck runoff will be collected and treated through the Contech filtration units. In addition, temporary BMPs will be implemented during construction and grading activities.

In regards to using non-potable water for irrigation, SDCRAA has stated that the airport is not serviced by the City of San Diego's non-potable water source. However, in order to conserve water during California's extreme drought and pursuant to the Governor's Executive Order B-29-15, SDCRAA has agreed that any proposed landscaping will use drip or micro spray irrigation systems if potable water is used.

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. **Special Condition #9** requires that all proposed landscaping be drought tolerant and native or non-invasive plant species. The proposed project has been reviewed by the Commission's water quality technical staff, who has determined that the project can proceed utilizing existing facilities, and that, as conditioned, addresses all issues pertaining to water quality. In addition, **Special Condition #5** is recommended to ensure protection and maintenance of quality of coastal waters during the construction phase. **Special Condition #6** is also recommended, requiring a final Water Quality Technical Report that 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 #7** 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 30231 of the Coastal Act.

D. VISUAL RESOURCES

Section 30251 of the Coastal Act states, in part that:

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 landforms, 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 parking structure would be located directly south of Terminal 2 and north of North Harbor Drive, but separated from North Harbor Drive by an existing airport circulation road. Although the proposed parking structure would not block views of the bay or the San Diego skyline, the parking structure would be visible to vehicles traveling along North Harbor Drive and from public vantage points along the San Diego Bay, such as Spanish Landing Park (Exhibit #5). Other projects in the area have been required to use architectural or visual treatments and landscaping to screen or break up the façade of the structure as it presents to pedestrians and vehicles on North Harbor Drive, a major coastal access road along the San Diego Bay shoreline. Original plans submitted by the applicant did not include visual treatments or landscaping that would screen the southern façade facing North Harbor Drive (Exhibit #6). However, SDCRAA has agreed to replant approximately 47 mature palm trees out of the 155 palm trees existing on site or include native drought-tolerant trees, specifically the California sycamore, Coast live oak, and California bay that will screen and soften the potential visual impacts on the southern façade of the parking structure; these trees will also maintain the functionality of the storm water detention area. In addition, approximately 62 existing palm trees that are not used for the proposed parking structure will be used in future airport projects. As such, **Special Condition #9** is recommended to assure that the applicant includes this component in the final landscaping plans. 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 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 Chapter 3 policies of the Coastal Act.

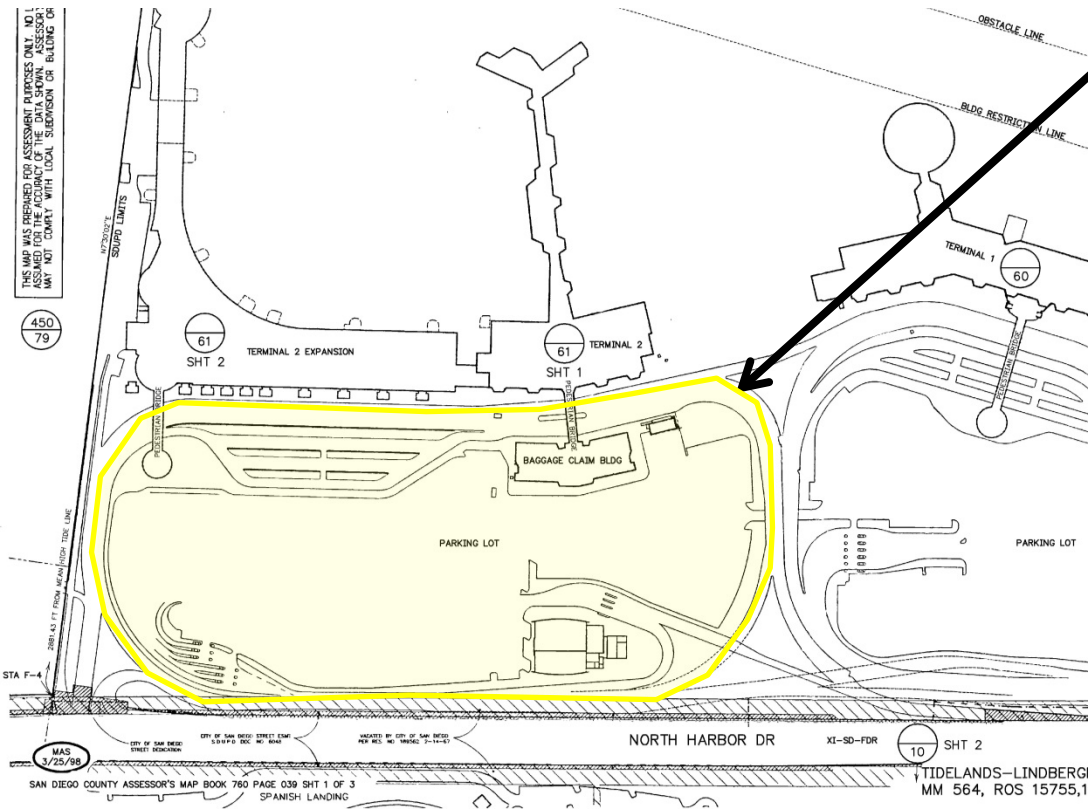
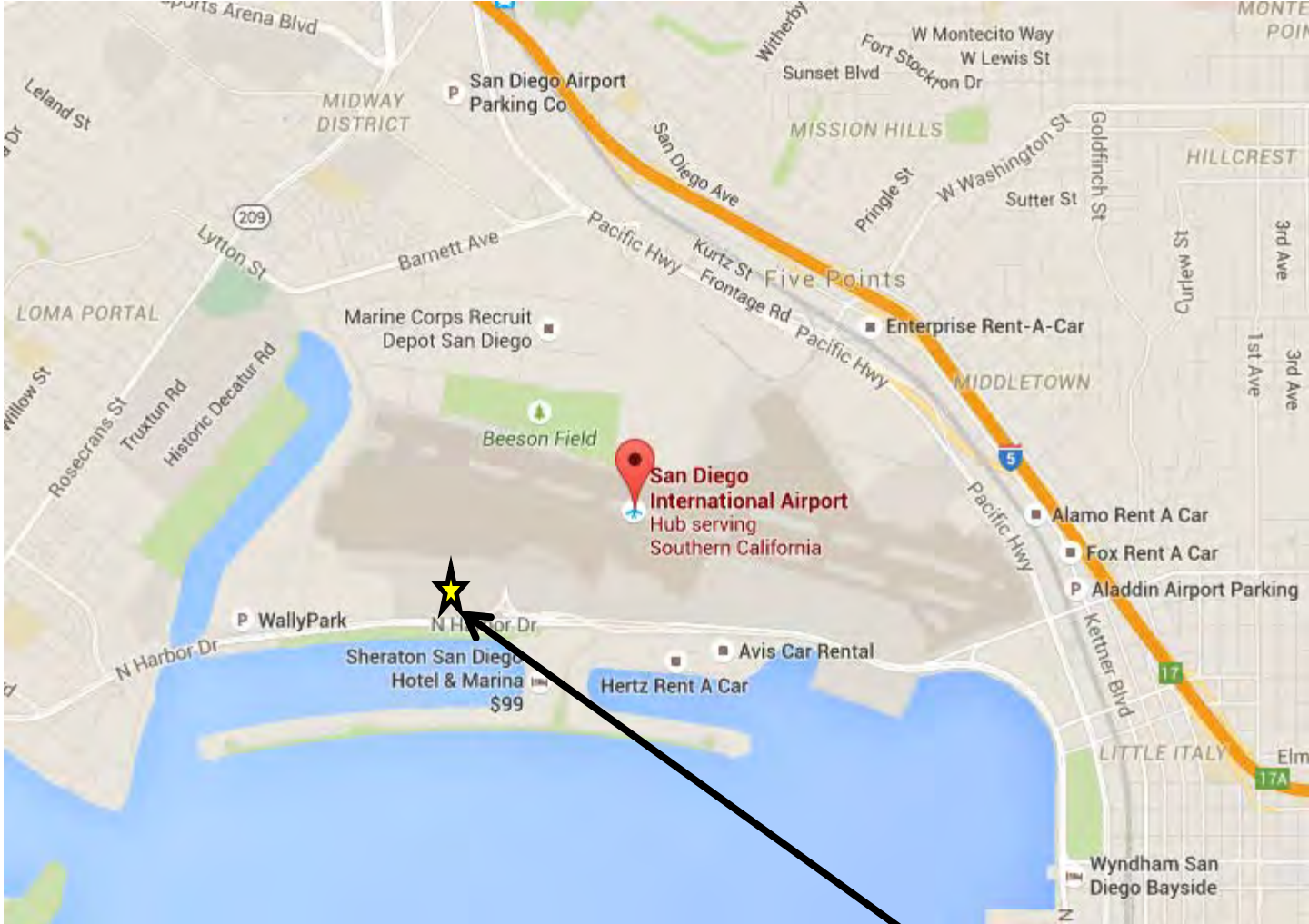
F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

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). The Airport Master Plan 2008 FEIR supplied some of the data relevant to findings in this report, specifically regarding traffic impacts. Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which

would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing the increase of public transit use, transportation demand management, future traffic and parking demand analysis requirements, water quality, and visual resource measures 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.

(G:\San Diego\Reports\2014\6-14-1886 SDIA parking structure stf rpt.docx)



Subject Site



EXHIBIT NO. 1
APPLICATION NO. 6-14-1886
Vicinity Map
 California Coastal Commission



**Subject
Site**

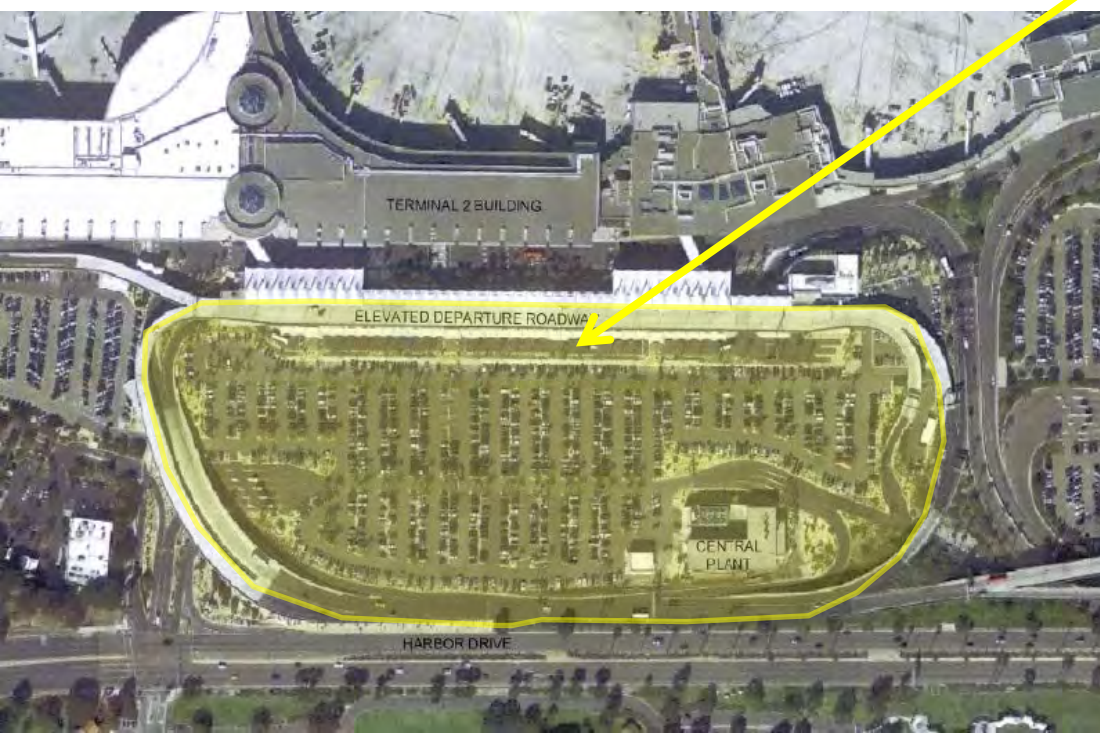


EXHIBIT NO. 2

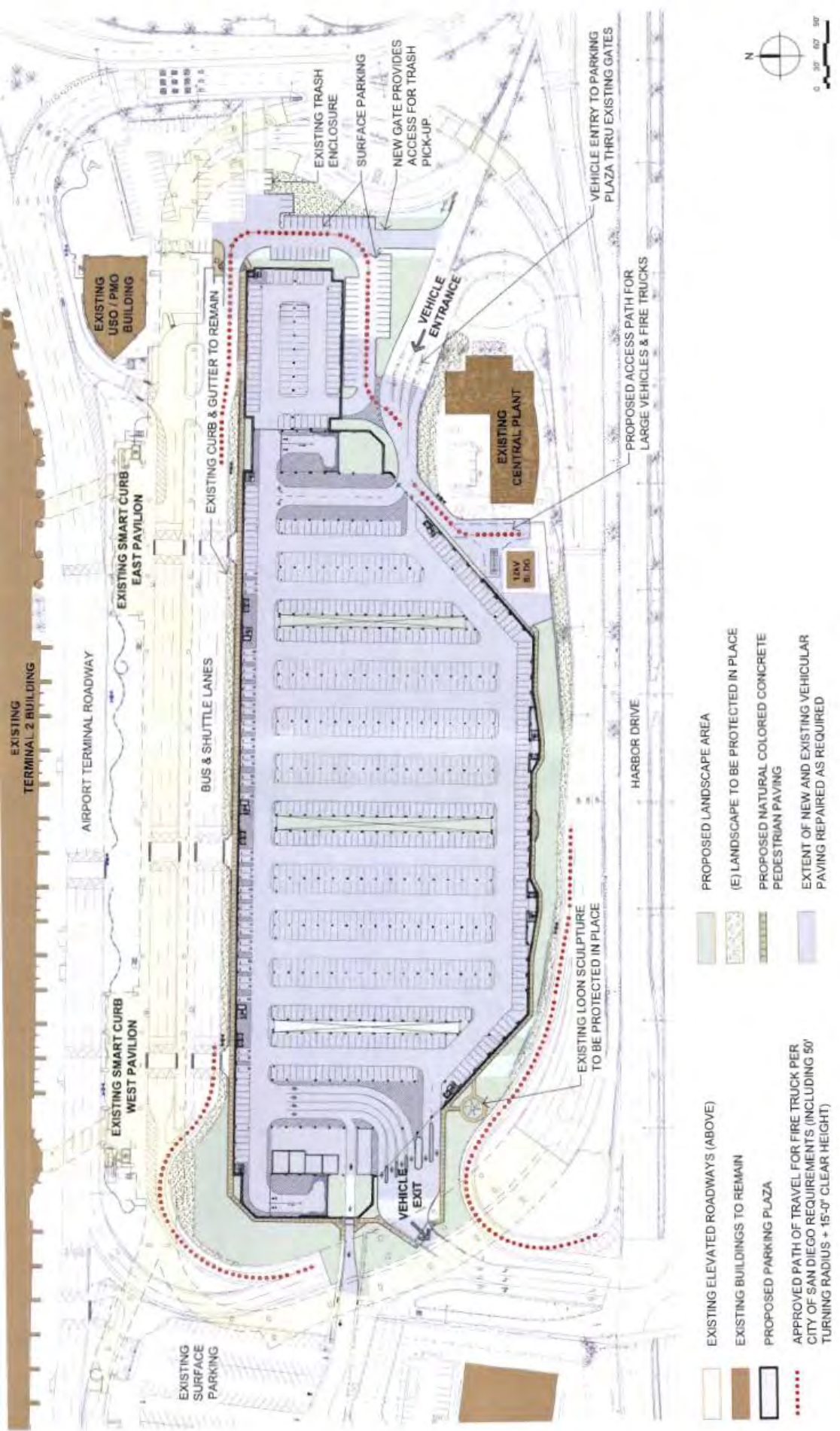
APPLICATION NO.

6-14-1886

Aerial View



California Coastal Commission



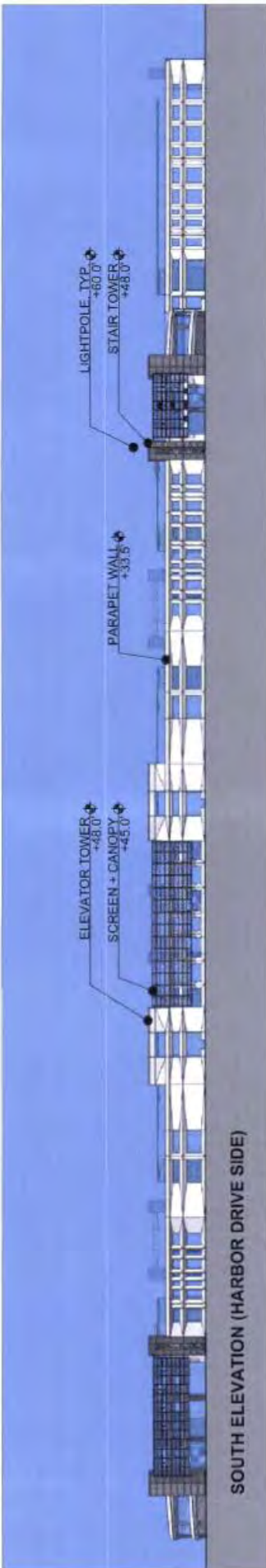
- PROPOSED LANDSCAPE AREA
- (E) LANDSCAPE TO BE PROTECTED IN PLACE
- PROPOSED NATURAL COLORED CONCRETE PEDESTRIAN PAVING
- EXTENT OF NEW AND EXISTING VEHICULAR PAVING REPAIRED AS REQUIRED



- EXISTING ELEVATED ROADWAYS (ABOVE)
- EXISTING BUILDINGS TO REMAIN
- PROPOSED PARKING PLAZA
- APPROVED PATH OF TRAVEL FOR FIRE TRUCK PER CITY OF SAN DIEGO REQUIREMENTS (INCLUDING 50' TURNING RADIUS + 15'-0" CLEAR HEIGHT)



EXHIBIT NO. 3
APPLICATION NO.
6-14-1886
Site Plan



ELEVATIONS ARE MEASURED FROM PARKING PLAZA GROUND LEVEL FINISH SLAB (IDENTIFIED AS +0'-0")

◆ = HEIGHT ABOVE FINISH SLAB

EXHIBIT NO. 4
APPLICATION NO.
6-14-1886
Project Plans
 California Coastal Commission

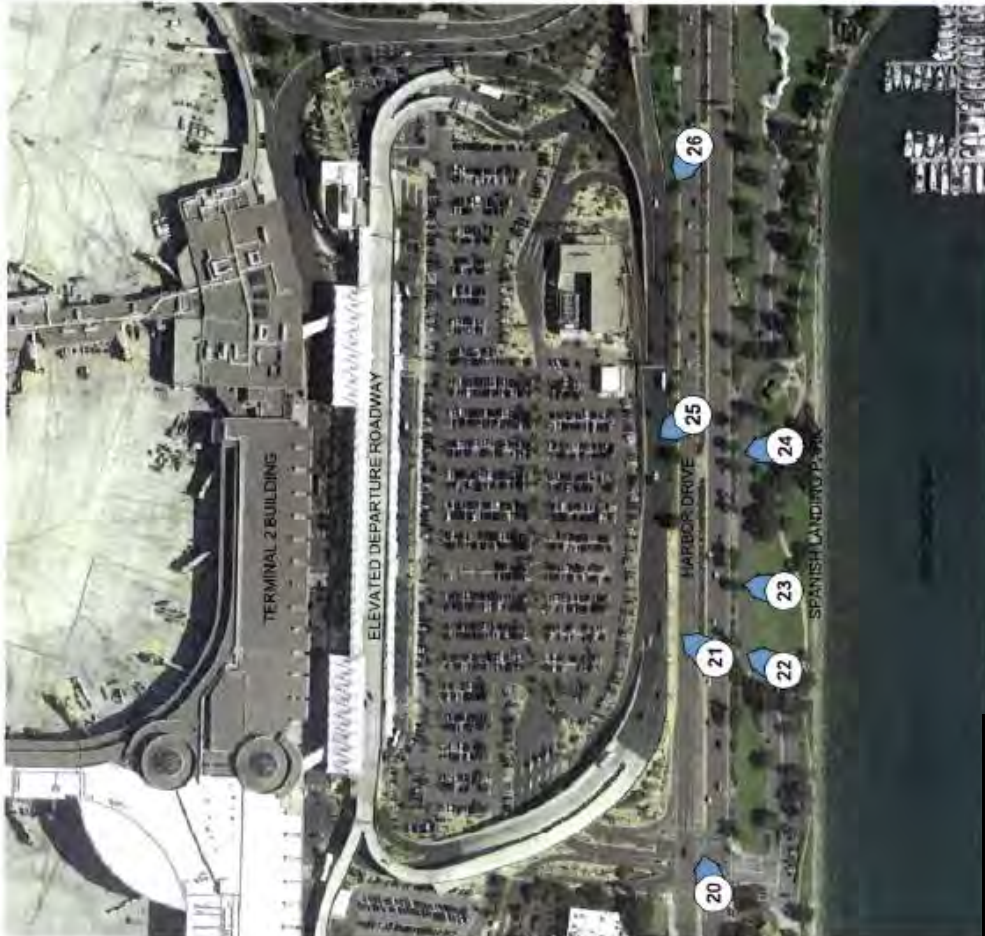
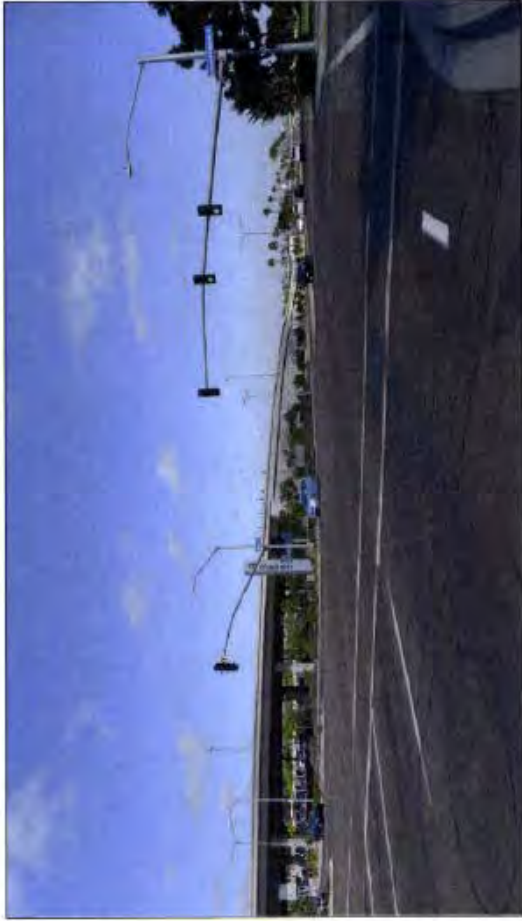


EXHIBIT NO. 5
APPLICATION NO.
6-14-1886
Visuals



EXISTING VIEW FROM HARBOR DRIVE- EASTBOUND TRAFFIC



PROPOSED VIEW FROM HARBOR DRIVE- EASTBOUND TRAFFIC



EXISTING VIEW FROM VEHICLE ON HARBOR DRIVE - EASTBOUND



PROPOSED VIEW FROM VEHICLE ON HARBOR DRIVE - EASTBOUND



EXISTING PEDESTRIAN VIEW FROM SPANISH LANDING PARK



PROPOSED PEDESTRIAN VIEW FROM SPANISH LANDING PARK



EXISTING PEDESTRIAN VIEW FROM SPANISH LANDING PARK



PROPOSED PEDESTRIAN VIEW FROM SPANISH LANDING PARK



RJC ARCHITECTS



SAN DIEGO INTERNATIONAL AIRPORT - TERMINAL 2 PARKING PLAZA
Coastal Commission Submittal - 26 November 2014



VISUAL SIMULATION #3
SPANISH LANDING PARK

EXISTING EMERGENCY
GENERATOR BUILDING



EXISTING PEDESTRIAN VIEW FROM SPANISH LANDING PARK

EXISTING EMERGENCY
GENERATOR BUILDING



PROPOSED

PEDESTRIAN VIEW FROM SPANISH LANDING PARK



RJC ARCHITECTS



SAN DIEGO INTERNATIONAL AIRPORT - TERMINAL 2 PARKING PLAZA
Coastal Commission Submittal - 26 November 2014



VISUAL SIMULATION #4
SPANISH LANDING PARK



EXISTING VIEW FROM VEHICLE ON HARBOR DRIVE • WESTBOUND



PROPOSED

VIEW FROM VEHICLE ON HARBOR DRIVE • WESTBOUND



RJC ARCHITECTS



SAN DIEGO INTERNATIONAL AIRPORT • TERMINAL 2 PARKING PLAZA
Coastal Commission Submittal - 26 November 2014



VISUAL SIMULATION #6
HARBOR DRIVE • WESTBOUND



EXISTING VIEW FROM VEHICLE ON HARBOR DRIVE - WESTBOUND



PROPOSED

VIEW FROM VEHICLE ON HARBOR DRIVE - WESTBOUND



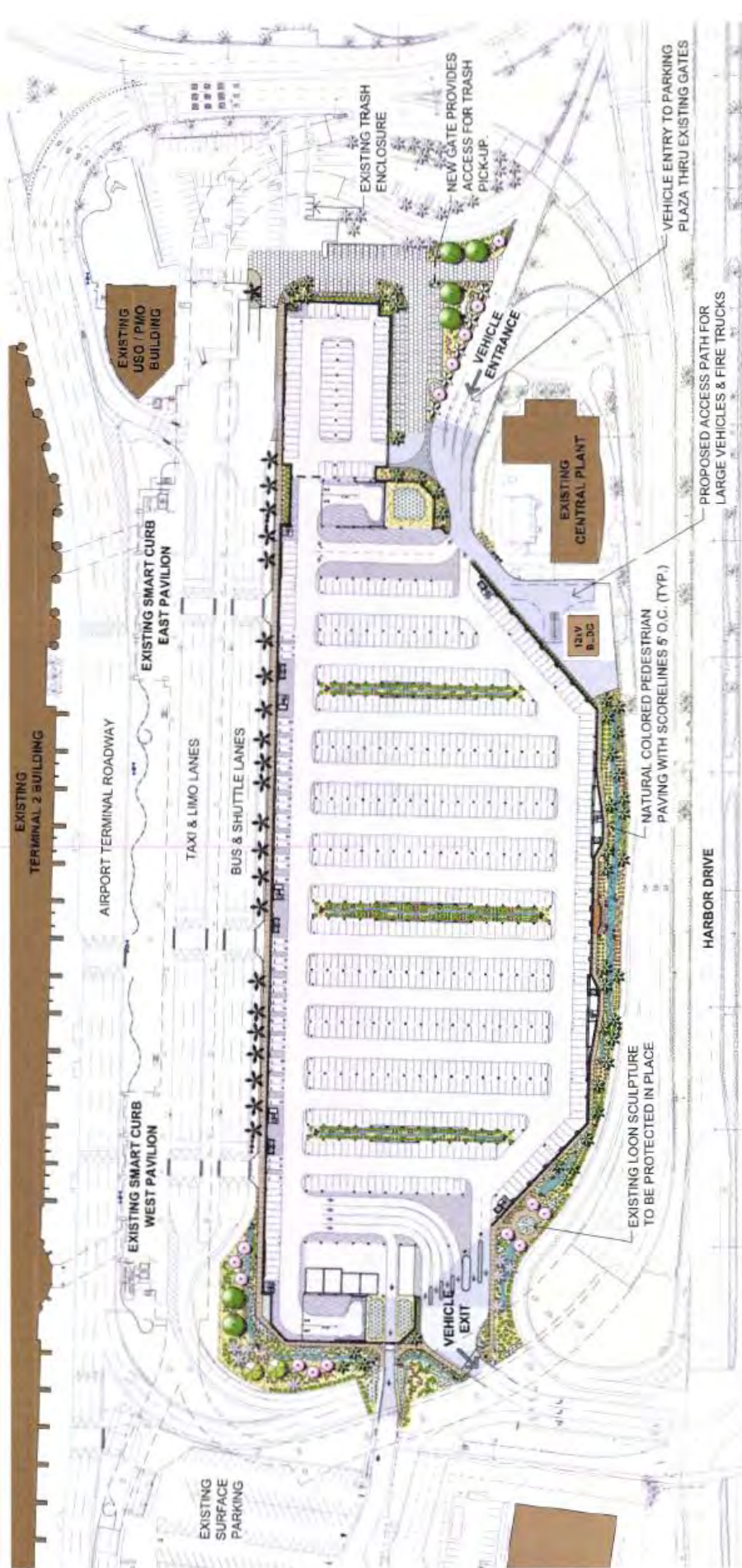
RJC ARCHITECTS



SAN DIEGO INTERNATIONAL AIRPORT - TERMINAL 2 PARKING PLAZA
Coastal Commission Submittal - 26 November 2014



VISUAL SIMULATION #7
HARBOR DRIVE - WESTBOUND



EXISTING BUILDING TO REMAIN

EXISTING PLANTING AND IRRIGATION TO REMAIN

3/4" GRAVEL TO MATCH EXISTING

AC PAVEMENT

PERVIOUS PAVERS

PROPOSED PARKING PLAZA

NATURALIZED AND NATIVE TREES TO MATCH EXISTING

NATURALIZED AND NATIVE SHRUBS AND GROUNDCOVER TO MATCH EXISTING

BIOSWALE AREA WITH RIVER ROCK AND BOULDERS TO MATCH EXISTING

EXISTING PALM TREES - TO REMAIN (QTY = 99)

EXISTING PALM TREES - TO RELOCATE (QTY = 45)

NOTE: 155 PALMS TO BE REMOVED FROM EXISTING SURFACE LOT.

131V B.D.C.

EXISTING TRASH ENCLOSURE

NEW GATE PROVIDES ACCESS FOR TRASH PICK-UP

VEHICLE ENTRANCE

VEHICLE EXIT

EXISTING SMART CURB WEST PAVILION

EXISTING SMART CURB EAST PAVILION

EXISTING USO / PMO BUILDING

EXISTING TRASH ENCLOSURE

EXISTING CENTRAL PLANT

VEHICLE ENTRY TO PARKING PLAZA THRU EXISTING GATES

PROPOSED ACCESS PATH FOR LARGE VEHICLES & FIRE TRUCKS

NATURAL COLORED PEDESTRIAN PAVING WITH SCORELINES 5' O.C. (TYP.)

EXISTING LOON SCULPTURE TO BE PROTECTED IN PLACE

HARBOR DRIVE

AIRPORT TERMINAL ROADWAY

TAXI & LIMO LANES

BUS & SHUTTLE LANES

EXISTING SURFACE PARKING

0 30' 60' 90'

N

EXHIBIT NO. 6

APPLICATION NO.

6-14-1886

Landscape Plan



EXHIBIT NO. 7
APPLICATION NO. 6-14-1886
Stormwater Plan
 California Coastal Commission



Terminal 1 Lot

Terminal 2 East Lot

Terminal 2 West Lot



EXHIBIT NO. 8
APPLICATION NO. 6-14-1886
Existing Close-in Parking Facilities
California Coastal Commission

AVERAGE DAILY PEAK OCCUPANCIES FOR CLOSE-IN PARKING FACILITIES, BY DAY OF WEEK, FY 2014

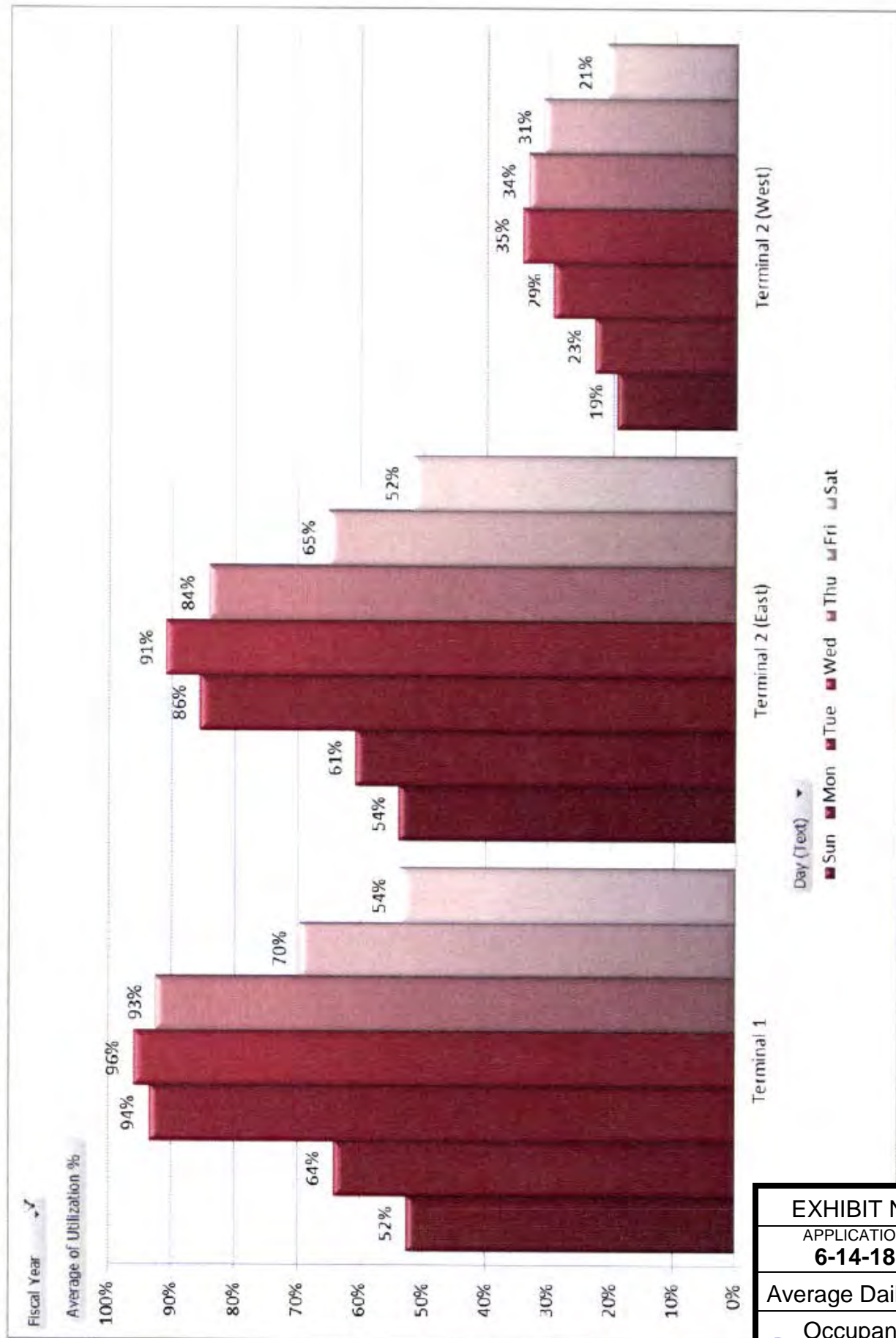


EXHIBIT NO. 9

APPLICATION NO.

6-14-1886

Average Daily Peak

Occupancies



California Coastal Commission

No Project Alternative	Airport Implementation Plan		Airport Land Use Plan
	Without Parking Structure	With Parking Structure	
	Expand Terminal 2 with 10 new jet gates	Expand Terminal 2 with 10 new jet gates	With Parking Structure
No expansion of terminal areas			Expand Terminal 2 with 10 new jet gates
No expansion of airfield/aircraft apron	Construct new aircraft parking apron	Construct new aircraft parking apron	Construct new aircraft parking apron
No ground transportation improvements	Construct new apron and aircraft taxilane	Construct new apron and aircraft taxilane	Construct new apron and aircraft taxilane
No airport support improvements	Construct new second-level road/curb	Construct new second-level road/curb	Construct new second-level road/curb
		Construct five-level/5,000 space parking structure	Construct five-level/5,000 space parking structure
			Construct access road from Sassafras Street and new general aviation facility
			6-level rental car center with 9,000 spaces
			2,170 public parking spaces
			On-airport circulation road connecting to Northside
			Connection to Sassafras Street
			Future connection to an Intermodal Transit Center with a pedestrian bridge over Pacific Highway
			Redevelopment of the former TDY site for airfield, airport support and ground transportation uses

EXHIBIT NO. 10

APPLICATION NO.

6-14-1886

Airport Land Use

Plan Comparisons



California Coastal Commission

Table 1 5,000 space Parking Structure Analysis (2008 San Diego International Airport Master Plan EIR)							
Year	Category	Airport Implementation Plan			Roadway Classification/LOS E Capacity	Criteria for Significant Impact 3/	Significant Impact?
		N. Harbor Dr. without Parking Structure 1/	ADT/V/C Difference	N. Harbor Dr. with Parking Structure 2/			
2013	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	74,100 1.23 V/C LOS F	–	–	6-lane Prime / 60,000	–	–
	Daily Airport Trip Generation Rate	1.83 (Page D-104)	–	1.83 (Page D-69)	–	–	–
	Daily Airport Trip Generation	109,500 (Page D-104)	–	109,500 (Page D-69)	–	–	–
2015	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	93,500 1.56 V/C LOS F (Page D-106)	300 ADT/ <0.01 V/C	93,800 1.56 V/C LOS F (Page D-75)	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO
	Daily Airport Trip Generation Rate	1.82	–	1.83	–	–	–
	Daily Airport Trip Generation	120,650 (Page D-104)	–	120,900	–	–	–
2020	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	102,200 1.70 V/C LOS F (Page D-106)	400 ADT/ <0.01 V/C	102,600 1.71 V/C LOS F (Page D-75)	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO
	Daily Airport Trip Generation Rate	1.82	–	1.82	–	–	–
	Daily Airport Trip Generation	128,200 (Page D-104)	–	128,500	–	–	–
2025	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	105,700 1.76 V/C LOS F (Page D-107)	700 ADT/ <0.01 V/C	106,400 1.77 V/C LOS F (Page D-76)	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO
	Daily Airport Trip Generation Rate	1.81	–	1.82	–	–	–
	Daily Airport Trip Generation	134,600 (Page D-104)	–	135,000	–	–	–
2030	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	106,700 1.78 V/C LOS F (Page D-107)	800 0.01 V/C	107,500 1.79 V/C LOS F (Page D-76)	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO

Footnotes

1/ Source: 2008 EIR, Appendix D, Table D-40. This ADT does not include the Rental Car Center removal of 7,644 ADT on N. Harbor Drive.

2/ Source: 2008 EIR, Appendix D, Table D-60

3/ Shown for information purposes only, as Criteria for Significance in EIR compares "With Project" to "No Project" scenarios

EXHIBIT NO. 11

APPLICATION NO.

6-14-1886

Traffic Analysis for

Alternatives



California Coastal Commission

Table 2 3,000 space Parking Structure Analysis (Extrapolation from analysis of 5,000 space structure in 2008 San Diego International Airport Master Plan EIR)							
Year	Category	Airport Implementation Plan			Roadway Classification/ LOS E Capacity	Criteria for Significant Impact 3/	Significant Impact?
		N. Harbor Dr. without Parking Structure 1/	ADT 4/ V/C Difference	N. Harbor Dr. with Parking Structure 2/			
2013	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	74,100 1.23 V/C LOS F	–	–	6-lane Prime / 60,000	–	–
2015	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	93,500 1.56 V/C LOS F (Page D-106)	180 ADT/ <0.01 V/C	93,680 1.56 V/C LOS F	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO
2020	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	102,200 1.70 V/C LOS F (Page D-106)	240 ADT/ <0.01 V/C	102,440 1.70 V/C LOS F	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO
2025	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	105,700 1.76 V/C LOS F (Page D-107)	180 ADT/ <0.01 V/C	105,880 1.76 V/C LOS F	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO
2030	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	106,700 1.78 V/C LOS F (Page D-107)	480 <0.01 V/C	107,180 1.78 V/C LOS F	6-lane Prime / 60,000	Greater than 0.01 V/C at LOS F	NO

Footnotes

- 1/ Source: 2008 EIR, Appendix D, Table D-40. This ADT does not include the Rental Car Center removal of 7,644 ADT on N. Harbor Drive.
- 2/ Source: Project without Parking Structure (shown in 2/) plus ADT (shown in 4/).
- 3/ Shown for information purposes only, as Criteria for Significance in EIR compares “With Project” to “No Project” scenarios, not “With Parking Structure” to “Without Parking Structure” scenarios
- 4/ 3,000 space parking structure project contribution calculated using the proportionality between 5,000 space parking structure ADT.