

CALIFORNIA COASTAL COMMISSION

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F14b

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STAFF REPORT: AMENDMENT

Application No.: 6-09-015-A1

Applicant: San Diego County Regional Airport Authority

Agent: Ted Anasis

Location: West side of Terminal 2, San Diego International Airport, 3225 North Harbor Drive, San Diego, San Diego County (APN 760-062-01, 760-039-61, 760-039-58, 760-039-67)

Original Project Description: Construction of a two-story, 468,389 sq. ft. expansion of Terminal 2 including 10 new aircraft boarding gates; new ticket lobby areas; new, expanded security screening area; expanded concessions; baggage handling facilities; and restrooms. Construction of three ancillary structures in the existing Terminal 2 visitor parking lot, including a 10,000 sq. ft. United Service Organization facility replacement; a 6,000 sq. ft. replacement parking management building, and a 13,500 sq. ft. expansion of the Central Utility Plant to house additional HVAC equipment. Construction of a new second level roadway for departures next to the upper level Terminal 2, and pedestrian walkways connecting to upper level Terminal 2 ticket lobbies. Expansion of existing airport parking lot at Pacific Highway and Sassafras Street to replace all of the approximately 500 parking spaces lost as a result of the terminal expansion.

Proposed Amendment: After-the-fact approval of internal modifications and a 45-ft. high, 40,422 sq. ft. addition to the west side of Terminal 2 for Federal Inspection Services. Modify

Special Condition No. 1 to align the required Greenhouse Gas Emissions reports with current emissions reporting and reduction practices.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The proposed amendment includes after-the-fact approval of a 45-ft. high, 40,422 sq. ft. addition to the west side of Terminal 2 of the San Diego International Airport (SDIA) to accommodate a relocated and expanded Federal Inspection Service (FIS) facility. The purpose of the project is to accommodate the recent and future growth in international passengers and new requirements for FIS facilities from U.S. Customs and Border Protection (CBP). Unpermitted development of the subject project commenced in May 2017 and was completed in June 2018. The proposed amendment also includes modification of Special Condition No. 1 to bring the condition into conformance with current greenhouse gas (GHG) emissions reporting and reduction practices. Additional special conditions approved by the Commission in its original action remain unchanged and in effect.

On August 14, 2009, the Commission approved the original coastal development permit (CDP) for the expansion of Terminal 2. While the original CDP included approval of improvements for international arrivals and FIS, these improvements were not constructed because many international air flights were not confirmed at that time. Instead, the Terminal 2 expansion was constructed in 2013 with a terminal footprint that could accommodate the construction of FIS elements at a later date.

In May 2017, the San Diego County Regional Airport Authority (Airport Authority) commenced construction of interior remodeling and an addition to accommodate the FIS; however, the addition was not constructed in conformance with the plans approved by the Commission in 2009 for the expansion. Instead, the addition was redesigned and constructed in compliance with recent standards for FIS facilities, which resulted in a footprint of 20,572 sq. ft. over what was originally authorized. Because the constructed addition is not in conformance with the original plans, it is unpermitted, and the Airport Authority is requesting to amend the original CDP to include after-the-fact approval of the addition.

The Global Warming Solutions Act of 2006, or Assembly Bill (AB) 32, is a California law that fights global warming by establishing a comprehensive program to reduce greenhouse gas (GHG) emissions and requires the California Air Resources Board (CARB) to implement the program. In its original approval, the Commission found that a primary Coastal Act issue raised by the project related to potential impacts the development could have on climate change and GHG emissions. Therefore, the Commission attached Special Condition No. 1, requiring the Airport Authority to submit a GHG Emission Reduction Plan and annual monitoring reports identifying Scope 1, 2,

and 3¹ emissions and measures to reduce emissions below the significance level identified at that time (7,000 MTCO_{2e}). This condition was based on a preliminary CARB recommendation for setting interim significance thresholds while an implementation plan was formally developed. Since the project's original approval, the implementation plan (i.e., Climate Change Scoping Plan) required by AB 32 has been developed and was most recently updated in 2014. However, that plan did not include specific measures for airports.

Instead, CARB focuses on reducing emissions from ground support equipment and airport transit vehicles at airports, and works closely with local agencies and airport operators to develop innovative actions to further reduce pollution in and around airports. In regards to aircraft themselves, which account for the majority of the Airport Authority's Scope 3 emissions, CARB works with national and international entities, such as the U.S. Environmental Protection Agency and International Civil Aviation Organization, to develop stricter aircraft standards for smog-causing pollution and greenhouse gases. CARB does not currently require the airport to report their emissions and has not set any reduction goals for the airport.

However, the Airport Authority has taken several steps to report and reduce GHG emissions, including finalizing a Strategic Greenhouse Gas Reduction Plan that established reduction targets for its Scope 1 and 2 GHG emissions similar to those established for the State of California by AB 32, conducting an annual GHG emissions inventory that includes Scope 1-3 emissions, and achieving Level 2 certification through the Airports Council International's Airport Carbon Accreditation program. As such, the Airport Authority proposes to amend Special Condition No. 1 to align the required monitoring reports with current practice by requiring calculation of all Scope 1, 2, and 3 emissions and reporting on measures to reduce those Scope 1 and 2 emissions which originate from sources that are owned or controlled by the Airport Authority.

Commission staff recommends **approval** of coastal development permit application 6-09-015-A1, as conditioned.

¹ Scope 1 GHG emissions are direct emissions from sources that are owned or controlled by the Authority. Scope 2 GHG emissions are indirect emissions from sources that are owned or controlled by the Authority. Scope 3 GHG emissions are from sources not owned or directly controlled by the Authority but relate to Authority activities.

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I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** the proposed amendment to Coastal Development Permit Application No. 6-09-015-A1 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 amendment 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 amendment 6-09-015-A1 and adopts the findings set forth below on grounds that the development as amended and 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. SPECIAL CONDITIONS

This permit amendment is granted subject to the following special conditions:

NOTE: [Appendix A](#), attached, includes all standard and special conditions that apply to this permit, as approved by the Commission in its original action and modified and/or supplemented by all subsequent amendments, including this amendment no. 6-09-015-A1. All of the Commission's adopted special conditions and any changes in the project description proposed by the applicant and approved by the Commission in this or previous actions continue to apply in their most recently approved form unless explicitly changed in this action. New conditions and modifications to existing conditions imposed in this action on amendment no. 6-09-015-A1 are shown in the following section. Changes to the previously approved special conditions are shown in strikeout/double underline format. This will result in one set of adopted special conditions.

1. Greenhouse Gas Emission Reduction: PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the applicant shall submit a Greenhouse Gas Emission Reduction

Plan (the Plan) for Executive Director review and written approval. The Plan shall describe the proposed project elements, including the 10-gate terminal expansion project and the new elevated roadway at Terminal 2 of San Diego International Airport, and identify and quantify the types and amounts of Scope 1, 2, and 3 GHG emissions that will be associated with the construction and operation of these planned improvements. Known or estimated values for GHG emission sources must be provided for (but not be limited to) aircraft, ground support equipment (GSE), space heating and air conditioning, motor vehicles and construction equipment/materials. The Plan shall also identify, evaluate and develop GHG emission reduction measures for incorporation into the design, construction and operation of the proposed project. Emission reduction goals will be consistent with the SDCRAA/Office of the Attorney General Memorandum of Understanding, the California Global Warming Solutions Act of 2006 (AB32), the Western Climate Initiative, and the Coastal Act.

- a. Construction-related GHG emissions: Within 60 days of completing construction of the terminal expansion and second level roadway construction, the Permittee shall submit a report for Executive Director review and written approval that identifies and calculates net construction-related GHG emissions resulting from those projects and all measures implemented to reduce net emissions to less than 7,000 metric tons per year (pursuant to the threshold identified in the October 24, 2008 California Air Resources Board (CARB) *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*). All measures shall be consistent with the protocols established pursuant to AB 32. Any offsets or credits used to meet this level shall be approved by CARB, the San Diego County Air Pollution Control District (SDCAPCD), or the California Climate Action Registry (CCAR) as consistent with AB 32.

- b. Operational GHG emissions: No later than June 30th of each subsequent year that the project remains in use, the Permittee shall submit for Executive Director review and written approval an annual report that identifies and calculates each year's Scope 1, ~~and 2, and 3~~ GHG emissions, ~~and those Scope 3 GHG emissions as provided for in the May 5, 2008 MOU between Permittee and the Attorney General of the State of California,~~ associated with project operations and all measures implemented to reduce Scope 1 and 2 net emissions to less than 7,000 metric tons per year. Any offsets or credits used to meet this level shall be in accordance with regulations approved by the CARB, SDCAPCD, or CCAR and shall be consistent with AB 32.

To meet the construction and operational net emission limits identified above, the Permittee may include GHG emission reduction measures, credits, or offsets that are consistent with AB 32 and have been implemented pursuant to the requirements of another regulatory agency. Upon the Permittee's request, the Executive Director may approve the use of offsets or credits available from entities other than CARB, SDCAPCD, or CCAR, if they are consistent with AB 32 protocols.

2. [Special Condition No. 2 of CDP No. 6-09-015 remains unchanged and in effect]

3. [Special Condition No. 3 of CDP No. 6-09-015 remains unchanged and in effect]

4. [Special Condition No. 4 of CDP No. 6-09-015 remains unchanged and in effect]
5. [Special Condition No. 5 of CDP No. 6-09-015 remains unchanged and in effect]
6. [Special Condition No. 6 of CDP No. 6-09-015 remains unchanged and in effect]

III. FINDINGS AND DECLARATIONS

A. PROJECT HISTORY/ AMENDMENT DESCRIPTION

Background

The San Diego International Airport (SDIA) is located north of Harbor Drive, east of McCain Road and the boat channel, south of the Marine Corps Recruit Depot, and west of Pacific Highway in San Diego ([Exhibit 1](#)). On August 14, 2009, the Commission approved Coastal Development Permit (CDP) No. 6-09-015 for the construction of an approximately 468,389 sq. ft. expansion of Terminal 2 at SDIA ([Exhibit 2](#)). Specifically, the expansion included a new security screening area, 10 new aircraft boarding gates, new ticket lobby areas, expanded concessions, airline and tenant offices, baggage handling facilities, restrooms, mechanical areas, and a 72 foot high “ramp” control tower for directing aircraft traffic around the terminal. The project also included a new second level roadway and elevated pedestrian walkways connecting to the upper level Terminal 2 ticket lobbies, intersection improvements, and the construction of three ancillary structures, including a 10,000 sq. ft. replacement for the existing United Service Organizations facility, a 6,000 sq. ft. replacement parking management building, and a 13,500 sq. ft. expansion of the Central Utility Plant.

The original project also included updates to the international arrivals and Federal Inspection Services (FIS), including a 16,132 sq. ft. primary inspection area on the third level, and a 43,483 sq. ft. secondary inspection area and 11,505 sq. ft. international inbound baggage area on the first level. However, because international air flights were not confirmed by many air carriers at that time, the international arrivals and FIS improvements were not constructed. Instead, the Terminal 2 expansion was constructed to 448,539 sq. ft. with space to construct the aforementioned FIS elements at a later date.

The San Diego County Regional Airport Authority (Airport Authority) commenced construction of the FIS improvements in May 2017 due to the growth in international flights. Construction was completed in June 2018; however, the improvements were not constructed in conformance with the original plans and resulted in an expanded footprint of 20,572 sq. ft. over the 468,389 sq. ft. permitted by CDP No. 6-09-015. As such, the addition constitutes unpermitted development and the Airport Authority is now requesting to amend the original CDP to include after-the-fact approval of the addition as constructed.

The Airport Authority submitted a 90-day extension to the Commission, extending the final date of action on the permit amendment application to October 23, 2018. Because of the Permit Streamlining Act, the Commission must make a final determination within 270 days of filing to either approve or deny this application at or before the October hearing.

Proposed Amendment

The proposed amendment includes after-the-fact approval of a 45-ft. high, 40,422 sq. ft. addition and internal modifications to the west side of Terminal 2 ([Exhibit 3](#)). The purpose of the project is to relocate and expand the existing FIS to accommodate the recent and future growth in international passengers and new requirements for FIS facilities from U.S. Customs and Border Protection (CBP). In addition, this project would facilitate the transition to a single point of clearance (i.e., requiring travelers to receive their baggage prior to going through customs).

The subject amendment includes a 22,267 sq. ft. first floor addition and an 18,155 sq. ft. second floor addition. The finished height of the expansion, which includes two stories and mechanical elements on the roof, is 45 ft. tall which is less than the maximum height of 60.5 ft. previously authorized for the remainder of the expanded terminal. The addition matches the architectural design aesthetic of the existing Terminal 2 building and does not block views towards or along the San Diego Bay. Therefore, no visual resource impacts are expected.

Six existing aircraft gates (Gates 46, 47, 48, 49, 50 and 51) have been converted to swing gates able to be utilized for both domestic and international departures and arrivals. The project includes the addition of a minor abutment at three locations between the gates, as well as secure passenger corridors and vertical circulation that direct arriving international passengers to the minor abutment, and down via elevators, escalators and staircases to the international arrivals area, federal inspection services, and baggage claim areas. For all departures and domestic arrivals, passengers will use the existing terminal hold room and jet bridges to board the aircraft.

The proposed project would not increase the number of flights operating out of the airport or require any additional FIS employees; however, it would increase the number of passengers that are able to be processed by the FIS from 350 to 1,000 per hour and make the process more comfortable by providing restrooms, additional baggage claims, and additional space. Thus, it would not increase the number of vehicle trips to the airport or demand for parking, and would not impact public access to the coast.

The subject project was constructed on land that was previously developed with an empty shell and loading dock during the 2013 expansion and no sensitive resources were impacted.

Finally, the proposed amendment includes the modification of Special Condition No. 1 to align the required Greenhouse Gas Emissions monitoring reports with current practice by requiring the calculation of all Scope 1, 2, and 3 emissions and clarifying that the Airport

Authority is only responsible for operational emissions associated with Scope 1 and 2 emissions which originate from sources that are owned or controlled by the Airport Authority.

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. AIR QUALITY

Coastal Act Section 30253 states, in part:

New development shall do all of the following: [...]

(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.

(d) Minimize energy consumption and vehicle miles traveled. [...]

The Global Warming Solutions Act of 2006, or Assembly Bill (AB) 32, is a California law that fights and prevents global warming by establishing a comprehensive program to reduce greenhouse gas emissions and requires the California Air Resources Board (CARB) to implement the program. In its original approval, the Commission found that a primary Coastal Act issue raised by the project related to potential impacts the development could have on climate change and GHG emissions. Therefore, the Commission imposed Special Condition No. 1, requiring the Airport Authority to submit a GHG Emission Reduction Plan and annual monitoring reports identifying Scope 1, 2, and 3² emissions and measures to reduce emissions below the significance level identified at that time (7,000 MTCO₂e). This condition was based on a preliminary CARB recommendation for setting interim significance thresholds while an implementation plan was formally developed. Since the project's original approval, the implementation plan (i.e. Climate Change Scoping Plan) required by AB 32 has been developed and was most recently updated in 2014. However, the implementation plan did not include specific measures for airports.

Instead, CARB focuses on reducing emissions from ground support equipment and airport transit vehicles at airports, and works closely with local agencies and airport operators to develop innovative actions to further reduce pollution in and around airports. In regards to emissions from aircraft, which are considered Scope 3 emissions and account for 67% of total emissions at the San Diego International Airport, CARB works with national and international entities, such as the U.S. Environmental Protection

² Scope 1 GHG emissions are direct emissions from sources that are owned or controlled by the Authority. Scope 2 GHG emissions are indirect emissions from sources that are owned or controlled by the Authority. Scope 3 GHG emissions are from sources not owned or directly controlled by the Authority but relate to Authority activities.

Agency and International Civil Aviation Organization, to develop stricter aircraft standards for smog-causing pollution and greenhouse gases. CARB does not require the airport to report their emissions and has not set any reduction goals for the airport.

While not specifically required, the Airport Authority has taken several steps to report and reduce GHG emissions. In 2015, the Airport Authority finalized a Strategic Greenhouse Gas Reduction Plan that established reduction targets for Scope 1 and 2 emissions that are similar to those established by AB 32 for statewide reductions of GHG emissions, including reducing GHG emissions to 15% below 2010 levels by 2020 and to 49% below 2010 levels by 2035. The Airport Authority also conducts an annual GHG emissions inventory that includes Scope 1-3 emissions. Finally, the Airport Authority has been certified through the Airports Council International's Airport Carbon Accreditation program at "Level 2," which means that the airport is actively implementing a carbon management plan and is making progress towards a reduced carbon footprint in regards to those GHG emissions under its control. To align the required monitoring reports with current practice, the Airport Authority proposes to amend **Special Condition No. 1** to require the calculation of all Scope 1, 2, and 3 emissions and clarify that reduction measures are only necessary for Scope 1 and 2 emissions, which originate from sources that are owned or controlled by the Airport Authority.

An expansion of Terminal 2 operations could cause the Airport Authority to exceed the significance level set in the original approval. However, the most recent monitoring report found that the project's operational emissions were 3,514.2 MTCO₂e in 2017, which is under the significance level of 7,000 MTCO₂e per year. In regards to the subject amendment, GHG emissions from construction and operation of the addition are estimated to result in a total of 415 MTCO₂e per year. When combined with the results from the most recent monitoring report, emissions resulting from the proposed amendment are not expected to surpass the significance level established by the original approval. Regardless, Special Condition No. 1, as modified, requires the Airport Authority to continue to submit annual monitoring reports that include emissions and reduction measures associated with the proposed addition, and that demonstrate that the project, as amended, continues to operate below the significance level.

In conclusion, the proposed amendment is not expected to impact air quality due to the small scope of the project and to emission reduction measures required by the Airport Authority's GHG Emission Reduction Plan, and is expected to be consistent with CARB and San Diego County Air Pollution Control District requirements. Therefore, the Commission finds that the subject project is consistent with Section 30253 of the Coastal Act.

C. UNPERMITTED DEVELOPMENT

Unpermitted development has occurred on the subject site without the required CDP amendment. The unpermitted development consists of a two-story, 40,422 sq. ft. addition to the west side of Terminal 2 in an area that was previously a paved loading dock circulation area. Construction of the addition commenced in May 2017 and was completed in June 2018.

The subject amendment application was received in November 2017. During a visit to the site in February 2018, Commission staff observed that the subject project was underway and, consequently, informed the Airport Authority that the subject development was unpermitted. The applicant revised the subject application on April 20, 2018 to request after-the-fact approval of the unpermitted development noted above and identified in the project description.

Although the development has taken place prior to submittal of this application, consideration of this application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act and as though the development was not in place. Commission approval of this application pursuant to the staff recommendation will bring the unpermitted development into conformance with coastal development permit requirements once the permit has been fully executed and the terms and conditions of the permit complied with by the applicant.

D. LOCAL COASTAL PLANNING

Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

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, legislation which took effect in January 2003 transferred authority over airport property to the newly created Airport Authority. Thus, the airport is now within the Commission's permit jurisdiction. Although the airport is not anticipated to be subject to a LCP, approval of this project would not prejudice the preparation of a LCP consistent with the requirements of Chapter 3. As discussed above, the proposed project, as conditioned, is consistent with Chapter 3, including the public access, water quality and visual protection policies of the Coastal Act.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. In 2008, the Airport Authority prepared and adopted the San Diego International Airport Master Plan Environmental Impact Report (State Clearinghouse No. 2005091105) associated with the preparation and adoption of an Airport Master Plan to meet demand through 2015 and beyond. In 2016, the Airport Authority prepared an Addendum to the FEIR that found there would be no substantial changes in circumstances resulting from the subject projected.

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 reduction of greenhouse gases 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 can be found consistent with the requirements of the Coastal Act to conform to CEQA.

Appendix A – Conditions of Approval

Permit No. 6-09-015

II. STANDARD CONDITIONS

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

The permit is subject to the following conditions:

1. **Greenhouse Gas Emission Reduction: PRIOR TO THE COMMENCEMENT OF CONSTRUCTION,** the applicant shall submit a Greenhouse Gas Emission Reduction Plan (the Plan) for Executive Director review and written approval. The Plan shall describe the proposed project elements, including the 10-gate terminal expansion project and the new elevated roadway at Terminal 2 of San Diego International Airport, and identify and quantify the types and amounts of Scope 1, 2, and 3 GHG emissions that will be associated with the construction and operation of these planned improvements. Known or estimated values for GHG emission sources must be provided for (but not be limited to) aircraft, ground support equipment (GSE), space heating and air conditioning, motor vehicles and construction equipment/materials. The Plan shall also identify, evaluate and develop GHG emission reduction measures for incorporation into the design, construction and operation of the proposed project. Emission reduction goals will be consistent with the SDCRAA/Office of the Attorney General Memorandum of Understanding, the California Global Warming Solutions Act of 2006 (AB32), the Western Climate Initiative, and the Coastal Act.
 - a. **Construction-related GHG emissions:** Within 60 days of completing construction of the terminal expansion and second level roadway construction, the Permittee shall submit a report for Executive Director review and written approval that identifies and calculates net construction-related GHG emissions resulting from those projects and all measures implemented to reduce net emissions to less than 7,000 metric tons per year (pursuant to the threshold identified in the October 24, 2008 California Air Resources Board

(CARB) *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*). All measures shall be consistent with the protocols established pursuant to AB 32. Any offsets or credits used to meet this level shall be approved by CARB, the San Diego County Air Pollution Control District (SDCAPCD), or the California Climate Action Registry (CCAR) as consistent with AB 32.

- b. Operational GHG emissions: No later than June 30 of each subsequent year that the project remains in use, the Permittee shall submit for Executive Director review and written approval an annual report that identifies and calculates each year's Scope 1 and 2 GHG emissions and those Scope 3 GHG emissions as provided for in the May 5, 2008 MOU between Permittee and the Attorney General of the State of California, associated with project operations and all measures implemented to reduce net emissions to less than 7,000 metric tons per year. Any offsets or credits used to meet this level shall be in accordance with regulations approved by CARB, SDCAPCD, or CCAR and shall be consistent with AB 32.

To meet the construction and operational net emission limits identified above, the Permittee may include GHG emission reduction measures, credits, or offsets that are consistent with AB 32 and have been implemented pursuant to the requirements of another regulatory agency. Upon the Permittee's request, the Executive Director may approve the use of offsets or credits available from entities other than CARB, SDCAPCD, or CCAR, if they are consistent with AB 32 protocols.

2. Final Plans. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, final site, building, and off-site parking plans for the proposed development. Said plans shall be in substantial conformance with the preliminary plans submitted with this application dated March 27, 2009.

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

3. Landscaping. Any proposed landscaping must be drought-tolerant and native or non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property.
4. Other Permits/Approvals. **Prior to the commencement of construction**, the permittee shall provide to the Executive Director copies of all other required state or federal discretionary permits or other agencies or property owner approvals, such as permits from the Regional Water Quality Control Board. Any mitigation measures or other changes to the project required through said permits shall be reported to the Executive Director and shall become part of the project. The Executive Director shall determine if such modifications, if any, require an amendment to this permit or a separate coastal development permit.

5. Timing of Parking Replacement. All parking spaces permanently removed in conjunction with construction of the approved project shall be replaced off-site as proposed, prior to or concurrent with removal.
6. Public Transit Improvements Status Report. Prior to operation of the expansion gates in Terminal 2, the applicant shall submit an update to the comprehensive Transit Plan dated August 2008 to the Executive Director for review and written approval, documenting the current status of efforts that have been made to add or improve mass transit linkages to the airport for airport employees and airport users. Each year thereafter, the applicant shall submit to the Executive Director an annual report documenting any changes that have occurred throughout the previous year to provide mass transit opportunities to the airport for employees and the general public.

In addition to a status report on ongoing operations, each annual report shall contain at a minimum the following items:

1. An evaluation of the progress made with MTS or by the applicant in providing a direct airport bus or shuttle from the Old Town Station for the use of airport visitors;
2. An evaluation of the progress made with MTS or by the applicant in adding direct airport bus or shuttle linkages to Lindbergh Field from the existing San Diego Trolley stations located inland of Pacific Highway between Old Town Station and the Santa Fe Station; and
3. An evaluation of progress made with MTS in expanding MTS direct bus service to Lindbergh Field including, but not limited to, expanding MTS bus routes and/or existing service from weekends only to weekday service.

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

Permit No. 6-09-015-A1

1. **Greenhouse Gas Emission Reduction: PRIOR TO THE COMMENCEMENT OF CONSTRUCTION**, the applicant shall submit a Greenhouse Gas Emission Reduction Plan (the Plan) for Executive Director review and written approval. The Plan shall describe the proposed project elements, including the 10-gate terminal expansion project and the new elevated roadway at Terminal 2 of San Diego International Airport, and identify and quantify the types and amounts of Scope 1, 2, and 3 GHG emissions that will be associated with the construction and operation of these planned improvements. Known or estimated values for GHG emission sources must be provided for (but not be limited to) aircraft, ground support equipment (GSE), space heating and air conditioning, motor vehicles and construction equipment/materials. The Plan shall also identify, evaluate and develop GHG emission reduction measures for incorporation into the design, construction and operation of the proposed project. Emission reduction goals will be consistent with the SDCRAA/Office of the Attorney General Memorandum of Understanding, the California Global Warming Solutions Act of 2006 (AB32), the Western Climate Initiative, and the Coastal Act. [...]

- b. Construction-related GHG emissions: Within 60 days of completing construction of the terminal expansion and second level roadway construction, the Permittee shall submit a report for Executive Director review and written approval that identifies and calculates net construction-related GHG emissions resulting from those projects and all measures implemented to reduce net emissions to less than 7,000 metric tons per year (pursuant to the threshold identified in the October 24, 2008 California Air Resources Board (CARB) *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*). All measures shall be consistent with the protocols established pursuant to AB 32. Any offsets or credits used to meet this level shall be approved by CARB, the San Diego County Air Pollution Control District (SDCAPCD), or the California Climate Action Registry (CCAR) as consistent with AB 32.
- c. Operational GHG emissions: No later than June 30th of each subsequent year that the project remains in use, the Permittee shall submit for Executive Director review and written approval an annual report that identifies and calculates each year's Scope 1, ~~and 2, and 3~~ GHG emissions, and those Scope 3 GHG emissions as provided for in the May 5, 2008 MOU between Permittee and the Attorney General of the State of California, associated with project operations and all measures implemented to reduce Scope 1 and 2 net emissions to less than 7,000 metric tons per year. Any offsets or credits used to meet this level shall be in accordance with regulations approved by the CARB, SDCAPCD, or CCAR and shall be consistent with AB 32.

To meet the construction and operational net emission limits identified above, the Permittee may include GHG emission reduction measures, credits, or offsets that are consistent with AB 32 and have been implemented pursuant to the requirements of another regulatory agency. Upon the Permittee's request, the Executive Director may approve the use of offsets or credits available from entities other than CARB, SDCAPCD, or CCAR, if they are consistent with AB 32 protocols.

2. [Special Condition No. 2 of CDP No. 6-09-015 remains unchanged and in effect]
3. [Special Condition No. 3 of CDP No. 6-09-015 remains unchanged and in effect]
4. [Special Condition No. 4 of CDP No. 6-09-015 remains unchanged and in effect]
5. [Special Condition No. 5 of CDP No. 6-09-015 remains unchanged and in effect]
6. [Special Condition No. 6 of CDP No. 6-09-015 remains unchanged and in effect]

Appendix B – Substantive File Documents

Addendum to the Final Environmental Impact Report for the San Diego International Airport Master Plan (State Clearinghouse No. 2005091105), December 2016

San Diego International Airport Terminal 2 West 10-Gate Expansion and Elevated Roadway Projects Greenhouse Gas Reduction Plan, February 2, 2010

2016 Greenhouse Gas Emissions Inventory

San Diego International Airport Transit Plan, June 2016

Airport Transit Plan Progress Report, Summer 2017

2017 Greenhouse Gas Emissions Inventory