

CALIFORNIA COASTAL COMMISSION

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ADDENDUM

September 9, 2021

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item 13a**, Coastal Commission Permit Application **6-20-0611 (San Diego County Regional Airport Authority)**, for the Commission Meeting of September 10, 2021.

The purpose of this addendum is to make corrections to the staff report and add additional information regarding parking and waste reduction practices. Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by strikethrough and additions shall be underlined:

1. On page 9 of the staff report, Special Condition No. 1 shall be revised to include the requirement of final stormwater management plans, which is consistent with the findings on page 26:
 1. **Revised Final Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the review and written approval of the Executive Director, one full-size set of final plans, including lighting and stormwater management plans, that conform with the plans submitted to the Commission, titled "Construction Level Plans" on June 18, 2021, and titled "HLB Lighting Design" on March 17, 2021, except the plans shall be modified as follows: [...]
2. On page 11 of the staff report, Special Condition No. 6 shall be revised to require the plan be submitted prior to December 31, 2021 to allow the Authority additional time to confirm the project emission calculations and verify low-emission equipment are available given that it is a main component of the emission reduction strategy, in order to calculate the number of credits that should be purchased for excess emissions while also allowing construction to begin on project components prohibited during the California least tern nesting season, which begins on April 1, including the relocation of the taxi hold lot and construction of the solid waste facility and entry road:

6. **Greenhouse Gas Emission Reduction Plan. ~~PRIOR TO COMMENCEMENT OF CONSTRUCTION~~** No later than December 31, 2021, the applicant shall submit a Greenhouse Gas (GHG) Emission Reduction Plan for Executive Director review and written approval. [...]
3. On page 13 of the staff report, Special Condition No. 9 shall be modified as follows:
9. **Bird Safe Building Standards. ~~PRIOR TO COMMENCEMENT OF CONSTRUCTION FOR THE TERMINAL REPLACEMENT, ROADWAYS, PARKING STRUCTURE OR SOLID AND LIQUID WASTE FACILITY~~**, the applicant shall submit to the Executive Director for review and written approval, project plans for the proposed development that are in compliance with bird-safe building standards for façade treatments, landscaping, lighting, and building interiors [...]
4. On page 18 of the staff report, the second paragraph shall be modified as follows:

Following completion of construction of the proposed parking structure in 2026, a total of ~~8,760~~ 9,300 public parking spaces would exist at the airport: 5,500 at the new Terminal 1 parking structure, 2,900 at the existing Terminal 2 parking structure, and ~~360~~ 900 at an existing surface lot west of Terminal 2, including 540 valet parking spaces and 360 self-parking spaces. Initially, the Authority proposed a 7,500 space parking structure in the Airport Development Plan (ADP); however, the capacity of the parking structure was reduced to 5,500 spaces to accommodate the future airport transit station, discussed later in this section. According to Table 3.14-49 of the Environmental Impact Report for the project (EIR), in 2018, prior to the implementation of the ADP, there were approximately 8,550 public parking spaces at the airport. Since then, the Commission has allowed parking at the airport to be reduced several times to accommodate the ADP build-out (CDP Nos. 6-20-0154, 6-20-0180, 6-20-0447). Thus, the parking proposed as part of this project would offset previous parking reductions, and overall parking at the airport would increase by 750 parking spaces from 2018 levels upon full build out of the proposed parking structure. The Authority estimated Table 3.14-49 of the EIR also includes project parking demand estimates through 2036~~2050~~ and determined which indicate that parking demand would be satisfied by these 8,760 9,300 public parking spaces through that time, as illustrated in the table below, and until a long-term transit connection can be implemented.

Passenger Parking Supply	2018	2050	Change
Terminal 1	1,200	5,500	4,300
Terminal 2 Plaza	2,900	2,900	0
Terminal 2 West	1,100	900	-200
Pacific Highway	1,950		-1,950
Harbor Drive	1,400		-1,400
Total Passenger Parking	8,550	9,300	750
Passenger Parking Demand	5,870	9,000	
Surplus	2,680	300	

Source: Table 3.14-49 of ADP EIR updated to reflect proposed 5,500 space Terminal 1 parking structure.

5. On page 24 of the staff report, the last paragraph shall be modified as follows:

While the proposed mitigation measures would reduce energy consumption and result in the reduction of GSE and motor vehicle emissions, the EIR found that the implementation of the ADP would still result in significant and unavoidable impacts to air quality. However, the EIR also identified that the vast majority of potential measures for reducing air pollutants and GHG emissions are already being implemented at the airport, including but not limited to, promoting the conversion and/or use of alternative fuel vehicles; electrification of gates; implementation of a hydrant fueling system; providing electric vehicle charging ports; requiring contractors to use low- and zero-emitting equipment during construction activities; requiring the number of engines for aircraft taxiing or idling on the ground to be reduced; providing financial incentives for employees to use public transportation; purchasing approximately 85% of power from renewable energy sources; purchasing carbon offsets equivalent to its residual Scope 1, 2, and employee business travel emissions; installing sustainable vegetation and investing in terrestrial carbon sinks; and promoting public transport and mass transit access to the airport. The airport has also implemented several efforts to avoid landfill waste, which account for 20% of methane emissions in California according to CARB¹, including adopting a formal Zero Waste Plan with a goal to divert at least 90% of airport waste from landfills by 2035. The proposed project will help support reaching this goal by expanding the available onsite space for collecting different material streams including commingled recycling, metal, cardboard, wood, food waste, and landfill which will be accommodated by the proposed solid waste facility; requiring 90% of construction and demolition waste to be recycled; and achieving at least

¹ Emissions of methane are responsible for about 20 percent of the global warming now driving climate change. About 20 percent of the methane emissions in California come from landfills. <https://ww2.arb.ca.gov/our-work/programs/landfill-methane-regulation/about>

LEED Silver certification for the construction of Terminal 1 and the parking structure, which prioritizes materials efficiency, reuse, and disposal diversion. The Authority also implemented a Green Concessions program which recognizes concessionaires that reduce water and energy usage and minimize waste, educate consumers on sustainability, and adopt green business practices. In addition, the vast majority of GHG emissions associated with implementation of the ADP are from Scope 3 emissions sources that the Authority has little or no control over such as aircraft and Auxiliary Power Units (APUs). As such, the EIR found that it is unlikely that GHG emissions associated with construction and operation of the ADP could be substantially reduced through additional mitigation measures.