

Appendix J

Coastal Resources

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Appendix J1

California Coastal Act Consistency Evaluation

The California Coastal Management Program was certified by the National Oceanographic and Atmospheric Agency in 1977. The program gives the California Coastal Commission regulatory control over federal activities and federally licensed, permitted, or assisted activities (federal consistency review authority). As such, the San Diego County Regional Airport Authority’s (SDCRAA) Proposed Project requires that the California Coastal Commission make a consistency determination with the enforceable policies of the approved California Coastal Act. The following presents the Coastal Resources Planning and Management Policies contained in Chapter 3, Article 2 through Article 6, of the California Coastal Act and analyzes the Proposed Project’s consistency with each.

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Applicable Sections	Project Consistency Determination
Article 2 – Public Access	
<p>Section 30210. Access; recreational opportunities; posting. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</p>	<p>Consistent. The Proposed Project consists of improvements at an existing public airport, which has been in operation since being designated in 1928 as the City/municipal airport. San Diego International Airport (SAN) is located landward of the nearest public roadway to the shoreline (North Harbor Drive). The function of the Project site is to serve as a public airport providing entry to the region by visitors. While unfettered public access in the traditional sense is precluded due to operational constraints, public safety, and security requirements, the SDCRAA engages in many outreach programs to acquaint the public with SAN operations and enjoyment of coastal San Diego.</p> <p>The proposed improvements would occur within the existing SAN boundaries and would not eliminate or reduce existing coastal access and recreational opportunities nearby (i.e., San Diego Bay and Spanish Landing Park). SAN is a developed public airport; it has no natural resources except for the California least tern nesting habitat located in some airfield oval areas. Protections are in place for the California least terns, and they are not in an area that is accessible to the public. The Proposed Project would not impact private property rights nor would it expose natural resource areas to overuse.</p>
<p>Section 30211. Development not to interfere with access. Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p>	<p>Not Applicable. The Proposed Project consists of improvements at an existing public airport located landward of the nearest public roadway to the shoreline (North Harbor Drive). The Proposed Project would not involve any expansions beyond the existing SAN boundary and adjacent public rights-of-way that could interfere with the public’s right of access to the sea, dry sand, or coastal beaches. For example, the Proposed Project would not eliminate or block any existing public access to San Diego Bay and the Navy Boat Channel and adjacent parks (i.e., Spanish Landing and Liberty Station NTC</p>

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	Park) that is currently available from North Harbor Drive and other local streets. The Proposed Project includes a new on-airport access roadway that would reduce westbound traffic on North Harbor Drive (a major coastal access point).
<p>Section 30212. New development projects.</p> <p>(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.</p> <p>(b) For purposes of this section, "new development" does not include: (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610. (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure. (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure. (4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not a seaward of the location of the former structure. (5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach. As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.</p> <p>(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.</p>	<p>Consistent. The Proposed Project is located at an existing public airport to the north of San Diego Bay and landward of the nearest public roadway to the shoreline (North Harbor Drive). There is no direct access to the shoreline available from the Project site; however, there are existing public routes that provide indirect public access to coastal areas from SAN via North Harbor Drive (i.e., Spanish Landing Park and Harbor Island). Routes for motorized and non-motorized traffic from the proposed new Terminal 1 and parking structure to North Harbor Drive would be provided. The existing access from North Harbor Drive to the coast would not be altered by the Proposed Project. Therefore, existing public access, including indirect access from the Project site, would be maintained.</p> <p>Access to the coast in close vicinity to SAN is available from North Harbor Drive. The closest coastal access points are immediately south of SAN at Spanish Landing Park and Harbor Island, which are accessed from North Harbor Drive. Other public coastal access points are located off Harbor Drive farther to the west (i.e., Liberty Station NTC Park) and east (i.e., Downtown San Diego Bayfront).</p> <p>Pedestrian and bicycle access to the coast are available south of SAN via a multi-use path that extends along the San Diego Bayfront and passes through Spanish Landing Park. Also, a striped bicycle lane is located along portions of North Harbor Drive south of SAN.</p> <p>Proposed Project elements related to site access include a new on-airport entry roadway with an accompanying bicycle and pedestrian pathway that would connect to North Harbor Drive and allow westbound SAN traffic to enter SAN at a new intersection. This would reduce the overall amount of westbound traffic using North Harbor Drive. This new entry way would not alter any existing roadway to the shoreline or otherwise impede public access, including existing access to Spanish Landing Park, Harbor Island, or coastal access points to the west and east.</p>
<p>Section 30212.5. Public facilities; distribution.</p> <p>Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p>Consistent. The Proposed Project consists of improvements to an existing public airport. The public facilities, including parking spaces and bicycle racks, are and would be distributed to provide safe and convenient public access to the SAN terminals and transportation network.</p>

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<p>Section 30213. Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals.</p> <p>Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>	<p>Consistent to the extent applicable. The Proposed Project consists of improvements to an existing public airport. There are no existing or proposed recreational facilities or overnight room rentals on-site. However, SAN is itself a visitor-serving use that brings visitors to the coastal zone in a way that is convenient in terms of access and enjoyment.</p>
<p>Section 30214. Implementation of public access policies; legislative intent.</p> <p>(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:</p> <ol style="list-style-type: none"> (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. <p>(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.</p> <p>(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.</p>	<p>Consistent to the extent applicable. The Proposed Project consists of improvements at an existing public airport. Portions of the Project site (i.e., public parking and public areas of the terminals) are accessible to the public subject to operational restrictions. The airfield and other portions of the site have restricted access for safety and security purposes.</p>

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Article 3 – Recreation	
<p>Section 30220. Protection of certain water-oriented activities.</p> <p>Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p>	<p>Consistent. The Proposed Project would be developed on an existing public airport that is not adjacent to the shoreline or otherwise suitable for water-oriented recreational activities. The Proposed Project would not inhibit water-oriented recreational uses in San Diego Bay or other coastal waterways.</p>
<p>Section 30221. Oceanfront land; protection for recreational use and development.</p> <p>Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</p>	<p>Not applicable. The Proposed Project consists of improvements at an existing public airport. The Project site is not located on oceanfront land suitable for recreational use.</p>
<p>Section 30222. Private lands; priority of development purposes.</p> <p>The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.</p>	<p>Not applicable. The Proposed Project consists of improvements at an existing public airport. The Project site is not located on private land suitable for recreational use.</p>
<p>Section 30222.5. Oceanfront lands; aquaculture facilities; priority.</p> <p>Oceanfront land that is suitable for coastal-dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal-dependent developments or uses.</p>	<p>Not applicable. The Proposed Project consists of improvements at an existing public airport. The Project site does not include oceanfront land suitable for aquaculture or other coastal-dependent development or uses.</p>
<p>Section 30223. Upland areas.</p> <p>Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</p>	<p>Not applicable. The Proposed Project consists of improvements at an existing public airport. The site is developed with existing aviation uses and is not suitable to be used for supporting coastal recreational uses. However, SAN supports access to coastal recreational uses by providing a convenient means of traveling to the coastal zone.</p>
<p>Section 30224. Recreational boating use; encouragement; facilities.</p> <p>Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</p>	<p>Not applicable. The Proposed Project consists of improvements at an existing public airport that is landward of the nearest public roadway to the shoreline (North Harbor Drive). The site is not suitable for boating uses or support services. The Proposed Project would not limit or otherwise affect recreational boating use of coastal waters.</p>

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Applicable Sections	Project Consistency Determination
Article 4 – Marine Environment	
<p>Section 30230. Marine resources; maintenance.</p> <p>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.</p>	<p>Consistent. The Proposed Project consists of improvements at an existing public airport that is not immediately adjacent to coastal waters. No direct impacts to coastal waters would occur and biological productivity would not be affected.</p> <p>The California least tern, a federally- and state-listed endangered species, seasonally occupies habitable areas (“ovals”) within the airfield of SAN during the nesting season. No above-ground improvements are proposed within or directly adjacent to the nesting ovals and no direct physical disturbance would occur from construction or operation of the Proposed Project. The SDCRAA has committed to implementing conservation measures to avoid and minimize indirect effects on California least tern associated with the Proposed Project. These conservation measures are provided in Appendix C1 of the EA. The Proposed Project would not degrade biological productivity in coastal waters. Existing requirements would provide a basis for ensuring that operation of the Proposed Project would not result in a violation of water quality standards or discharge requirements. Additionally, the Proposed Project includes the expansion of the capture area of the SAN Stormwater Capture and Reuse System to divert and capture a portion of stormwater runoff for reuse instead of discharging it to San Diego Bay or the Navy Boat Channel; this would result in water quality benefits.</p>
<p>Section 30231. Biological productivity; water quality.</p> <p>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>Consistent. The Proposed Project is a developed site in an urban area that is approximately 90 percent impervious. Although not immediately adjacent to coastal waters, the Project site is north of San Diego Bay and east of the Navy Boat Channel.</p> <p>Under the Proposed Project, the amount of pervious surfaces would remain similar to existing conditions and no change in groundwater recharge or alteration of natural streams would occur. Best management practices (BMPs) associated with the stormwater pollution prevention plan (SWPPP) and regulatory permits would be implemented to minimize the potential for construction-related runoff to occur. During operations, existing requirements would provide a basis for ensuring that operation of the Proposed Project would not result in a violation of water quality standards or discharge requirements nor would it degrade water quality or biological productivity.</p> <p>Additionally, the Proposed Project includes the expansion of the SAN Stormwater Capture and Reuse System to divert and capture a portion of stormwater runoff from approximately 170 acres of SAN for treatment and reuse instead of discharging it to San Diego Bay or the Navy Boat Channel. This would result in a reduction in the amount of stormwater discharge from SAN and would have water quality benefits. Therefore, the Proposed Project would not degrade water quality or biological productivity.</p> <p>This would be in addition to improvements that have previously been made at SAN, including over five acres of</p>

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	<p>bioswales at the Rental Car Center, and implementation of a portion of the SAN Stormwater Capture and Reuse System constructed as part of the new Terminal 2 Parking Plaza that opened in May 2018. Additionally, SAN prepared a Water Stewardship Plan in 2016 that includes airport-wide strategies to address water quality, as well as water conservation and flood resilience.</p>
<p>Section 30232. Oil and hazardous substance spills. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</p>	<p>Consistent. Construction equipment would involve the use of hazardous materials such as vehicle fuels, oils, and solvents. All handling of such materials would occur in compliance with regulations pertaining to storage, transport, use, and disposal. Inadvertent releases on construction sites are typically localized and would be cleaned up in a timely manner in compliance with requirements. As under existing conditions, during operation of the Proposed Project, use of fuels, oil, and other hazardous substances would also occur in compliance with applicable regulations. Additionally, the SDCRAA and many of the tenants at SAN have established Hazardous Materials Release Response Plans, in compliance with the Hazardous Materials Release Response Plans and Inventory Law of 1985. The plans include inventories of hazardous materials used and stored on-site, a program of employee training for hazardous materials release response, and the identification of emergency contacts and response procedures. A new facility to store, segregate, and manage hazardous waste was also recently installed at SAN.</p>
<p>Section 30233. Diking, filling or dredging; continued movement of sediment and nutrients. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:</p> <ul style="list-style-type: none"> (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas. 	<p>Consistent. The Proposed Project consists of improvements at an existing public airport. There are no watercourses located on-site. SAN is almost entirely developed and covered with impervious materials such as concrete and asphalt. The limited undeveloped areas that do exist on the property are sparsely vegetated with species that occur in upland habitats. None of the undeveloped lands within SAN support wetland vegetation; show signs of saturated soils; have hydrology or evidence of hydrology present; or have depressions or channels that may collect water. Rather, these areas support natural vegetation typical of disturbed uplands. No wetlands were observed to be present in the undeveloped areas of the SAN property (see Appendix C3 of the EA).</p> <p>There are no wetlands (i.e., jurisdictional habitats that may fall under Army Corps jurisdiction pursuant to Section 404 of the Clean Water Act, wetland and streambed habitats under California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Section 1600 of the California Fish and Game Code, or wetland habitat under California Coastal Commission jurisdiction pursuant to Section 30121 of the California Coastal Act) at SAN. No diking, filling, or dredging of open coastal waters, wetlands, estuaries, or lakes would occur. Additionally, the Proposed Project would not involve erosion control or flood control facilities constructed on watercourses.</p>

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<p>(6) Restoration purposes.</p> <p>(7) Nature study, aquaculture, or similar resource-dependent activities.</p> <p>(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.</p> <p>(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.</p> <p>For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where the improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.</p> <p>(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters.</p> <p>To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.</p>	
<p>Section 30234. Commercial fishing and recreational boating facilities.</p> <p>Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and</p>	<p>Not Applicable. The Proposed Project consists of improvements at an existing public airport and would not affect facilities serving the commercial fishing and recreational boating industry.</p>

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located in such a fashion as not to interfere with the needs of the commercial fishing industry.	
<p>Section 30234.5. Economic, commercial, and recreational importance of fishing.</p> <p>The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.</p>	<p>Not Applicable. The Proposed Project consists of improvements at an existing public airport and would not affect economic, commercial, and recreational importance of fishing activities.</p>
<p>Section 30235. Construction altering natural shoreline.</p> <p>Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.</p>	<p>Not Applicable. The Proposed Project consists of improvements at an existing public airport that is not located on the shoreline. No alteration of the natural shoreline or existing marine structures would occur.</p>
<p>Section 30236. Water supply and flood control.</p> <p>Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.</p>	<p>Not Applicable. There are no rivers or streams located at, or immediately adjacent to SAN. No channelizations, dams, or other substantial alterations of rivers and streams would occur under the Proposed Project.</p>
Article 5 – Land Resources	
<p>Section 30240. Environmentally sensitive habitat areas; adjacent developments.</p> <p>(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p>	<p>Consistent. The Proposed Project would be located on previously developed areas within SAN that are designated for airport operations. The Proposed Project would not expand beyond the existing SAN boundaries and public rights-of-way. Its siting and design would not change the existing physical relationship between SAN and local habitat and recreational areas, such as those along the Bayfront, and would not interfere with the continued use of those areas. Construction and operation of the Proposed Project would not encroach into the California least tern habitat areas (i.e., “the ovals”) located in the southeastern portion of SAN. The SDCRAA has committed to implementing conservation measures to avoid and minimize indirect effects on California least tern associated with the Proposed Project. These conservation measures are provided in Appendix C1 of the EA.</p>
<p>Section 30241. Prime agricultural land; maintenance in agricultural production.</p> <p>The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas’ agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following: (a) By establishing stable</p>	<p>Not applicable. The Project site is an existing airport surrounded by urban development. There is no existing agricultural land in or adjacent to the Project site.</p>

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<p>boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses. (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands. (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality. (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.</p>	
<p>Section 30241.5. Agricultural land; determination of viability of uses; economic feasibility evaluation.</p> <p>(a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements: (1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program. (2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program. For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.</p> <p>(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant</p>	<p>Not applicable. The Project site is an existing airport surrounded by urban development. There is no existing agricultural land in or adjacent to the Project site.</p>

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<p>selected jointly by local government and the executive director of the commission.</p>	
<p>Section 30242. Lands suitable for agricultural use; conversion. All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.</p>	<p>Not applicable. The Project site is an existing airport surrounded by urban development. There is no existing agricultural land in or adjacent to the Project site.</p>
<p>Section 30243. Productivity of soils and timberlands; conversions. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.</p>	<p>Not applicable. The Project site is an existing airport surrounded by urban development. There are no productive soil or timberlands in or adjacent to the Project site.</p>
<p>Section 30244. Archaeological or paleontological resources. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</p>	<p>Consistent. SAN is built on what was originally mudflats and bay that was subsequently raised to its current elevation over decades of dredging and placement of fill soils. There is little potential for paleontological resources to occur within the SAN area near the Project site. Further, the Project site is fully developed and there is no record or evidence of unique archaeological resources being located at or near SAN. Thus, the development should not adversely impact archaeological or paleontological resources. There are no known tribal cultural resources on the Project site and no adverse impacts are anticipated.</p>
<p>Article 6 – Development</p>	
<p>Section 30250. Location; existing developed area. (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p>	<p>Consistent. The Proposed Project is located in an urban area within SAN’s boundaries and involves the replacement and expansion of an existing terminal and other SAN facilities within a developed area that is already served by existing public services and infrastructure. For example, the new Terminal 1 is a replacement of an existing terminal at an existing airport that was established in 1928. The Proposed Project would not have a significant adverse effect on coastal resources when implemented. Further, the Proposed Project would not result in new hazardous industrial development or land divisions.</p>

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Applicable Sections	Project Consistency Determination
(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.	
<p>Section 30251. Scenic and visual qualities.</p> <p>The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	<p>Consistent. SAN is in an urban area landward of the nearest public roadway to the shoreline (North Harbor Drive). The Proposed Project would be compatible with the existing urban character and would not alter natural landforms or not block/disrupt existing views of San Diego Bay, the Pacific Ocean, and the Point Loma peninsula. Existing views of coastal resources from public areas/roadways surrounding SAN would be maintained during operation of the proposed facilities; further, there would be no impact to the natural landforms of the Point Loma peninsula to the west of SAN and the hillsides of Uptown (Middletown and Mission Hills) to the east of SAN.</p> <p>The Project site is not located in a highly scenic area designated in the California Coastline Preservation and Recreation Plan.</p> <p>In terms of visual quality, these structures are not imposing in terms of the viewer experience as multiple buildings on the airport are either a similar height or their appearance is dissolved into the complex of buildings. The attention of travelers along Harbor Drive would likely be more focused on San Diego Bay as opposed to SAN. Therefore, the scenic and visual qualities of the area would not be affected by the Proposed Project.</p>
<p>Section 30252. Maintenance and enhancement of public access.</p> <p>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 non-automobile 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, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	<p>Consistent. The Proposed Project would not conflict with or impact public access to existing coastal resources. Access to these coastal resources would continue from North Harbor Drive and other roadways such as Harbor Island Drive. The new on-airport entry roadway would be located within SAN boundaries and provide a new entry point to SAN from North Harbor Drive. This would reduce the overall amount of westbound traffic using North Harbor Drive. It would not alter any existing roadway to the shoreline, and the decrease in congestion on North Harbor Drive would benefit traffic movement in the area, including to and from the shoreline.</p> <p>The Proposed Project would construct an east-bound, on-airport lane, which would enable buses and shuttles to connect to the Airport's Terminal Link Road, Rental Car Center, and other north side facilities without needing to access public streets. The SDCRAA's new all-electric shuttle service from the SAN terminal areas to the Old Town Transit Center (which is launching independent of the Proposed Project) would also utilize this on-airport roadway connection to shorten riders' travel times to access commuter and inter-city rail service (Amtrak/North County Transit District's COASTER), light rail service (San Diego Trolley), and San Diego Metropolitan Transit System (MTS) bus lines.</p> <p>The Proposed Project would provide additional parking to satisfy the on-site SAN needs. By satisfying its own parking requirements, there would be no impacts on existing parking facilities serving nearby parks or recreational areas at the bayfront. The Proposed Project includes improvements that</p>

Proposed Project Consistency with California Coastal Act Chapter 3

Applicable Sections	Project Consistency Determination
	would enhance bicycle and pedestrian connections to SAN. Therefore, the Proposed Project would not impede public access to the shoreline.
<p>Section 30253. Minimization of adverse impacts. New development shall do all of the following:</p> <p>(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.</p> <p>(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p>	<p>Consistent. The Proposed Project consists of improvements to an existing airport. The Proposed Project would comply with the latest engineering and building standards, which would minimize risk to life and property. Further, the Proposed Project is outside the 500 year flood zone, and would not expose people or structures to a significant risk of loss, injury, or death involving flooding. The Project site is not located in a high fire hazard area; regardless, design of all new facilities would comply with FAA, state, and local fire code requirements to minimize fire risks.</p> <p>The Proposed Project would not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area. The Project site is not located along bluffs or cliff and would not alter natural landforms. SDCRAA has developed a Climate Resilience Plan to guide SAN in adapting to projected climate conditions, including reducing risks associated with sea level rise and storm surge.</p>
<p>Section 30254. Public works facilities. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.</p>	<p>Consistent. New/upgraded utilities would be installed to meet the needs of the Proposed Project. These improvements would occur at the Project site and within public rights-of way. The improvements would not preclude the public’s right to access the coast, nor would the Proposed Project preclude the provision of services to coastal-dependent land uses or essential public services and basic industries. No special districts would be formed or expanded.</p>
<p>Section 30254.5. Terms or conditions on sewage treatment plant development; prohibition. Notwithstanding any other provision of law, the commission may not impose any term or condition on the development of any sewage treatment plant which is applicable to any future development that the commission finds can be accommodated by that plant consistent with this division. Nothing in this section modifies the provisions and requirements of Sections 30254 and 30412.</p>	<p>Not applicable. The Proposed Project involves improvements to an existing public airport that is served by the City of San Diego Public Utilities Department Wastewater Branch. Adequate wastewater treatment capacity is available and no new sewage treatment plant would be required.</p>
<p>Section 30255. Priority of coastal-dependent developments. Coastal-dependent development shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent</p>	<p>Consistent. The Proposed Project involves improvements to an existing public airport on a site that has previously been fully developed. No change in use or expansion of SAN activities outside of the existing boundaries and public rights-of-way would occur. The Proposed Project would not preclude the</p>

Proposed Project Consistency with California Coastal Act Chapter 3

Applicable Sections	Project Consistency Determination
<p>developments shall not be sited on a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.</p>	<p>continued existence or expansion of coastal-dependent uses located in the vicinity.</p> <p>Further, while SAN is not coastal-dependent, it is coastal supporting in that it provides easy, direct access to the coast for visitors from around the world. Airports are particularly difficult facilities to locate, as amply demonstrated by the failure of a 2006 County-wide ballot measure to relocate SAN to Marine Corps Air Station (MCAS) Miramar. SAN could be considered coastal-dependent industrial in that the goal is to bring visitors to the coast.</p> <p>Moreover, pressure on SAN has increased due to the opposition to, and eventual defeat of, a new regional a commercial airport proposed for the closed El Toro U.S. MCAS in Orange County. Therefore, for air travelers, SAN is a visitor-serving facility as well as an economic driver for the area.</p>
<p>Article 7 - Industrial Development</p>	
<p>Section 30260. Coastal-dependent facilities.</p> <p>Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.</p>	<p>Consistent. SAN provides an easy and convenient access for visitors to the coast. Large facilities, such as airports, are difficult to locate. Ready access to the coast is possible because SAN is not located inland.</p> <p>Reasonable long-term growth would occur under the Proposed Project, which is limited due to the fact there is only one runway at SAN and, therefore, only a constrained amount of operations can be accommodated. The defeat of a 2006 County-wide ballot measure to relocate SAN, if a portion of MCAS Miramar became available, has proven infeasible and would have been more environmentally damaging than expanding SAN in place. It would also have damaged public welfare in the new location in the opinion of the voters who defeated the measure.</p>
<p>Section 30261. Tanker Facilities, Use and Design; Section 30262. Oil and Gas Development; Section 30263. Refineries or Petrochemical Facilities; Section 30264. Thermal Electric Generating Plants; Section 30265. Legislative Findings and Declarations; Offshore Oil Transportation; and Section 30265.5. Governor or Designee; Coordination of Activities Concerning Offshore Oil Transport and Refining; Duties.</p>	<p>Not applicable. Sections 3.2621 through 30265.5 apply to specific industrial facilities and activities, which are not applicable to the Proposed Project.</p>

Source: CDM Smith, 2021; Culbertson Adams and Associates, Inc., 2019.

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SDCRAA Coastal Development Permit Documentation

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CALIFORNIA COASTAL COMMISSION

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Page 1

August 27, 2020

Permit Application Number: 6-20-0154

COASTAL DEVELOPMENT PERMIT

On August 13, 2020, the California Coastal Commission granted to **San Diego County Regional Airport Authority** this permit subject to the attached Standard and Special conditions, for development consisting of **Demolition of a three-story, 65-ft. tall, 132,000 sq.ft. administration building and construction of a new four-story, 87-ft. tall, 150,000 sq.ft. administration**, building more specifically described in the application filed in the Commission offices.

The development is within the coastal zone at **San Diego International Airport, North Harbor Drive and Lindbergh Field Way, San Diego, San Diego County.**

Issued on behalf of the California Coastal Commission by

Sincerely,

John Ainsworth
Executive Director

Original on File signed by 

Melody Lasiter
Coastal Program Analyst

cc: Commissioners/File

ACKNOWLEDGMENT:

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

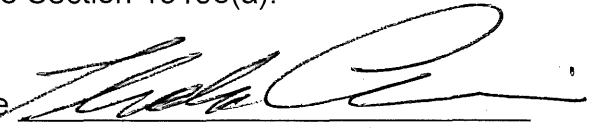
The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part of that: "A Public entity is not liable for injury caused by the issuance... of any permit..." applies to the issuance of this permit.

Coastal Development Permit

6-20-0154

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date: 9/30/2021

Signature 

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.

SPECIAL CONDITIONS:

1. **Final Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the review and written approval of the Executive Director, two full-size sets of final plans that conform with the plans submitted to the Commission, titled "New Administration Building" and dated December 6, 2019.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides

Coastal Development Permit

6-20-0154

a written determination that no amendment is legally required for any proposed minor deviations.

2. **Exterior Treatment.** By acceptance of this permit, the applicant agrees that the exterior of the building may not include any graphic depictions, including logos, advertising, or public art unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required.
3. **Bird-Safe Building Standards. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** 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, as follows:
 - (a) The amount of untreated glass shall be less than 35% of the building façade.
 - (b) Acceptable glazing treatments include: fritting, netting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, ultraviolet patterns visible to birds, or similar treatments, as approved by the Executive Director.
 - i. Where applicable, vertical elements within the treatment pattern should be at least 1/4" wide, at a maximum spacing of 4";
 - ii. Where applicable, horizontal elements within the treatment pattern should be at least 1/8" wide, at a maximum spacing of two inches 2"; and
 - iii. No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30%.
 - iv. Equivalent treatments recommended by a qualified biologist may be used if approved by the Executive Director.
 - (c) Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.
 - (d) Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades.
 - (e) Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent according to the following standards:

Coastal Development Permit
6-20-0154

- i. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
- ii. Building lighting shall be shielded and directed downward.
- iii. Up-lighting and use of event "searchlights" or spotlights is prohibited.
- iv. Landscape lighting shall be limited to low-intensity and low-wattage lights.
- v. Red lights shall be limited to only that necessary for security and safety warning purposes.

(f) Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems, motion detectors, or similar devices.

(g) Avoid the use of "bird traps" such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent building corners.

Within 90 days of the completion of the development authorized by coastal development permit CDP No. 6-20-0154, the applicant shall submit evidence in the form of a narrative report with supporting photographs, for the review and written approval of the Executive Director, showing that all project components were installed in compliance with bird-safe building standards as required by this condition.

CALIFORNIA COASTAL COMMISSION

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Page 1

August 11, 2021

Permit Application Number: 6-20-0447

COASTAL DEVELOPMENT PERMIT

On June 10th, 2021, the California Coastal Commission granted to **The San Diego County Regional Airport Authority**, this permit subject to the attached Standard and Special conditions, for development consisting of: **Demolish 12 vacant structures, relocate existing Taxiway B, and construct new Taxiway A, the Terminal 1 apron, overnight parking apron, and a stormwater capture and reuse system that includes a 1.5-million-gallon underground cistern, stormwater infiltration beds, and piping**, more specifically described in the application filed in the Commission offices.

The development is within the coastal zone at **San Diego International Airport, North Harbor Drive and Lindbergh Field Way, San Diego, San Diego County**.

Issued on behalf of the California Coastal Commission by

Sincerely,

John Ainsworth
Executive Director

A handwritten signature in black ink, appearing to read "Melody Lasiter".

Melody Lasiter
Coastal Program Analyst

cc: Commissioners/File

ACKNOWLEDGMENT:

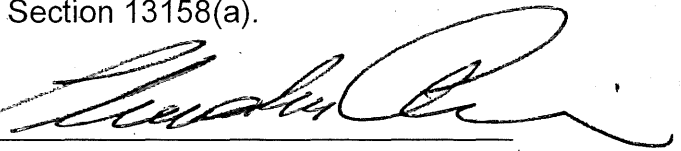
The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part of that: "A Public entity is not liable for injury caused by the issuance... of any permit..." applies to the issuance of this permit.

Coastal Development Permit
6-20-0447

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date: 9/30/2021

Signature 

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.

SPECIAL CONDITIONS:

1. **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 that conform with the plans submitted to the Commission, titled "ADP Airside Improvements" and dated March 15, 2021.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides

Coastal Development Permit

6-20-0447

a written determination that no amendment is legally required for any proposed minor deviations.

2. **Compliance with USFWS Conservation Measures.** By acceptance of this permit, the applicant agrees to comply with the conservation measures contained in the United States Fish and Wildlife Service Informal Consultation for the San Diego International Airport Development Plan letter dated April 27, 2021 and included as Exhibit 5 to this report.

CALIFORNIA COASTAL COMMISSION

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Page 1

September 30, 2021

Permit Application Number: **6-20-0611****COASTAL DEVELOPMENT PERMIT**

On September 10, 2021 the California Coastal Commission granted to **San Diego County Regional Airport Authority** this permit subject to the attached Standard and Special conditions, for development consisting of **Demolition of 336,000 sq. ft., 19 gate, Terminal 1 building, solid waste facility, and roadways and construction of a new 1,210,000 sq. ft., 90 ft. tall, 30 gate Terminal 1 building; a 60 ft. tall, 2,250,000 sq. ft., approximately 5,500 space parking structure; on-airport circulation roads; multiuse pedestrian and bicycle path; stormwater improvements; waste facility; and landscaping; relocation of the taxi and shuttle lot; and after-the-fact approval of construction of a new 70,762 sq. ft. Facility Maintenance Department building, 3,000,000 gallon underground cistern, 7,040 sq. ft. Fueling and Operations Center, and conversion of a long-term public parking lot to employee parking, more specifically described in the application filed in the Commission offices.**

The development is within the coastal zone at **San Diego International Airport, 3225 North Harbor Drive, San Diego, San Diego County.**

Issued on behalf of the California Coastal Commission by

Sincerely,

John Ainsworth
Executive Director

A handwritten signature in black ink, appearing to read "Melody Lasiter".

Melody Lasiter
Coastal Program Analyst

cc: Commissioners/File

ACKNOWLEDGMENT:

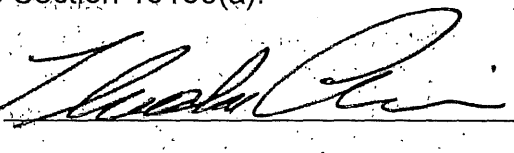
The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

Coastal Development Permit
6-20-0611

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part of that: "A Public entity is not liable for injury caused by the issuance... of any permit..." applies to the issuance of this permit.

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date: 9/30/2021

Signature: 

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.

SPECIAL CONDITIONS:

- 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

Coastal Development Permit 6-20-0611

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:

- a) The plans shall identify the area reserved for the future on-site transit station.
- b) The plans shall identify that lighting will be limited to a maximum of 3,000 Kelvin correlated color temperature or below in all areas of the project site that do not support moving airplanes, including the taxi hold lot, multi-use bike/pedestrian paths, roadways, and parking structure.
- c) The plans shall include the installation of new electric vehicle (EV) charging ports throughout the airport in an amount equal to 5% of the final total of parking structure spaces, and construction of additional parking stalls, in an amount equal to 5% of the final total of parking structure spaces, as EV-ready (capable of future EV charging infrastructure). EV-ready parking stalls shall be converted to EV charging ports within five years of the operation of the parking structure unless the Authority provides parking surveys that indicate demand for the additional EV charging ports does not warrant the conversion and the Executive Director agrees in writing that the conversion of the parking stalls can be delayed; however, the conversion of the EV-ready stalls to charging ports must be completed no later than 10 years of the operation of the parking structure.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

- 2. Landscaping 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 sets of final landscaping plans, which shall include and be consistent with the following:

- a) Vegetated landscaped areas shall consist of native plants or non-native drought tolerant plants, which are non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), 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 a "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water

Coastal Development Permit 6-20-0611

Resources (See:

<http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf>).

- b) Use of reclaimed water for irrigation is encouraged. If using potable water for irrigation, only drip or microspray irrigation systems may be used. Other water conservation measures shall be considered, such as weather based irrigation controllers.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

3. **Shuttle Management Plan. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for review and written approval of the Executive Director, a Shuttle Management Plan. The final plan shall provide the operational stipulations for a free shuttle system between the Old Town Transit Center and the airport and shall be implemented no later than December 1, 2021, unless the Executive Director agrees in writing that the implementation can be delayed. The final plan shall include, but not be limited to, hours of operation, frequency, capacity, route, and advertising program to encourage the use of this new alternate transit connection to the airport.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

4. **Public Transit and Roadway Improvement Status Report.** Prior to the operation of the Phase 1 expansion gates in Terminal 1, the applicant shall submit a comprehensive Transit and Roadway Improvement Status Report to the Executive Director for review and written approval, documenting the efforts that have been made to add or improve mass transit linkages to the airport for airport employees and the public and roadway mitigation for traffic impacts. 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. In addition to a status report on ongoing operations, each annual report shall contain at a minimum the following items:

- a) An evaluation of the progress made with San Diego Association of Governments (SANDAG) and other stakeholders in the development and

Coastal Development Permit 6-20-0611

construction of the Intermodal Transit Center with a transit connection to the airport;

- b) An evaluation of the progress made with the Federal Aviation Administration (FAA) to secure funding for Intermodal Transit Center related projects, including off-airport improvements such as the automatic people mover or trolley connection envisioned to connect the Intermodal Transit Center with the airport;
- c) An evaluation of progress made with the Metropolitan Transit System (MTS) in expanding and improving MTS direct bus service to the airport; and
- d) An evaluation of progress made with the City of San Diego, Port of San Diego, California Department of Transportation, and SANDAG to implement the traffic intersection and roadway improvements approved in the FAA's May 29, 2020 letter, included as Exhibit 8.

The information contained in the annual reports will be used by the Commission in review of any future improvements to the airport requiring a coastal development permit.

- 5. Construction Schedule, Staging, and Public Access Plan. PRIOR TO COMMENCEMENT OF CONSTRUCTION,** the applicant shall submit, for the review and written approval of the Executive Director, a detailed construction phasing schedule, Staging Plan, and Public Access Plan that is consistent with the following:

- a) The approved plans shall have the least impact on bicycle, pedestrian, and vehicular traffic on North Harbor Drive and shall avoid lane closures, to the greatest extent feasible; and
- b) From Memorial Day to Labor Day of each year, no lane closures on North Harbor Drive shall occur during the daytime, or anytime during weekends or holidays.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

- 6. Greenhouse Gas Emission Reduction Plan.** No later than December 31, 2021, the applicant shall submit a Greenhouse Gas (GHG) Emission Reduction Plan for Executive Director review and written approval. The Plan shall describe the proposed project elements and identify and quantify the types and amounts of Scope 1, 2, and 3 GHG emissions that will be associated with the construction and

Coastal Development Permit 6-20-0611

operation of the approved project. 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 that would reduce Scope 1 and 2 emissions to net zero. Emission reduction goals shall be consistent with the California Global Warming Solutions Act of 2006 (AB32) and the Coastal Act.

- a) Construction-related GHG emissions: No later than June 30th of each subsequent year that the project remains under construction and within 60 days of completing 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 the approved project and all measures implemented to reduce net emissions to zero. 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 the California Air Resources Board (CARB) and shall be 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 associated with project operations and all measures implemented to reduce Scope 1 and 2 net emissions to zero. Any offsets or credits used to meet this level shall be in accordance with regulations approved by CARB and shall be consistent with AB 32.

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.

7. **Revised Stormwater Pollution Prevention Plan. PRIOR TO COMMENCEMENT OF CONSTRUCTION**, the applicant shall submit, for the review and written approval of the Executive Director, a revised stormwater pollution prevention plan that conforms with the plans submitted to the Commission, titled "Stormwater Pollution Prevention Plan: San Diego International Airport Terminal 1 Redevelopment Project" and dated March 4, 2021, except the plan shall be modified as follows:

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- a) The use of temporary erosion and sediment control products (such as fiber rolls, erosion control blankets, mulch control netting, and heavy-duty silt fences) that incorporate plastic netting shall be prohibited, to minimize wildlife entanglement and plastic debris pollution. Only 100% biodegradable (not photodegradable) natural fiber netting shall be allowed.
- b) The plan shall identify the location of waste materials, stockpiled construction materials and construction equipment servicing locations within the project area.
- c) The plan shall identify which pollutant control BMPs will be implemented on-site to minimize the discharge of other pollutants resulting from construction activities (such as chemicals, vehicle fluids, petroleum products, asphalt and cement compounds, debris, and trash) into runoff or coastal waters, including:
 - 1) materials management and waste management BMPs (such as stockpile management, and a debris disposal plan) to minimize the discharge of pollutants from staging, storage, and disposal of construction chemicals and materials; and
 - 2) site management "good housekeeping" BMPs (e.g., clean up all leaks, drips, and spills immediately; keep materials covered and out of the rain; cover exposed soil stockpiles; dispose of all wastes properly; and cover open trash receptacles during wet weather) to minimize the discharge of pollutants from construction activities.

The permittee shall undertake development in conformance with the approved final plans unless the Commission amends this permit or the Executive Director provides a written determination that no amendment is legally required for any proposed minor deviations.

8. **Compliance with USFWS Conservation Measures.** By acceptance of this permit, the applicant agrees to comply with the conservation measures contained in the United States Fish and Wildlife Service Informal Consultation for the San Diego International Airport Development Plan letter dated April 27, 2021, included as Exhibit 5.
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, as follows:
 - a) The amount of untreated glass shall be less than 35% of the building façade.

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- b) Acceptable glazing treatments include: fritting, netting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, ultraviolet patterns visible to birds or similar treatments, as approved by the Executive Director.
 - i. Where applicable, vertical elements within the treatment pattern should be at least 1/4" wide, at a maximum spacing of 4";
 - ii. Where applicable, horizontal elements within the treatment pattern should be at least 1/8" wide, at a maximum spacing of two inches 2"; and
 - iii. No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent 30%. That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30%.
 - iv. Equivalent treatments recommended by a qualified biologist may be used if approved by the Executive Director.
- c) Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.
- d) Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades.
- e) Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent per the following standards:
 - i. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
 - ii. Building lighting shall be shielded and directed downward.
 - iii. Up-lighting and use of event "searchlights" or spotlights is prohibited.
 - iv. Landscape lighting shall be limited to low-intensity and low-wattage lights.
 - v. Red lights shall be limited to only that necessary for security and safety warning purposes.
- f) Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.
- g) Avoid the use of "bird traps" such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks, and transparent building corners.

Within 90 days of the completion of the development authorized by CDP No. 6-20-0611, the applicant shall submit evidence in the form of a narrative report; for the

Coastal Development Permit
6-20-0611

review and written approval of the Executive Director, showing that all project components were installed in compliance with bird-safe building standards as required by this condition.

- 10. Future Development.** This permit is only for the development described in CDP No. 6-20-0611. Any future improvements to the subject development, including but not limited to the addition of exterior artwork, addition of advertising, or change in parking use, shall require a coastal development permit amendment from the Commission or shall require an additional CDP from the Commission, unless the Executive Director determines that no amendment or new coastal development permit is legally required.
- 11. Assumption of Risk Waiver of Liability and Indemnity.** By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards, including but not limited to storms and flooding, many of which will worsen with future sea level rise; (ii) to assume the risks to the permittee and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

FAA Coordination with the California Coastal Commission

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

June 8, 2021

Mr. Cassidy Teufel
Federal Consistency Coordinator
Energy, Ocean Resources and
Federal Consistency
California Coastal Commission
45 Fremont Street, Suite 228
San Francisco, California 94105-2219

**Federal Consistency Determination
ASDE-X and ADS-B Relocation
San Diego, CA**

In accordance with the Federal Coastal Zone Management Act of 1972, as amended, Section 307(c)(1), the Federal Aviation Administration (FAA) has determined that the relocation of safety equipment for two separate projects at San Diego International Airport will not affect California's Coastal Zone. Specifically, the two projects are: 1. the relocation of three Airport Surface Detection Equipment-Model X (ASDE-X) sensors from the Commuter Terminal to the Airline Support Building (ASB) for construction of Terminal 1 and 2. the relocation of three Automatic Dependent Service Broadcast (ADS-B) antennas from the Jet Engine Overhaul (JEO) building to the ASB as part of an independent project collocating airline support activities. The FAA owns and operates the equipment and therefore is conducting the coastal zone consistency for the equipment relocations. Therefore, the FAA seeks the California Coastal Commission's concurrence with our **Negative Determination**.

Background

The FAA equipment is located within the Coastal Zone Boundary on the San Diego Airport located behind fenced areas inaccessible to the public. San Diego Airport is located on North Harbor Drive, in the City of San Diego, California. Figure 1 shows both the general location of the project and the current and proposed equipment location. The equipment currently resides on two buildings owned by the San Diego County Regional Airport Authority (SDCRAA), the Commuter Terminal and the JEO. The equipment is being relocated to the ASB because the two projects will demolish the buildings currently hosting the existing equipment. Figure 2 shows a visual image of the future location (ASB) before and after equipment relocation.

The ASDE-X and ADS-B systems are critical to safe operations in the air and on the ground at San Diego International Airport. ASDE-X enables air traffic controllers to detect potential runway conflicts by providing detailed coverage of movement on runways and taxiways. The data that ASDE-X uses comes from surface movement radar, ADS-B sensors, the terminal automation system and aircraft transponders. The system essentially creates a constantly updated map of the airport movement area that controllers can use to spot potential collisions, and is especially helpful at night or during poor visibility.

ADS-B provides aircraft position, altitude, and speed information to air traffic controllers independent of conventional radar systems. ADS-B provides controllers and pilots with accurate information to help keep aircraft safely separated, providing a live picture of the airspace and the planes in it. Both pilot and controller see the same real-time displays.

Purpose Action

The proposed actions consist of relocating the 3 ASDE-X sensors and the 3 ADS-B antennas as described below (Diagrams of the sensors and antennas are provided in Figure 3):

1. ASDE-X sensors:

The ASDE-X system is currently located on the roof of the Commuter Terminal building which currently serves as the San Diego County Regional Airport Authority's administrative building (3225 N Harbor Drive). The administrative building is to be demolished as its location interferes with the replacement of the new Terminal 1.

The new location of the ASDE-X is the east portion of the north facing side of the ASB. At this location, the system consists of two (2) wall mount equipment cabinets (3' x 1' approx) mounted on the ground and three (3) antennas; two (2) omni directional antennas mounted on the same mast at a height of 60' and one (1) singlesector antenna mounted on an additional mast at a height of 60'.

2. ADS-B equipment:

The ADS-B system is currently located on the north side of the JEO building that previously served as the airport's procurement warehouse (2417 Winship Lane). The existing facility is to be demolished as this airport support function has been relocated to the northside of the airport.

The new location of the ADS-B is also the east portion of the north facing side of the ASB. At the new location, the ADS-B system will consist of a 4' x 2' equipment cabinet positioned on the ground and three (3) antennas; two (2) GPS antennas mounted on an existing light pole (light pole installed by others) both at a height of 35' and one (1) omni directional antenna mounted on the same light pole at a height of 40', 7".

The work will occur in proximity to sensitive natural and biological resources, the breeding area of the California Least Tern. Through coordination with the SDCRAA and the U.S. Fish and Wildlife Service (USFWS), the FAA identified and evaluated the following potential concerns adjacent to the project site:

1. Predatory bird perching;
2. Disturbance to nesting activity.

The sensors/antennas used for each system were evaluated as to whether they or their supports are a potential bird perch, and if so, what means will be utilized to prevent birds from perching. The attached evaluation identifies the various sensors/antennas and the appropriate means to prevent predatory perching. In addition, the SDCRAA will implement minimization

measures to avoid disturbing the nesting terns including establishing a buffer area separating construction activities from the nesting areas during nesting season, coordinating with the USFWS when separation cannot be maintained, keeping lights from shining on the nests during nighttime activities and lowering cranes when they are not in use. The FAA has determined that the activities “may affect, but not likely to adversely affect” the California Least Tern. The USFWS has agreed to that determination in an April 27, 2021 letter.

The FAA does not anticipate any noise impacts on protected bird species, because any noise generated will be temporary and lower than the existing noise levels from the adjacent runway and taxiway adjacent to the nesting area.

The two projects will not affect coastal zone resources of Public Access, Recreation, Marine Environment and Land Resources. A review of each coastal resource and their functions and values and the projects’ impacts is provided below.

Public Access:

- a. Recreation, Access and Opportunities: The equipment relocation will not interfere with anyone’s recreational opportunities. The relocation of the sensors occurs on a currently restricted area of a commercial airport property where the public has no existing access. There is no change in the public’s recreational opportunities.
- b. Development Not to Interfere with Access: There is no change in access to the sea or any coastal areas involved with relocating the existing equipment.
- c. New Development Project: The equipment already exists on the airport and are being relocated to a different existing building. This is not a new development project but the relocation of existing equipment.
- d. Public Facilities, Distribution: The relocation of the equipment does not affect public facilities numbers nor their distribution.
- e. Lower Cost Visitor and Recreational Facilities: There are no recreational facilities or overnight lodging involved in relocating the equipment.
- f. Implementation of public access policies: The equipment is located on a commercial airport. Their relocation does not change current public access. Furthermore, the project site does not prevent the public from accessing the coastal zone.

Recreation:

- a. Protection of Certain Water Oriented Activities: The proposed equipment relocation does not affect any water oriented activities.
- b. Oceanfront Land – Protection for Recreational Use and Development: The equipment relocation activities occur on a public use airport. This airport does not contain any oceanfront land.
- c. Private Lands, Priority of Development Purposes: Not applicable. The proposed equipment relocation occurs on a commercial airport. No private lands are involved.
- d. Oceanfront Lands, Aquaculture Facilities: Not applicable. The proposed equipment relocation occurs on upland away from oceanfront property.
- e. Upland Areas: There is no change of use in the upland areas involved with the equipment relocation. The area will continue to function as a commercial airport.
- f. Recreational Boating Use, Encouragement: Not applicable. The area involved with the equipment relocation is a commercial airport. There is no direct access to water on airport property. This site is not functional for boating and the

equipment relocation would not adversely affect the public's access to boating opportunities.

Marine Environment:

- a. Marine Resources Maintenance: Equipment relocation will occur entirely on upland soil away from marine resources. There will be no impact to marine resources.
- b. Biological Productivity, Water Quality: No affect. The equipment relocation will have no impact on biological productivity or water quality. The equipment is being relocated from existing buildings and placed on an existing building.
- c. Oil and Hazardous Spills: No affect. Equipment relocation should not involve the use of oil or hazardous material. However, any inadvertent spill of material would be isolated and in small quantities that it could be properly cleaned up and disposed of. The equipment is existing and on site. There would be no addition of any oil or hazardous material.
- d. Diking, Filling or Dredging, Continued Movement of Sediment and Nutrients: Not applicable. There is no diking, filling or dredging involved in the equipment relocation. There is no change in sediment or nutrient movement.
- e. Commercial Fishing and Recreational Boating Facilities: Not applicable. The equipment relocation is occurring on a commercial airport. No boating facilities occur on site.
- f. Economic, Commercial and Recreational Importance of Fishing: Not applicable. This is a public-use, commercial airport with no direct connection to the water. No fishing occurs on site.
- g. Construction Altering Natural Shoreline: Not applicable. There is no shoreline on airport property.
- h. Water Supply and Flood Control: Not applicable. The equipment relocation will not affect water supply nor flood control. Relocation will involve only existing buildings.

Land Resources:

- a. Environmentally Sensitive Habitat Areas, Adjacent Developments: The relocation of the equipment will not disturb any sensitive habitat. The equipment will be relocated from one existing building to another existing building. The equipment relocation was included in the consultation with the U.S. Fish and Wildlife Service (USFWS), who has concurred with FAA's determination of "may affect, not likely to adversely affect".
- b. Prime Agricultural Land, Maintenance of Agricultural Production: Not applicable. There is no agricultural land on the airport.
- c. Agricultural Land, Determination of Viability of Uses, Economic Feasibility Evaluation: Not applicable. There is no agricultural land on the airport.
- d. Lands Suitable for Agricultural Use, Conversion: Not applicable. The site involved in the equipment relocation is a commercial use airport. No agricultural land is present.
- e. Productivity of Soils, Timberland; Conversion: Not applicable. There is no soil disturbance nor is there any timberland involved in the equipment relocation.
- f. Archaeological and Paleontological Resources: Not applicable. The equipment relocation will not affect any historical resources. All buildings involved are not historical or eligible for listing. Furthermore there will be no ground disturbing activities involved.

Conclusion

After considering the minor impacts of the proposed activities, the FAA has determined that the proposed safety equipment relocation of 3 ASDE-X sensors and 3 ADS-B antennas will not adversely affect coastal resources, and therefore, does not require a consistency determination. We based this determination on the location (on existing FAA infrastructure), duration, and minimal impacts (relocation of the existing equipment on existing buildings) of the projects.

The FAA seeks concurrence with our **Negative Determination** from the California Coastal Commission for the proposed project. If you have any questions or concerns, please don't hesitate to contact me at (202) 267-6496 or email at Michael.Lamprecht@faa.gov.

Sincerely,

MICHAEL J
LAMPRECHT

 Digitally signed by MICHAEL J
LAMPRECHT
Date: 2021.06.08 07:47:49 -04'00'

Michael Lamprecht
Environmental Protection Specialist
FAA Office of Airports
Headquarters
Washington, D.C.

Enclosures



FIGURE 1: Project Location Map
SAN Safety Equipment Relocation

BEFORE



Top of Existing Lightpole

Date of Photo: Feb 18, 2021

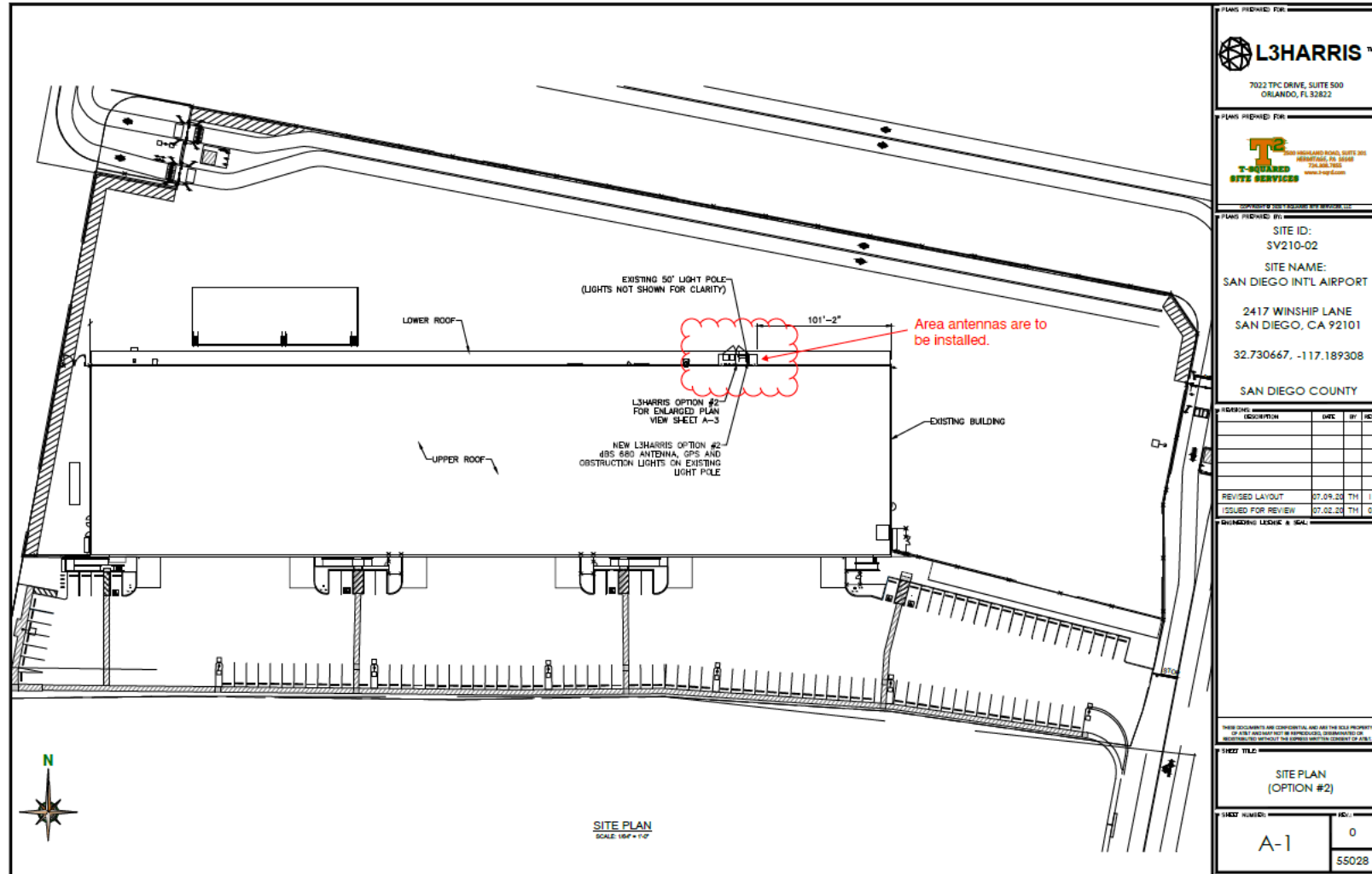
AFTER



FAA ASDE-X
Antennas

Top of Existing Light Pole,
L3/Harris ADS-B Antennas
to be mounted approx 7
feet below top of light pole

Figure 3 Project Plans



FAA ASDE-X Antennas

System	Antenna Type	Model	Height	Qty	Potential Bird Perch? (Y/N)	Bird Prevention Type	Color Code
ASDE-X	Omnid	Antenna Associates 43A2003	60'	2	Yec; the supporting cross members, 3.5' across (approx)	Bird Spikes	◆
ASDE-X	Single Sector	Antenna Associates AA205	60'	1	Yec; 20" across top of antenna	Bird Spikes	◆

Bird spikes to be installed on cross members by FAA.

Bird spikes to be installed on antenna by FAA.

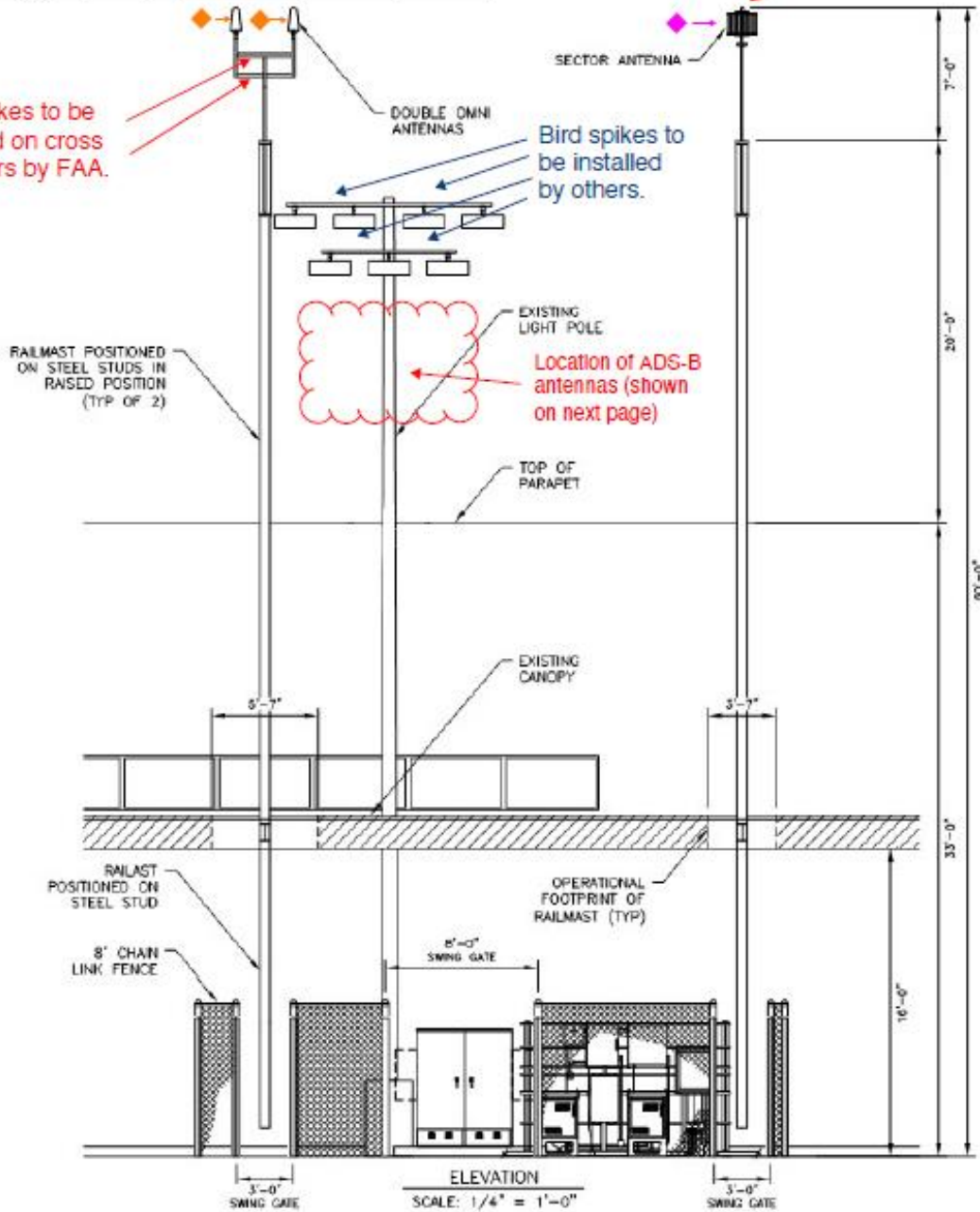


Figure 3 Project Plans

L3 Harris ADS-B Antennas

System	Antenna Type	Model	Height	Qty	Potential Bird Perch? (Y/N)	Bird Prevention Type	Color Code (ref drawing)
ADS-B	DBS	Formosa VIO-100	25'	2	Yes, the supporting cross members, V-wires (approx)	Bird Spikes	◆
ADS-B	Omni	DB Systems 680	43' 3"	2	Yes, the supporting cross member	Bird Spikes	◆

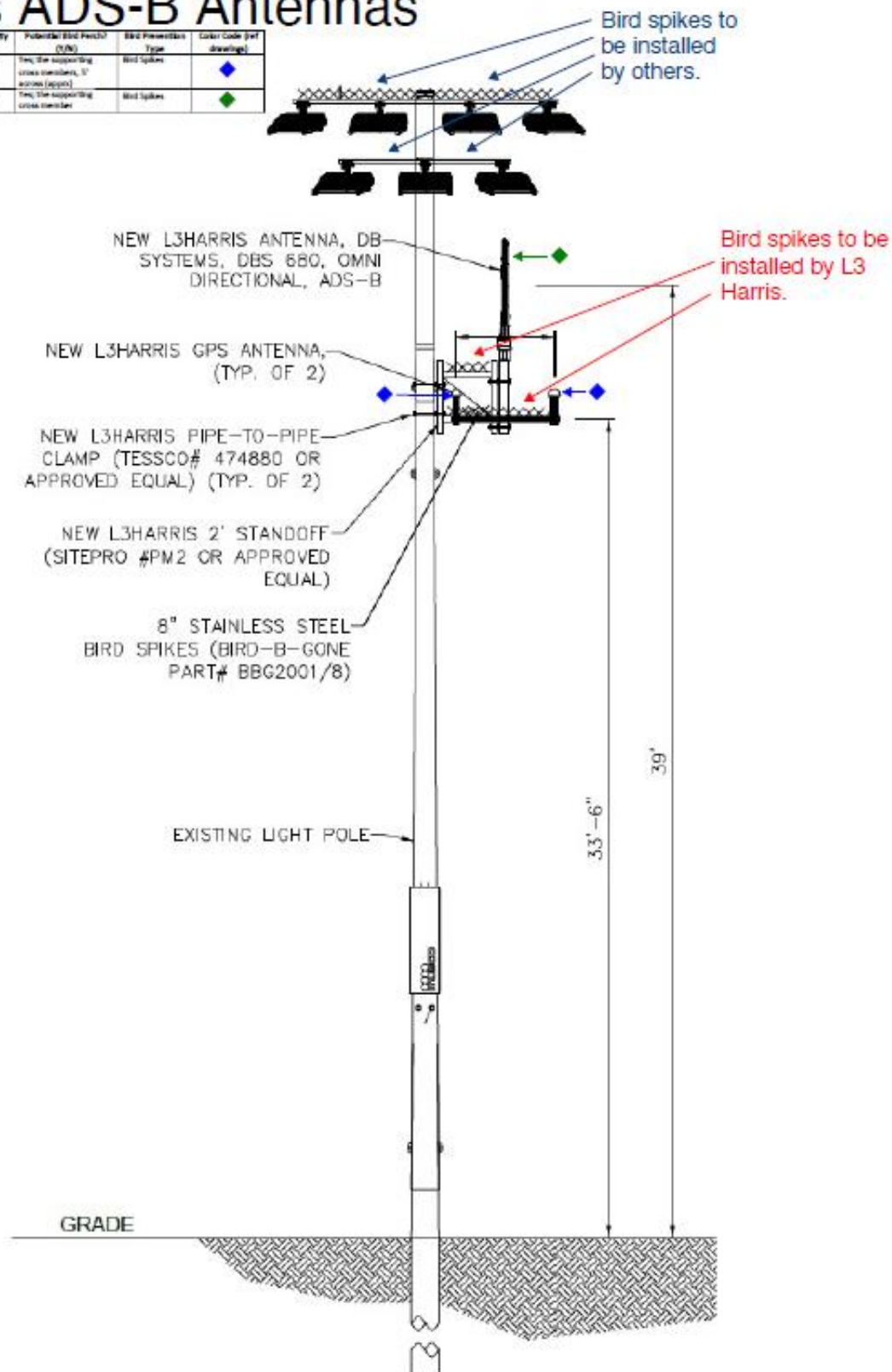


Figure 3 Project Plans

CALIFORNIA COASTAL COMMISSION

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July 1, 2021

Michael Lamprecht
Environmental Protection Specialist
Federal Aviation Administration
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Re: Negative Determination No. ND-0017-21: ASDE-X and ADS-B Relocation Project, San Diego Airport, San Diego County

Dear Mr. Lamprecht:

We have received your letter dated June 8, 2021, in which you have determined that the above-referenced proposal to relocate three Airport Surface Detection Equipment-Model X (ASDE-X) sensors and three Automatic Dependent Service Broadcast (ADS-B) antennas to existing buildings within the San Diego Airport would have no adverse effect on coastal resources for the reasons identified in Negative Determination No. ND-0017-21. The Coastal Commission staff agrees that the proposed project will not adversely affect coastal zone resources. We therefore **concur** with your negative determination made pursuant to 15 CFR Section 930.35 of the NOAA implementing regulations.

Please contact Alexis Barrera at alexis.barrera@coastal.ca.gov if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink that reads "Cassidy Teufel".

CASSIDY TEUFEL
Federal Consistency Coordinator
(for)

JOHN AINSWORTH
Executive Director

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