

San Diego Unified Port District

ADDENDUM TO CEQA and COASTAL DETERMINATION (ORIGINAL PROJECT NO. 2015-104; DATED JULY 14, 2015) and NOTICE OF APPROVAL

<u>Project:</u>	Palm Street Pedestrian Improvements
<u>Location(s):</u>	Northern portion of Palm Street, San Diego, CA 92101
<u>Parcel No.(s):</u>	016-000
<u>Original Project No.:</u>	2015-104
<u>Addendum No.:</u>	2015-104a
<u>Applicant:</u>	San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101
<u>Original Date Approved:</u>	July 14, 2015
<u>Revised:</u>	August 28, 2017

Project Description

The proposed project involves pedestrian improvements to improve the pedestrian connection between the Middletown Trolley Station and the airport shuttle stop, located along the airport inner ring road at Palm Street and Pacific Highway, in the City of San Diego, California. The proposed project would consist of widened sidewalks, an Americans with Disabilities Act (ADA)-accessible ramp, and a new pedestrian crosswalk. Portions of the proposed project are within the District's jurisdiction and portions are within the City of San Diego's jurisdiction. Maintenance of the installation would be conducted by the City of San Diego. The District issued a Coastal Act Exclusion and California Environmental Quality Act (CEQA) Exemption on July 14, 2015 for the original components of the project within the District's jurisdiction, which included installation of an approximately eight-foot tall retaining wall to support the pedestrian access ramp and minor grading that would produce approximately 265 cubic yards of export fill material. Since the District's July 2015 approvals, minor changes have occurred to the project (see Attachment A; filed with the Office of the District Clerk as Document No. 64310). The minor changes within the District's jurisdiction include:

- Construction of curbs and gutters;
- Installation of one (1) pullbox;
- Installation of two (2) 25-ft-high street light poles;
- Installation of two-inch(in) and three-in conduit;
- Installation of one (1) 10-ft-high traffic signal pole;
- Relocation of one (1) private sign, with new location to be determined by engineer;
- Relocation of one (1) telephone service pole;
- Removal of one (1) abandoned drainage outlet;
- Removal of one (1) bollard;
- Removal of two (2) palm trees;
- Removal and replacement of a 30-foot(ft)-wide vehicle crossing; and
- Re-striping of travel lanes at the intersection of Palm Street and Pacific Highway;

Construction of the proposed project is anticipated to commence in August 2017 and take approximately seven months to complete. It is anticipated that, at the height of construction, the proposed project would generate an average of approximately four vehicle trips per day. Vehicle trips are associated with transport of materials to the site and workers traveling to the site. Due to its limited scope, construction of the proposed project would generate a minor amount of vehicle trips and would therefore not result in any significant impacts including, but not limited to, air quality, greenhouse gas emissions, noise, or transportation and traffic. Furthermore, the applicant would be responsible for complying with all applicable federal, state, and local laws regulating construction demolition debris, noise, and stormwater.

The proposed project would require a Right of Entry License Agreement (ROELA) to the San Diego Association of Governments (SANDAG) to enter upon certain property located at 1420 West Palm Street in the City of San Diego, California. The land proposed for use under this ROELA would be used by SANDAG, its authorized agent(s) and contractor(s), for the purpose of construction and improvements for pedestrian access, as well as ingress and egress in support of those activities.

The ROELA is anticipated to commence on September 6, 2017 and terminate on July 31, 2018 or upon completion of the work, whichever occurs earlier. In accordance with the terms of the ROELA, it may be terminated by the District as a matter of right or without cause at any time upon providing twenty-four (24) hours' written notice to SANDAG of such termination.

The July 2015 categorical determinations issued and approved by the District still remain valid, and the minor project changes would likewise be within the scope of those determinations and hence, an Addendum to the July 14, 2015 Categorical Determination for Project No. 15-104 is appropriate. The proposed project with the minor changes would still not require mitigation measures and would not result in significant impacts or more severe significant impacts. This finding is based on the project submittal and all project information known to the District as of the date of this determination.

CEQA DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) statutes, on June 26, 2015, SANDAG Board of Directors approved a CEQA Exemption for the Palm Street Pedestrian Improvements. The CEQA Exemption identified that the project is determined to be Categorical Exempt pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities) because it is a minor alteration of existing public structures that does not expand the original use and the two trees proposed for removal are not considered mature or scenic. Pursuant to CEQA Guidelines Section 15381, the District is a Responsible Agency because the project is being carried out by SANDAG on District Tidelands. SANDAG has determined that no further CEQA review is required for the proposed minor changes to the project. The District has considered SANDAG's original CEQA Exemption and SANDAG's determination on the minor changes to the project, and finds that it is sufficient for the proposed project, including the minor changes now proposed.

Pursuant to CEQA Guidelines Section 15062, a 35-day statute of limitations for this CEQA exemption shall apply from the date a Notice of Exemption is posted with the San Diego County Clerk, or a 180-day statute of limitations for this CEQA exemption shall apply if no Notice of Exemption is filed.

The proposed project complies with Section 87 of the Port Act, which allows for the construction, reconstruction, repair, and maintenance of highways, streets, roadways, bridges, belt line railroads, parking facilities, power, telephone, telegraph or cable lines or landings, water and gas pipelines, and all other transportation and utility facilities or betterments incidental, necessary, or convenient for the promotion and accommodation of any of the uses set forth in Section 87.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN

The portions of the project located within the coastal development permit (CDP) jurisdiction of the District are located in Planning District 2, Harbor Island/Lindbergh Field, which is delineated on Precise Plan Map Figure 9 of the certified Port Master Plan. The Port Master Plan land use designation within the limits of the proposed project is Street. The portions of the project within the CDP jurisdiction of the District conform to the certified Port Master Plan because it is pedestrian improvements to an existing street and sidewalk. The project would not change the use of the site nor would it interrupt or expand the existing conforming use of the site.

CATEGORICAL DETERMINATION

The above project proposes improvements to an existing street and sidewalk to improve the pedestrian connection between the Middletown Trolley Station and the planned airport shuttle stop that would involve negligible or no expansion of use beyond that previously existing. The portions of the project located within the CDP jurisdiction of the District, as modified, are still consistent with the existing certified land use designation and are still Categorically Excluded under Section 8.a.(3) of the Districts *Coastal Development Permit Regulations*:


- 8.a. Existing Facilities: The operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:
 - (3) Streets, sidewalks, gutters, bicycle and pedestrian paths, and similar facilities.

For the portions of the proposed project located outside of the District's CDP jurisdiction, additional approvals may be required from other agencies.

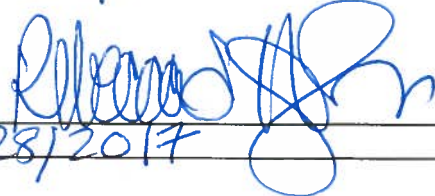
Pursuant to California Coastal Act Section 30717, there is a 10-working-day period to appeal this "Coastal Act Categorical Determination of Exclusion" to the California Coastal Commission.

RANDA J. CONIGLIO
President/CEO

Determination by:
Cameron McLeod
Assistant Planner
Development Services

Signature: 
Date: 8/28/2017.

Deputy General Counsel

Signature: 
Date: 8/28/2017

San Diego Unified Port District

**CEQA and COASTAL DETERMINATIONS
and
NOTICE OF APPROVAL**

San Diego Unified Port District
Document No. **64310**
Filed JAN 04 2016
Office of the District Clerk

Project: Palm Street Pedestrian Improvements
Location(s): Northern portion of Palm Street, San Diego, CA 92101
Parcel No.(s): 016-000
Project No.: 2015-104
Applicant: San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101
Date Approved: July 14, 2015

Project Description

The proposed project is pedestrian improvements to improve the pedestrian connection between the Middletown Trolley Station and the planned airport shuttle stop, which will be located along the recently constructed airport inner ring road at Palm Street and Pacific Highway, in the City of San Diego, California. The proposed project will consist of widened sidewalks, an Americans with Disabilities Act (ADA)-accessible ramp, and a new pedestrian crosswalk.

Additional improvements include the relocation of a telephone service pole, re-striping of travel lanes at the intersection of Palm Street and Pacific Highway, and installation of an approximately eight-foot tall retaining wall to support the pedestrian access ramp. The project will include minor grading that will produce approximately 265 cubic yards of export fill material.

Construction of the proposed project is anticipated to commence in January 2016 and take approximately six months to complete. It is anticipated that, at the height of construction, the proposed project will generate an average of approximately four vehicle trips per day. Vehicle trips are associated with transport of materials to the site and workers traveling to the site. Due to its limited scope, construction of the proposed project will generate a minor amount of vehicle trips and will therefore not result in any significant impacts including, but not limited to, air quality, greenhouse gas emissions, noise, or transportation and traffic. Furthermore, the applicant will be responsible for complying with all applicable federal, state, and local laws regulating construction demolition debris, noise, and stormwater.

The following categorical determinations are based on the San Diego Association of Governments (SANDAG) submittal and all project information known to the District as of the date of this determination.

CEQA DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) statutes, on June 26, 2015, SANDAG Board of Directors approved a CEQA Exemption for the Palm Street Pedestrian Improvements. The CEQA Exemption identified that the project is determined to be Categorically Exempt pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities) because it is a minor alteration of existing public structures that do not expand the original use, including existing sidewalks. Pursuant to CEQA Guidelines Section 15381, the District is a Responsible Agency because the project is being carried out by SANDAG on District Tidelands. The District has considered the CEQA Exemption and finds that it is sufficient for the proposed project.

Pursuant to CEQA Guidelines Section 15062, a 35-day statute of limitations for this CEQA exemption shall apply from the date a Notice of Exemption is posted with the San Diego County Clerk, or a 180-day statute of limitations for this CEQA exemption shall apply if no Notice of Exemption is filed.

CALIFORNIA COASTAL ACT**PORT MASTER PLAN**

The portions of the project located within the coastal development permit (CDP) jurisdiction of the District are located in Planning District 2, Harbor Island/Lindbergh Field, which is delineated on Precise Plan Map Figure 9 of the certified Port Master Plan. The Port Master Plan land use designation within the limits of the proposed project

is Street. The portions of the project within the CDP jurisdiction of the District conform to the certified Port Master Plan because it is pedestrian improvements to an existing street and sidewalk. The project will not change the use of the site nor will it interrupt or expand the existing conforming use of the site.

CATEGORICAL DETERMINATION

The above project proposes improvements to an existing street and sidewalk to improve the pedestrian connection between the Middletown Trolley Station and the planned airport shuttle stop that will involve negligible or no expansion of use beyond that previously existing. The portions of the project located within the CDP jurisdiction of the District are consistent with the existing certified land use designation and are Categorically Excluded under Section 8.a.(3) of the Districts *Coastal Development Permit Regulations*, as follows:

8.a. Existing Facilities: The operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:

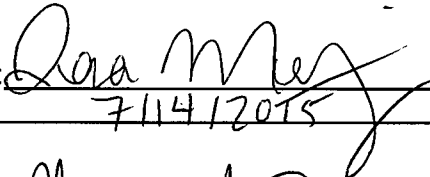
- (3) Streets, sidewalks, gutters, bicycle and pedestrian paths, and similar facilities.

For the portions of the proposed project located outside of the District's CDP jurisdiction, additional approvals may be required from other agencies.

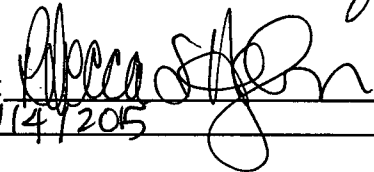
Pursuant to California Coastal Act Section 30717, there is a 10-working-day period to appeal this "Coastal Act Categorical Determination of Exclusion" to the California Coastal Commission.

RANDA J. CONIGLIO
President/CEO

Determination by:
Dana Martinez
Assistant Redevelopment Planner
Environmental and Land Use Management

Signature: 
Date: 7/14/2015

Deputy General Counsel

Signature: 
Date: 7/14/2015