



CEQA and COASTAL DETERMINATIONS
and
NOTICE OF APPROVAL

Project: Truck Staging Area for San Diego County Regional Airport Authority at Liberator Way
Location: 600-foot-long area along southernmost section of Liberator Way, East Harbor Island, San Diego
Parcel No.: 007-029
Project No.: 2022-075
Applicant: Robert Bolton, Director, Airport Design & Construction, San Diego County Regional Airport Authority, PO Box 82776 San Diego, CA 92138
Date Approved: 07/26/2023

PROJECT DESCRIPTION

The proposed project is for a truck staging area on the south side of Liberator Way at East Harbor Island in the City of San Diego, California. The proposed truck staging area will be utilized by the San Diego County Regional Airport Authority (SDCRAA) and their authorized agent(s) and contractor(s) and will support ongoing construction coordination to manage material deliveries associated with the SDCRAA's Terminal 1 Redevelopment Project.

A 600 foot long x 13 foot wide area for truck staging will be designated along the southernmost limit of existing Liberator Way using pavement marking and signage. Trucks will arrive to the staging area using a scheduler program until they can be escorted or called to the airport. Trucks will stage in this area between 4:00 a.m. and 8:00 a.m. only; this is the timeframe with the highest traffic volume arriving to the airport. Up to ten trucks could be staged at one time.

The project will consist of approximately 2,800 linear feet of painted striping and four information signs to state 'Delivery Trucks Waiting Zone Area'. 'No Parking' signs are already installed on both sides of Liberator Way. The staging area will be delineated with solid white lines with tapered white diagonal striping on each end. A new double-white centerline will be painted to delineate the standard roadway path of travel.

A Temporary Use Permit (TUP) will be issued to SDCRAA by the San Diego Unified Port District to allow for staging of trucks along Liberator Way. The truck staging area is expected to be restored to its current condition on or around April 30, 2024 when the TUP expires.

Road striping and sign installation is anticipated to begin in the summer of 2023 and take two (2) days to complete. The applicant is responsible for complying with all applicable federal, state, and local laws regarding construction demolition debris, hazards and hazardous materials, and stormwater.

The following categorical determinations are based on the project submittal and all project information known to the District as of the date of this determination.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CATEGORICAL DETERMINATION

Categorical Exemptions: CEQA Guidelines Section 15311 (Class 11)/District Guidelines for Compliance with the CEQA Section 3.i: Accessory Structures

3.i. Accessory Structures: Includes construction, or placement of minor structures accessory to (appurtenant to) existing facilities, including:

- (3) On-premise signs
- (4) Small Parking Lots.

The proposed project is determined to be Categorically Exempt pursuant to the CEQA Guidelines and the District's *Guidelines for Compliance with the CEQA*, as identified above. This is appropriate for the proposed project because it would consist of restriping of an existing facility (roadway) to create a small (linear) parking lot for the temporary staging of trucks and installing signs. The District has determined none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines

Section 15300.2).

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 CONSISTENCY

Planning District: 2 - Harbor Island/Lindbergh Field (Precise Plan Figure 9)

Land Use Designation: Industrial Business Park

The proposed project conforms to the certified Port Master Plan because it would involve designation of a truck staging area consistent with the existing certified land use designation. The proposed project would not change the use of the site as Liberator Way would still be operational nor would it interrupt or expand the existing conforming uses of the site.

CATEGORICAL DETERMINATION

Categorical Exclusions: Section 8.c: New Construction or Conversion of Small Structures

8.c. New Construction or Conversion of Small Structures: Construction and location of limited numbers of new, small facilities or structures and installation of small, new equipment and facilities, involving negligible or no change of existing use of the property, including but not limited to:

- (3) Accessory structures, including, but not limited to, on-premise signs, small parking lots, fences, walkways, swimming pools, miscellaneous work buildings, temporary trailers, small accessory piers, minor mooring facilities, buoys, floats, pilings, or similar structures; and seasonal or temporary use items such as lifeguard towers, mobile food units, portable restrooms, or similar structures

The proposed project is determined to be Categorically Excluded pursuant to the Section of the District's *Coastal Development Permit Regulations* as identified above. This is appropriate for the proposed project because it would involve negligible or no change of existing use of the property. That is, Liberator Way would still function as a roadway with a maximum of ten trucks staged along a portion of the southside of the roadway.

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.

CALIFORNIA PUBLIC TRUST DOCTRINE

The proposed project complies with Section 87.(a)(4) 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 this section. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed project is consistent with the Public Trust Doctrine.

RANDA CONIGLIO
Acting President/CEO

Determination by:
Megan Hamilton
Senior Planner
Development Services

Signature: Megan Hamilton
Date: 07/26/2023

Deputy/Assistant General Counsel

Signature: Shiraz D. Tangri
Date: 07/26/2023