



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

Project: Timeframe Amendments to 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.: 2022-075A  
Applicant: Robert Bolton, Director, Airport Design & Construction, San Diego County Regional Airport Authority, PO Box 82776 San Diego, CA 92138  
Date Approved: 03/27/2024

**PROJECT DESCRIPTION**

The proposed project is to amend the timeframe for the current truck staging area for the San Diego County Regional Airport Authority (SDCRAA) located at Liberator Way. In July 2023, a Notice of Approval supported by a CEQA and Coastal Act Determination of Exclusion was issued for a truck staging area on the south side of Liberator Way at East Harbor Island in the City of San Diego, California. The staging area is to be utilized by the SDCRAA and their authorized agent(s) and contractor(s) to support ongoing construction coordination and manage material deliveries associated with the SDCRAA's Terminal 1 Redevelopment Project. The previously exempted project allowed for a:

600-foot-long x 13-foot-wide truck staging area to be designated along the southernmost limit of existing Liberator Way using approximately 2,800 linear feet of painted striping and four information signs stating the intended use of the area. The staging area was delineated with solid white lines with tapered white diagonal striping on each end and a new double-white centerline was painted to delineate the standard roadway path of travel in accordance with the Notice of Approval.

The previously approved project allows for up to 10 trucks at one time to be staged in the area between 4:00 a.m. and 8:00 a.m. only. This amendment would expand the time frame for staging to occur between 6:00 p.m. and 8:00 a.m. This proposed project does not expand the number of trucks to be staged at one time and does not include any new physical development or construction.

The Temporary Use Permit (TUP) previously issued to SDCRAA by the San Diego Unified Port District to allow the truck staging is due to expire in April 2024. This proposed project will extend the term of the TUP to October 31, 2024 to support SDCRAA's Terminal 1 Redevelopment efforts.

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.

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**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

***CATEGORICAL DETERMINATION***

Categorical Exemption: CEQA Guidelines Section 15304 (Class 4)/District Guidelines for Compliance with CEQA Section 3.d: Minor Alterations to Land

3.d. Minor Alterations to Land: Includes minor alterations in the condition of land, water and/or vegetation not involving removal of mature, scenic trees, including, but not limited to:

(6) Minor temporary use of land having negligible or no permanent effects on the environment

The proposed project is determined to be Categorically Exempt pursuant to the CEQA Guidelines and the District's *Guidelines for Compliance with CEQA* as identified above. This is appropriate because the proposed project is just extending the term and time frame of the previously exempt project and would not result in the removal of mature, scenic trees, or any permanent effects on the environment. 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 extending the term/timeframe for a previously designated 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 Exclusion: Section 8.d: Minor Alterations to Land

8.d. Minor Alterations to Land: Minor public or private alterations in the condition of land, water, and/or vegetation which do not involve the removal of mature, scenic trees, including but not limited to:

- (5) Minor temporary uses of land and water having negligible or no permanent effects on the environment, including festivals, boating activities, parades, and running or bicycling events

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 is just extending the term and time frame of the previously excluded project and would not result in the removal of mature, scenic trees, or any permanent effects on the environment. 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.

For the portion of the proposed project located outside of the District's Coastal Act approval authority, additional approvals may be required from other agencies.

**CALIFORNIA PUBLIC TRUST DOCTRINE**

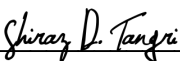
The proposed project complies with Section 87.(a)(4) of the Port Act, which allows for the construction, reconstruction, repair and maintenance of highways, streets, roadways, bridges, belt line railroads, parking facilities, power, telephone, telegraph or cable lines or landings, water and gas pipelines, 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:  
Kelly Cunningham  
Assistant Planner  
Development Services

Signature:   
Date: 03/27/2024

Assistant/Deputy General Counsel

Signature:   
Date: 03/27/2024