



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

Project: Priority 2 Phase of the Off-Airport Roadway Project
Location: Pacific Highway and intersections of Sassafras Rd., Palm Ave. and W. Laurel St.
Parcel No.: Various
Project No.: 2024-093
Applicant: San Diego County Regional Airport Authority (SDCRAA)
Date Approved: 09/26/2024

PROJECT DESCRIPTION

The San Diego County Regional Airport Authority (“SDCRAA”) is implementing their Airport Development Plan (“ADP”) and proposes the Priority 2 Phase of the Off-Airport Roadway Project (Project). The Project includes numerous roadway changes required as mitigation for construction of the new Airport Terminal and its operation. The roadway changes are located at several roadway intersections along Pacific Highway between Washington Street and West Laurel Street. Additional alterations to the roadway are being made but are outside of Port jurisdiction and are being permitted by the City of San Diego. At Sassafras Street, Palm Street and W. Laurel Street, dual curb ramps and compliant pedestrian push buttons will be constructed. The top landings at the curb ramps and pedestrian path of travel require minor improvements on six Port properties that will improve pedestrian access and safety. Each of the six locations and proposed improvements are described below (see Exhibit 1).

Three separate Rights of Entry License Agreements (ROELAs) will be required prior to the start of construction: one ROELA for Location 1; one ROELA for Location 6; and one ROELA for Locations 2 through 5. The areas proposed for use under these ROELAs would be used by the Licensee/Grantee and their authorized agent(s) and contractors(s) for the purpose of constructing the proposed improvements as described below, as well as ingress and egress in support of those activities.

Location 1: (Parking Managed by JAMR)

Located at the northeast corner of Pacific Highway and Sassafras Street, the Project will remove existing sidewalk and singular pedestrian curb ramp and will reconstruct the sidewalk to include two pedestrian curb ramps. Additionally, sub surface utilities such as sanitary sewer will also be protected in place.

Location 2: (Port Admin Building)

Located at the southeast corner of Pacific Highway and Sassafras Street, the Project will remove existing sidewalk and singular pedestrian curb ramp and will reconstruct sidewalk to include two pedestrian curb ramps.

Location 3: (Vacant paved lot)

Located at the northeast corner of Pacific Highway and Palm Street, the Project will remove existing sidewalk and singular pedestrian curb ramp and will reconstruct sidewalk to include two pedestrian curb ramps. Additionally, the project will install a new pedestrian push button and protect the existing traffic signal pole in place.

Location 4: (Roadway/Sidewalk)

Located at the southeast corner of Pacific Highway and Palm Street, and along northbound travel lane of Pacific Highway, the Project will remove existing sidewalk, a portion of existing asphalt concrete parkway, an existing curb outlet, curb and gutter, and existing pavement sections. The Project will relocate an existing fire hydrant, streetlight, streetlight pull box and adjust one sanitary sewer manhole to grade. Project will relocate two (2) existing Queen palm trees (*Syagrus romanzoffiana*) further south along Pacific Highway on Port property and will remove one (1) existing Mexican Fan palm tree (*Washingtonia robusta*). The Project will then construct the sidewalk, curb and gutter, roadway

pavement section, asphalt concrete parkway, and install roadway signage and a bicycle signal pole. The existing electrical pull boxes, existing signal cabinet, existing streetlight, and the existing pedestrian barricade will all be protected in place. Additionally, sub surface utilities such as sanitary sewer and electrical conduits will also be protected in place.

Location 5: (Pacific Highway and W. Laurel Street)

Located at the northwest corner of Pacific Highway and W. Laurel Street, the Project will remove existing sidewalk and construct one pedestrian curb ramp. The existing curb ramp will be protected in place and one additional curb ramp will be constructed for a total of two curb ramps in the final condition.

Location 6: (Tesoro/Shell Station)

Located at the northeast corner of Pacific Highway and West Laurel Street the Project will remove existing sidewalk and singular pedestrian curb ramp and will reconstruct sidewalk to include two pedestrian curb ramps.

Due to its nature and limited scope, construction of the proposed project would generate a minor amount of vehicle trips and would require limited use of equipment. Therefore, impacts related to air quality, greenhouse gas emissions, and transportation and traffic are not anticipated to occur. Furthermore, the San Diego County Regional Airport Authority, via their contractor, would be 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)

In accordance with CEQA, the Project, which is a component of the SDCRAA’s approved ADP project, was analyzed in the San Diego International Airport Development Plan FEIR (SDCRAA #EIR-18-01, SCH #2017011053) prepared by the SDCRAA as the CEQA Lead Agency. The FEIR documented, described, disclosed, and analyzed the environmental impacts of the SDCRAA’s ADP project and the Project. The FEIR was certified by the SDCRAA Board on January 9, 2020, by Resolution No. 2020-0001R. The SDCRAA Board also adopted Alternative 4 - “T1 Replacement and Transportation Improvement” on January 9, 2020, by Resolution No. 2020-0002.

The Port of San Diego previously considered the information contained in the FEIR and adopted mitigation measures relevant to the direct or indirect environmental effects for the parts of the Project, which the District is approving. In April 2021, the Board of Port Commissioners adopted Resolution 2021-048 (Attachment D: Resolution 2021-048 Considering the Final Environmental Impact Report for the “San Diego International Airport Development Plan” prepared by SDCRAA) adopting the findings of fact and statement of overriding considerations, adopting the mitigation monitoring and reporting program for the “San Diego International Airport Development Plan” FEIR and authorized staff to file a notice of determination. The FEIR can be accessed on the SDCRAA’s website at: <https://www.san.org/Airport-Projects/Environmental-Affairs#1245314-adp-final-eir>.

CATEGORICAL DETERMINATION

Categorical Exemptions: CEQA Guidelines Section 15301 (Class 1)/District Guidelines for Compliance with CEQA Section 3.a: Existing Facilities; CEQA Guidelines Section 15302 (Class 2)/District Guidelines for Compliance with CEQA Section 3.b: Replacement or Reconstruction; and CEQA Guidelines Section 15304 (Class 4)/District Guidelines for Compliance with CEQA Section 3.d: Minor Alterations to Land

3.a. Existing Facilities: Includes 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:

- (7) Existing facilities used to provide electric power, natural gas, sewerage, or other public utility service.

AND/OR

- 3.b. Replacement or Reconstruction: Includes replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site and will have substantially the same purpose and capacity as the structure being replaced.

AND/OR

- 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:

- (4) Grading of land with a slope of less than 10%, except in waterways, wetlands, officially-designated scenic areas or officially mapped areas of severe geologic hazard.
- (7) Minor trenching and backfilling where the surface is restored.

The proposed project is determined to be Categorical Exempt pursuant to the CEQA Guidelines and the Sections of the District's *Guidelines for Compliance with CEQA* as identified above. These are appropriate for the proposed project because the project would involve no expansion of use beyond that previously existing and would not result in a significant cumulative impact due to the continuation of the existing use; the project would consist of the replacement/reconstruction of an existing structure/facility; the project would be located on the same site as the structure replaced, and would have substantially the same purpose and capacity; the project would result in no permanent effects on the environment, and would not involve the removal of mature, scenic trees. 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: Streets

The proposed project conforms to the certified Port Master Plan because it would involve dual curb ramps and compliant pedestrian push buttons along with top landings at the curb ramps and pedestrian path of travel that requires minor improvements on six Port properties that will improve pedestrian access and safety consistent with the existing certified Land use designation. The proposed project would not change the use of the site nor would it interrupt or expand the existing conforming uses of the site.

CATEGORICAL DETERMINATION

Categorical Exclusions: Section 8.a: Existing Facilities; Section 8.b: Replacement or Reconstruction;

- 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:

- (2) Public and private utilities used to provide electric power, natural gas, sewer, or other utility services

AND/OR

8.b. Replacement or Reconstruction: Replacement or reconstruction of existing structures and facilities where the new structure will be located essentially on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

The proposed project is determined to be Categorical Excluded pursuant to the Sections of the District's *Coastal Development Permit Regulations* as identified above. These are appropriate for the proposed project because it would involve negligible or no expansion of use beyond that previously existing and would be located essentially on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

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:
Peter Eichar, AICP
Program Manager, Climate and Sustainability

Signature: _____
Date: 09/26/2024

Shiraz D. Tangri
Deputy General Counsel

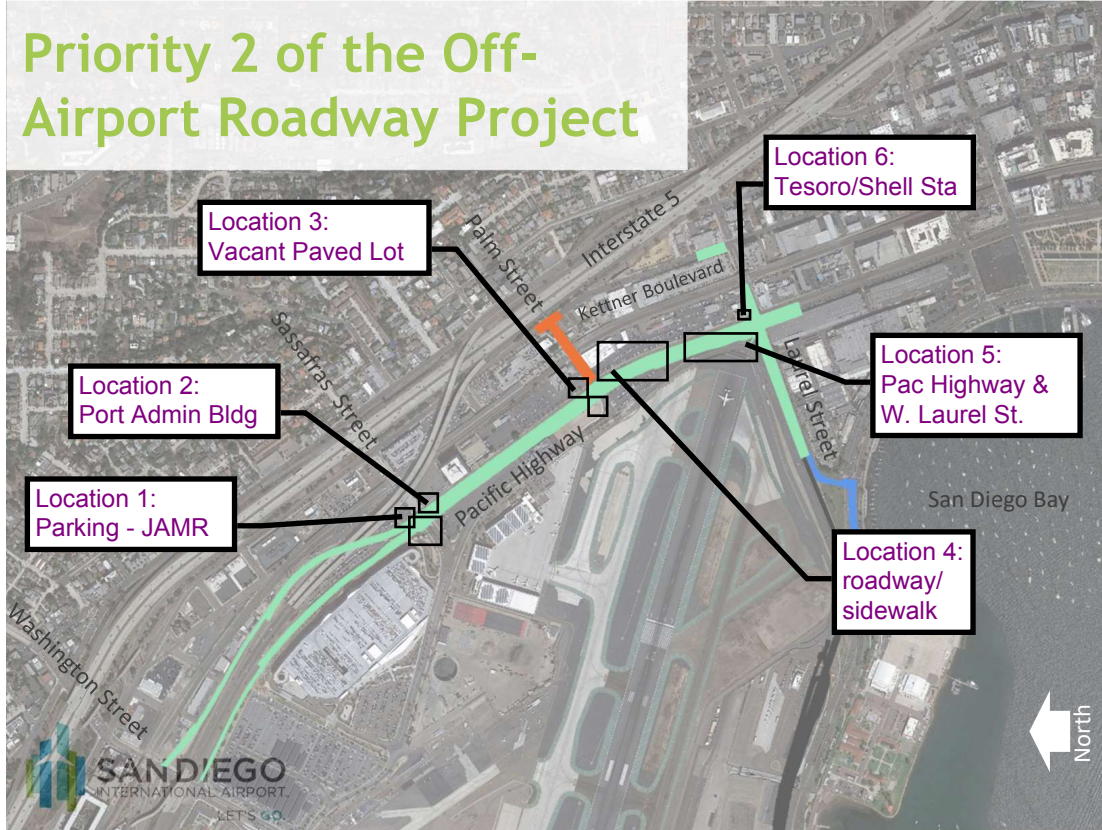
Signature: Shiraz D. Tangri
Date: 09/26/2024




Exhibit(s):

- 1. Site Plan

Exhibit 1

Priority 2 of the Off-Airport Roadway Project



-  Pacific Highway
-  North Harbor Dr and Laurel Street
-  Palm Street