



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

Project: ROELA to San Diego County Regional Airport Authority for Dynamic Sign Electrical and Communication Line Installation at Spanish Landing Park
Location: Spanish Landing Park, 4200 North Harbor Drive, San Diego, CA 92101
Parcel No.: 006-007, 007-001
Project No.: 2026-005
Applicant: Robert Bolton, Director, Airport Design & Construction, San Diego County Regional Airport Authority, PO Box 82776, San Diego, CA 92138; (619) 400-2935
Date Approved: 6/15/2026

PROJECT DESCRIPTION

The proposed project would include the installation of new power and fiber conduits and an electrical power duct bank by the San Diego County Regional Airport Authority (Applicant) along North Harbor Drive in the city of San Diego, California. A portion of the proposed project would be located within San Diego Unified Port District (District) tidelands and would include the issuance of a Right of Entry License Agreement (ROELA) to the Applicant to enter upon property, consisting of approximately 11,050 square feet (Premises), located along North Harbor Drive near Spanish Landing Park. Work to specifically complete the portion of the proposed project within District tidelands would include the installation of two (2) pull boxes to install new, 2-inch conduits using horizontal directional drilling (HDD). The drilling and receiving pits for the HDD would be located outside of District tidelands.

The Premises authorized for use under the ROELA would consist of approximately 7,600 square feet (sf) of non-exclusive use area, which would remain open and accessible to the public at all times; approximately 950 sf comprised of six (6) parking spaces, for the Applicant’s exclusive use as a laydown and staging area, which may be fenced and closed to public access; approximately 1,440 sf of turf area for active construction vehicles and equipment; and approximately 1,060 sf for exploratory potholing activities, provided that the Applicant coordinate with the District prior to performing any work within existing landscaped areas. The Premises would be used by the Applicant and their authorized agent(s) and contractor(s) for the purpose of installing power and fiber conduits to two (2) overhead wayfinding signs on North Harbor Drive near Spanish Landing, for use by the San Diego International Airport, as well as ingress and egress in support of those activities. It is anticipated that the ROELA would have a total term of approximately 18 months, or upon completion of the work, whichever occurs earlier. The ROELA may be terminated by the District as a matter of right and without cause at any time upon providing ten (10) days’ written notice to the Applicant of such termination.

Construction of the portion of the proposed project within District tidelands is anticipated to occur in Summer 2026, and would take a total of approximately four (4) weeks to complete. Borings and installation of the new pull boxes and conduit infrastructure would take approximately two (2) weeks to complete; the Applicant may return at a later date to pull new wires to the newly installed pull boxes, which would take an additional two (2) weeks to complete.

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 Applicant 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 proposed project, which is a component of the SDCRAA’s approved Airport Development Plan (ADP) project, was analyzed in the San Diego International Airport

Development Plan Final Environmental Impact Report (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 proposed project. The FEIR, along with the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, was certified and adopted 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 Addendum to the FEIR was adopted by the SDCRAA Board on April 1, 2021, by Resolution No. 2021-0037.

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 SDCRAA's ADP project and proposed project. In April 2021, the Board of Port Commissioners adopted Resolution 2021-048 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. No further action under CEQA is required. The FEIR can be accessed on the SDCRAA's website under "CEQA: ADP Final EIR" at: <https://www.san.org/airport-planning/>.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN CONSISTENCY

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

Land Use Designation: Park/Plaza

The portion of the proposed project located within the Coastal Development Permit (CDP) and Coastal Act exclusion authority of the District conforms to the certified Port Master Plan because it would involve the installation of new electrical infrastructure and conduits 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.c: New Construction or Conversion of Small Structures; and Section 8.d: Minor Alterations to Land

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.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:

- (2) Water main, sewer, electrical, gas, or other utility extensions of reasonable length to serve such construction.
- (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.

AND/OR

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:

(6) Minor trenching or backfilling where the surface is restored.

The portion of the proposed project located within the CDP and Coastal Act exclusion authority of the District is determined to be Categorical Excluded pursuant to the Sections of the District's *Coastal Development Permit Regulations* as identified above because it would consist of the installation of new electrical infrastructure and conduits that would involve no expansion of use beyond that previously existing, would involve no change of existing use of the property, and would not involve the removal of mature, scenic trees.

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)(3) of the Port Act, which allows for the establishment, improvement, and conduct of airport and heliport or aviation facilities, including, but not limited to, approach, takeoff, and clear zones in connection with airport runways, and for the construction, reconstruction, repair, maintenance, and operation of terminal buildings, runways, roadways, aprons, taxiways, parking areas, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient for the promotion and accommodation of air commerce and air navigation. 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.

SCOTT CHADWICK
President/CEO

Determination by:
Davin Cox
Planner I
Development Services

Signature: _____
Date: 6/15/2026

Assistant/Deputy General Counsel

Signature: Shiraz Tangri
Date: 6/15/2026