San Diego Unified Port District

CEQA and COASTAL DETERMINATIONS
and
NOTICE OF APPROVAL

Project:	Coronado Cays Yacht Club Dock Reconfiguration
Location(s):	30 Grand Caribe Cay Blvd. North, Coronado, CA 92118
Parcel No.(s):	055-001
Project No.:	2017-141
RE Project No.:	055-001-3422
Applicant:	Gegam Burnazyan, Bellingham Marine, 8810 Sparling Ln, Dixon, CA, 95620
Date:	August 21, 2017

Project Description:
The proposed project involves removing and reconfiguring the existing docks at Coronado Cays Yacht Club (CCYC) in Coronado, California.

The existing docks system at CCYC was originally constructed in the 1970s and has reached the end of its life cycle. A Dock, C Dock, and Guest Dock, with associated gangways, pilings and utilities would be removed and replacement dock floats, gangway, pilings and utilities would be constructed.

A dock and Guest dock would be reconfigured and combined to provide a more serviceable dock with more berthing area for transient users and guests. C-dock would be replaced in same general footprint except with narrower fingers and mainwalk. The overall proposed docks would have a net decrease in overall dock coverage and decrease in both pile quantity and pile square footage reducing the fill inside San Diego Bay as described below.

The existing docks have a total area of approximately 10,196.9 square feet (sf) comprised of 24 slips. The existing docks contain 31 piles with a total fill area of approximately 55.1 sf. The proposed docks would have a total area of approximately 9,919.9 sf comprised of 24 slips. The proposed docks would contain 22 piles with a total fill area of approximately 39.1 sf. The proposed project would result in a decrease of approximately 277 sf of surface area and 16 sf of fill area.

Removal:

Removal of the existing dock system would include the removal of approximately 10,196.9 sf comprised of 24 slips. The existing docks contain 31 piles with a total fill area of approximately 55.1 sf. The existing dock system would be disassembled by hand tools and work boat. The disassembled pieces would be rafted together with rope and floated to a location where the docks can be removed out of the water by either a land based crane, forklift, or waterside barge mounted crane. Removed docks would be hauled off to landfill or recycling facility by truck. Nearly all material, suitable for recycling, would be recycled which includes, but is not limited to, copper piping, concrete pile, recyclable plastics, metals. The majority of the existing dock modules would not be suitable for recycling since materials include treated wood and foam encased in thin layer of concrete that has been deteriorating in salt water.

The project proposes the removal of 31 approximately 16 inch (in) square existing pilings by pulling with barge-mounted crane. A silt curtain would be deployed around the area of bay bottom disturbance. The silt curtain would encompass the pile being removed and shall be no more than 10 feet (ft) beyond the pile to better contain any plumes of silt rising from bay bottom. It is anticipated that all pilings would be able to be removed by direct pull method. In case where direct pull method is not successful, jetting would be used to loosen soil around the pile.

Replacement:

Replacement of the existing dock system would include the installation of approximately 9,919.9 sf of replacement dock system comprised of 24 slips. The proposed replacement docks would contain 22 piles with a total fill area of approximately 39.1 sf. The replacement docks would be constructed of a floating concrete dock system equipped with internal utility chase. The replacement construction would provide for a clean, modern appearance that requires minimal maintenance. The docks would not require to be painted. The dock system pontoons would have a six sided concrete shell with expanded polystyrene foam core fully encapsulated in the concrete shell. The concrete deck surface would have a light broom nonskid finish. The dock pontoons would be rafted together with wooden waler system with ACZA wood treatment in compliance with Western Wood Preservers Institute (WWPI) recommendations and best management practices (BMPs). Proper wood treatment is required to extend the timber useful life in the marine environment.

The replacement dock pontoon system and concrete piles would be manufactured off-site. The initial assembly of the individual dock modules begins in an off-site plant by assembly of wood waler system and hardware. Dock subassemblies and manufactured piles would be shipped to site by truck. The piles would be installed utilizing a drop hammer, equipped with cushion blocks for the installation of piles, and would utilize a diesel hammer and/or jetting if necessary to penetrate dense soil layers for pile spudding and driving.

The dock system would be equipped with electrical service, communication, potable water in each slip as well as a fire suppression system. Electrical source would be provided by existing electrical switchboards that were providing power to existing docks. The existing electrical switchboards are located on the landside portion of the Coronado Cays Yacht Club. The electrical outlets for each slip would be replaced with new electrical outlets that meet current electrical code. The electrical capacity of the existing switchboards supplying power to A dock and C dock would suffice the demand needs of the replacement slips and would not need to be replaced. No trenching or landside electrical work is anticipated as the existing electrical conduits would be utilized with new wiring. Domestic water source would be provided at top of gangway, waterside of shoreline/seawall. The existing water source, which was servicing the existing docks, would service the proposed docks. The docks would be equipped with new hose bibs for each boat slip. No additional domestic water demand is anticipated, as the number of boat slips would remained the same.

The proposed boat slips would not be equipped with sewer pumpout or natural gas and therefore there would be no dockside or landside construction related to sewer or natural gas. Landside construction is not anticipated and is not a part of this permit and therefore there would be no impacts to stormwater facilities.

All work is proposed to be conducted outside of the California Least Tern nesting season. In addition, as discussed above, the proposed project would utilize a drop hammer, equipped with cushion blocks for the installation of piles, and would utilize a diesel hammer and/or jetting if necessary to penetrate dense soil layers for pile spudding and driving. The proposed project would require approvals and/or permitting from the Army Corps of Engineers-Nationwide and San Diego Regional Water Quality Control Board. Both are in progress and would be required before commencement of construction. Standard best management practices for the project would include, but are not limited to:

- A silt curtain would be deployed prior to activity around the project area during pile removing and installing activities;
- A soft-start procedure would be employed during periods of impact pile driving; and,
- The project area would be monitored for sensitive species during the construction period.

In June 2017, Marine Taxonomic Services (LTD) prepared a Marine Biological Resources Report, including Eelgrass and Caulerpa taxifolia survey in accordance with the current version 4 of the Caulerpa Control Protocols and Eelgrass surveys, and the absence of both have been confirmed. The absence of eelgrass means that the Project would not have impacts to eelgrass, and the removal of the Guest Dock may

promote the growth of new eelgrass by removing shading from areas with the greatest potential to support eelgrass. This finding would not negate the need for a pre-construction eelgrass survey prior to construction. Additionally, given the dock reconfiguration proposed, this Project would have an overall decrease in over water cover. This decrease in over water cover should be viewed as favorable to piscivorous birds.

Additionally, the Report determined that the sensitive species noted above would not be impacted by the marina improvements or construction activities. Their occurrence within marina habitats in south San Diego Bay is rare and there are no work elements that could reasonably be expected to cause harm. The above-mentioned report is available with the Development Services Department at the San Diego Unified Port District, located at 3165 Pacific Highway, San Diego, CA 92101.

The existing dock overwater coverage is approximately 10,252 sf including (31) 16-inch square pilings. The proposed dock overwater coverage would be reduced to 9,959 sf with only (22) 16-inch square pilings. Tables 1A, 1B and 1C below provides a breakdown of existing dock overwater coverage with pilings, Tables 2A and 2B below provide a breakdown of proposed and Table 3 provides a summary of changes.

The proposed dock would have a net decrease in overall dock over water coverage of 293 sq feet including a reduction in the number of piles from 55 existing pilings to 39 proposed pilings which is a 29% reduction in pile count.

Construction of the proposed project is anticipated to take place between September 16, 2017 and March 31, 2017, entirely outside of the California Least Tern nesting season and take approximately two months to complete. Vehicle and truck trips would be associated with deliveries, transport of construction workers, and hauling of debris. Construction of the proposed project is expected to result in 6 daily vehicle trips for the transport of workers, 30 total vehicle trips for recycling and waste management, and 50 total vehicle trips for transportation of materials, and would require limited use of construction equipment, such as a barge-mounted and/or land-based crane and an impact hammer. As such, the proposed project would not result in any significant impacts related to air quality, greenhouse gas emissions, noise, traffic or other California Environmental Quality Act (CEQA) resource areas. Furthermore, the applicant would 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 project submittal and all project information known to the District as of the date of this determination.

CEQA DETERMINATION

Based upon the above description, the project is determined to be Categorically Exempt pursuant to CEQA Guidelines Section 15302 (Replacement or Reconstruction) and Section 3.b (1) of the District's *Guidelines for Compliance with CEQA* because the project involves removing and reconfiguring existing docks that would be located on the same site and have substantially the same size, purpose, and capacity as the structures being replaced. Section 3.b (1) of the District's CEQA Guidelines are as follows:

3.b. Replacement or Reconstruction (SG § 15302) (Class 2): Includes replacement or reconstruction of existing structures and facilities where the new structure would be located on the same site and would have substantially the same purpose and capacity as the structure being replaced. This exemption includes, but is not limited to:

(1) Replacement or reconstruction of mooring facilities, piles, floats, piers, wharves, marine ways, bulkhead, revetment, buoys, or similar structures where the new structure would be on essentially the same site as the structure replaced and would have substantially the same size, purpose and capacity as the structure replaced.

The Categorical Exemptions listed above are appropriate for the proposed project because the project involves removing and reconfiguring existing docks that would be located on the same site and have

substantially the same size, purpose, and capacity as the structures being replaced.

The proposed project complies with Section 87 of the Port Act, which allows for the establishment, improvement, and conduct of small boat harbors, marinas, aquatic playgrounds, and similar recreational facilities, and for the construction, reconstruction, repair, maintenance, and operation of all works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient for the promotion and accommodation of any of those uses, including, but not limited to, snack bars, cafes, restaurants, motels, launching ramps, and hoists, storage sheds, boat repair facilities with cranes and marine ways, administration buildings, public restrooms, bait and tackle shops, chandleries, boat sales establishments, service stations and fuel docks, yacht club buildings, parking areas, roadways, pedestrian ways, and landscaped areas. 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.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN

The proposed project is located in Planning District 8, Silver Strand South, which is delineated on Precise Plan Map Figure 21 of the certified Port Master Plan. The Port Master Plan land and water use designations within the limits of the proposed project are Commercial Recreation and Recreational Boat Berthing. The project conforms to the certified Port Master Plan because it involves removing and reconfiguring existing docks consistent with the existing certified land and water use designations. 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 to remove and reconfigure existing docks that would involve would be located on the same site and have substantially the same size, purpose, and capacity as the structures being replaced. This project is consistent with the existing certified land and water use designations and is Categorically Excluded under Section 8.b (3) of the District's *Coastal Development Permit Regulations*, as follows:

8.b. Replacement or Reconstruction: Replacement or reconstruction of existing structures and facilities where the new structure would be located essentially on the same site as the structure replaced and would have substantially the same purpose and capacity as the structure replaced, including but not limited to:

(3) Replacement, stabilization, or reconstruction of mooring facilities, floats, piers, bulkhead, revetment, shoreline protection, buoys, or similar structures

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 CONIGLIO
President/CEO

Determination by:
Juliette Orozco
Associate Planner
Development Services – Real Estate Development

Signature: Juliette Orozco
Date: 8/21/17

Deputy General Counsel

Signature:
Date: 8/21/2017