



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

**Project:** Transbay Sewer Main Inspection and Seaport Village Manhole Rehabilitation by the City of Coronado in the City of Coronado and the City of San Diego

**Location:** Transbay Pump Station/Ferry Landing, Coronado, CA 92118 and Seaport Village, San Diego, CA 92101

**Parcel No.:** 058-011 and 018-054

**Project No.:** 2021-074

**Applicant:** City of Coronado

**Date Approved:** Aug 2, 2021

**PROJECT DESCRIPTION**

The proposed project would involve inspecting, maintaining, and testing the existing Transbay Sewer Force Main, which crosses under the San Diego Bay from the Transbay Pump Station at the Coronado Ferry Landing to the San Diego Seaport Village along with rehabilitating existing manholes at Seaport Village in the cities of Coronado and San Diego, California. Work to specifically complete the proposed project would involve:

**Coronado Transbay Pump Station Site**

- Removal of existing sewer force main valves and appurtenances within the existing underground concrete vault as required to expose the pipe for pressure testing and return of the same components to original configuration when testing is complete.
- Installation of pressure test fitting prior to testing at the exposed end of sewer main within the vault. Components of the test fitting typically include blind ductile iron flange coupling adapter with nipple, threaded ball valve, pressure gauge, data logger and other piping components.
- Pressure testing of the existing 24-inch ductile iron force sewer main (back up line/test pipe 1).

**San Diego Seaport Village Site**

- Removal of existing light post (to be saved for reinstallation), and portions of existing walkway, slabs and landscape in the area of excavation.
- Excavation and temporary shoring around and approximately 10 feet away from existing Manhole 98 and existing sewer force main to expose pipe for pressure testing; excavation to the first joint of pipe, dewatering, removal of sand and sediment, testing for hazardous materials and proper disposal.
- Installation of pressure test fitting prior to testing at the exposed end of sewer main
- Pressure testing of the existing 24-inch ductile iron sewer force main (back up line/test pipe 2).
- Cleaning of existing 24-inch VCP gravity sewer between Manholes 98 and 99 including removal of any sediment or debris within the pipe; complete repair of this pipe if the sewer force main pressure test passes; alternate filling with slurry, plugging and abandonment of this same pipe if pressure test fails. City to determine if test is unsuccessful. Manhole 98 is located where the transbay sewer force main bends at a 90 degree angle towards the Manhole 99, several yards away to the west.
- Removal of slurry within Manhole 98
- Demolition, removal and reconstruction of existing Manhole 98 (installation of a new and larger concrete manhole, 5 feet in diameter and reconnection of existing lines as required)
- Rehabilitation of existing Manhole 99 (Removal and replacement of existing manhole liner with new Altliner, installation of a new manhole cover and a 24- inch in line check valve near invert into manhole.
- Installation of 4-inch PVC testing pipe and 6-inch cleanout. Pipe to be core drilled with sealed penetration into Manhole 99 after having been rehabilitated.
- Removal of shoring and backfilling to grade surface
- Repair of any damage to the existing sewer force main due to pressure test.

- Restoration of existing surface features such as building steps, ATM, landscape, walkway, slabs (pebble topping) to match existing, if removed or damaged during or due to pressure testing and construction
- Reinstallation of existing light post

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.

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## **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

### CATEGORICAL DETERMINATION

Categorical Exemption(s): SG §15301, Class 1/Section 3.a: Existing Facilities

3.a. Existing Facilities (SG § 15301) (Class 1): 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.

The proposed project is determined to be Categorically Exempt pursuant to the CEQA Guidelines and the Section(s) of the District's *Guidelines for Compliance with CEQA* as identified above 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 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(s): 6 - Coronado Bayfront (Precise Plan Figure 17) and 3 – Center City Embarcadero (Precise Plan Figure 11)

Land Use Designation(s): City Pump Station and Commercial Recreation

The proposed project conforms to the certified Port Master Plan because it would involve inspecting, maintaining, and testing the existing Transbay Sewer Force Main, which crosses under the San Diego Bay from the Transbay Pump Station at the Coronado Ferry Landing to the San Diego Seaport Village along with rehabilitating existing manholes at Seaport Village consistent with the existing certified Land Use designation(s). 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 Exclusion(s): Section 8.a: Existing Facilities

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

The proposed project is determined to be Categorical Excluded pursuant to the Section(s) of the District's *Coastal Development Permit Regulations* as identified above because it would involve negligible or no expansion of use beyond that previously existing.

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 Section 84.(a). 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.

JOE STUYVESANT  
President/CEO

Determination by:  
Megan Hamilton  
Planner  
Development Services

Signature: M Hamilton  
Date: Aug 2, 2021

Deputy General Counsel

Signature: Rebecca Harrington  
Date: Aug 2, 2021