

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

Project: Dock Replacement at 11 Sandpiper Strand in Coronado Cays
Location: 11 Sandpiper Strand, Coronado, CA 92118
Parcel No.: 046-004
Project No.: 2023-121
Applicant: Robert Mooney, Vice President, Marine Taxonomic Services, 920 Rancheros Drive, Suite F-1, San Marcos, California, 92069; (760) 331-7897
Date Approved: 10/23/2023

PROJECT DESCRIPTION

The proposed project would involve the replacement of an existing dock structure by Marine Taxonomic Services (Applicant) on the behalf of Denise Donato-McConnell (Homeowner) in the city of Coronado, California. It is believed that the existing dock was substantially damaged by an unknown vessel strike, and two of the three existing pilings that supported the dock have completely failed. The two (2) failed pilings are currently on the seafloor and the damaged dock poses a risk to the gangway, seawall, and the property. The purpose of the proposed project is to remove risk to users and property, mariners in the region, and restore the dock function for use by the Homeowner.

Work to specifically complete the proposed project would involve the removal of the three (3) existing 14-inch square concrete pilings and replacement with three (3) new 16-inch round concrete pilings. The larger replacement piles are recommended on the basis that they will provide a stronger foundation for the new floats and prevent failure of the dock in the future. The new pilings would be installed in the same locations as the existing piles. The dock would be replaced with similar components but has been designed to be smaller to compensate for the larger concrete pilings. The existing dock is approximately 540 square feet and would be replaced by a new 480 square foot dock structure, resulting in a reduction of 60 square feet of over-water coverage. The new pilings would result in an increase in area of 5 square inches relative to each 14-inch square piling. However, all new structures would still be within the existing footprint and will generally be replaced in-kind.

The new dock floats would be connected to the new pilings and secured to one another with typical hardware such as stainless-steel nuts and bolts. This would occur by using hand tools with personnel standing on the docks and working from a small tending vessel.

Construction of the proposed project is anticipated to occur in approximately Fall of 2023 and would take approximately one (1) week to complete, with ongoing maintenance and monitoring as needed. During construction activities, a small work barge and tugboat (or small vessel) would be used to complete the proposed project. Existing damaged piles would be removed using a crane aboard the barge. Existing dock floats would be separated by removing the existing hardware holding the floats together with small hand tools. Replacement pilings would be initially set with jetting or vibratory techniques. Any remaining embedment required would be achieved with an impact hammer. Best Management Practices (BMPs) would be deployed during construction activities, including a silt curtain, to prevent distribution of any generated turbidity during pile removal and replacement activities. Any floating debris created during the removal process will be skimmed from the water prior to removal of the silt curtain. Any debris that sinks will be recovered by divers. Visual monitoring for species of concern and water quality will occur during construction phases with heavy equipment.

New piles and dock structures would be loaded onto the work barge at an offsite location and delivered to the project site on the first day of construction. The removed piles and floats would be placed on the work barge and taken to an offsite location where the barge is berthed. The structures would be loaded onto semi-trucks and transported to an approved disposal or recycling facility. The estimated number of truck trips required to complete the proposed project is approximately three (3) trips.

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 Applicant must comply with the *Caulerpa* Control Protocol, developed by the Southern California Caulerpa Action Team (SCCAT) and updated October 20, 2021, as the project site (Coronado Cays) is located within the infested area.

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)

CATEGORICAL DETERMINATION

Categorical Exemptions: CEQA Guidelines Section 15301 (Class 1)/District Guidelines for Compliance with the CEQA Section 3.a: Existing Facilities and CEQA Guidelines Section 15302 (Class 2)/District Guidelines for Compliance with the CEQA Section 3.b: Replacement or Reconstruction

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:

- (1) Repair, maintenance or minor alteration of existing mooring facilities, floats, piers, piles, wharves, bulkhead, revetment, buoys, or similar structures; marine terminal facilities; airport facilities; and commercial industrial, or recreational facilities.

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. 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 will be on essentially the same site as the structure replaced and will have substantially the same size, purpose and capacity as the structure replaced.

The proposed project is determined to be Categorically 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 it would consist of the replacement of a damaged dock structure necessary for preventing potential for risk to property and life. The proposed project would involve no expansion of use beyond that previously existing and the new structure would be located on the same site as the structure replaced. 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: 8 - Silver Strand South (Precise Plan Figure 21)

Water Use Designation: Recreational Boat Berthing

The proposed project conforms to the certified Port Master Plan because it would involve the replacement of a damaged dock structure consistent with the existing certified water 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 and 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:

- (10) Repair, maintenance, or minor alteration of existing mooring facilities, floats, piers, bulkhead, revetment, buoys, or similar structures

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, including but not limited to:

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

The proposed project is determined to be Categorically 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 consist of the replacement of an existing structure that would involve a negligible expansion of use beyond that previously existing, would be located essentially on the same site as the structure being replaced, and would 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.

CALIFORNIA PUBLIC TRUST DOCTRINE

The proposed project complies with Section 87.(a)(1) of the Port Act, which allows for the establishment, improvement, and conduct of a harbor, and for the construction, reconstruction, repair, maintenance, and operation of wharves, docks, piers, slips, quays, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient, for the promotion and accommodation of commerce and 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.

RANDA CONIGLIO
Acting President/CEO

Determination by:
Lillian Mattes
Assistant Planner
Development Services

Signature: Lillian Mattes
Date: 10/23/2023

Deputy/Assistant General Counsel

Signature: Shiraz D. Tangri
Date: 10/23/2023