



CEQA and COASTAL DETERMINATIONS And NOTICE OF APPROVAL

Project: Interim Port Pilot Station
Location: 32.7091, -117.2341
Parcel No.: 001-019
Project No.: 2024-078
Applicant: San Diego Bay Pilot Association, Will Bartsch, Business Manager, 661 Coronado Avenue, Coronado, CA 92118
Date Approved: 12/9/2025

PROJECT DESCRIPTION

The proposed project would involve the issuance of a tidelands use and occupancy permit (TUOP) to the San Diego Bay Pilots Association, Inc. (Tenant) to allow the temporary placement of a 12 by 32-foot trailer on a parcel of land on the western end of Shelter Island, until a long-term landside option is identified. It is anticipated that the TUOP would have a maximum term of five years. The TUOP may be terminated by the District or Tenant as a matter of right and without cause at any time upon providing thirty-day notice in writing to the other party of such termination.

Port Pilots are licensed pilots with special knowledge of San Diego Bay who pilot vessels including, but not limited to, cargo vessels and cruise ships as they enter, exit, or shift within the Port of San Diego. There is not currently an existing Port Pilot Station. As such, Port Pilots often sleep in their cars when they have early mornings or back-to-back jobs and need to rest. The Port of San Diego and the San Diego Bay Pilots Association are concerned about the safety implications of these current circumstances and have identified the development of a Port Pilot Station to improve working conditions and maritime safety. The development of an interim resting facility would promote a healthy work-rest ratio in alignment with the National Transportation Safety Board's fatigue mitigation and safety recommendations.

The interim facility would be located near the existing permit area, which includes a berth space located at the District's Transient Boat Mooring Facility (known as the Shelter Island Guest Dock Area) for the berthing of the pilot boat. The TUOP would allow for the placement of a trailer to be used as a resting facility near where the pilot boat is berthed. See Figure 1 for the location of the existing berth space and the proposed location for the Port Pilot Station trailer. The trailer would be up to approximately 12 by 32 feet, with an ADA-compliant ramp adding up to 8 feet, resulting in a maximum potential footprint of about 20 by 32 feet (640 square feet). This area excludes the air conditioner that would protrude approximately 18 inches from the trailer. See Figure 2 for the approximate dimensions and location of the proposed trailer.

Deployment of the interim Port Pilot Station trailer is anticipated to occur in 2026. Set-up would include installing the trailer, connecting the trailer to electrical and water utility hook-ups, and installing an ADA ramp. Sewage would be pumped out monthly.

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 Tenant would be responsible for complying with all applicable federal, state, and local laws regarding construction demolition debris, hazards and hazardous materials, and stormwater.

Figure 1. Location of existing berthing space of Port Pilot Boat and proposed interim Port Pilot Station trailer location.

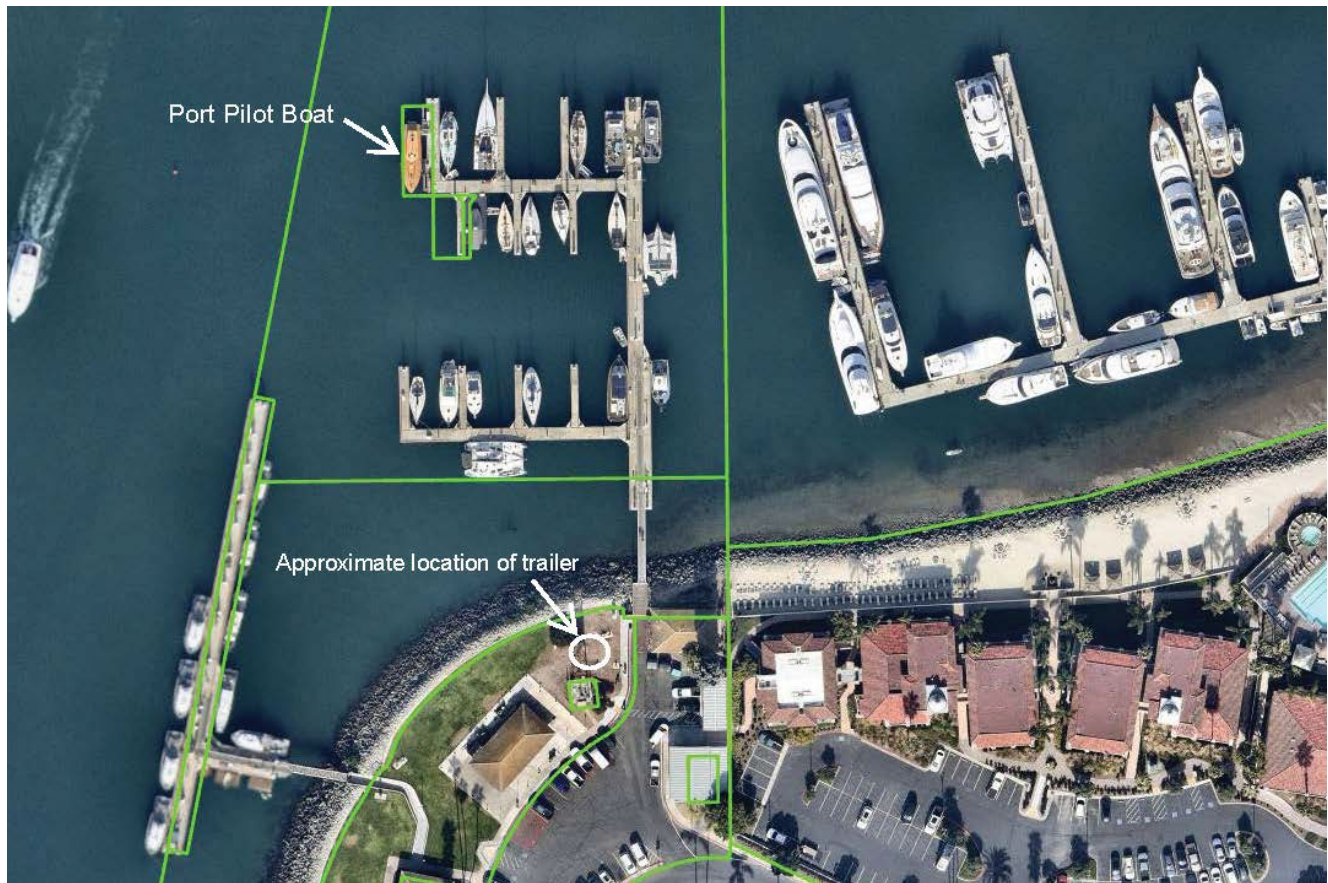


Figure 2. Approximate dimensions and location of proposed interim Port Pilot Station.



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: SG §15301, Class 1/Section 3.a: Existing Facilities; and SG §15303, Class 3/Section 3.c: New Construction or Conversion of Small Structures

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.

AND/OR

3.c. New Construction or Conversion of Small Structures (SG § 15303) (Class 3): Includes construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and conversion of existing small structures from one use to another with minor modifications to the exterior of the structure. Examples of this exemption include:

- (2) Accessory (appurtenant) structures and mechanical equipment including, but not limited to, garages, sheds, railway spur tracks, pilings, temporary trailers, industrial equipment enclosures, fences, parking, on-site roadways, walkways and health and safety devices.

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 involve negligible expansion of use beyond that

previously existing and would involve negligible change of existing use of the property. 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 180day 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: 1 - Shelter Island/La Playa (Precise Plan Figure 4)

Land Use Designation: Harbor Services

The proposed project conforms to the certified Port Master Plan because it would involve the use of a trailer as an interim Port Pilot Station consistent with the existing certified Land use designations. 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.c: New Construction or Conversion of Small Structures

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.

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:

- (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

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 involve negligible expansion of the use beyond that previously existing and would involve negligible change of the existing use of the property.

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.

SCOTT CHADWICK
President/CEO

Determination by:
Jolie Gobler
Planner I, Planning

Signature: Jolie Gobler
Date: 12/9/2025

Deputy General Counsel

Signature: Shiraz Tangri
Date: 12/9/2025