



# CEQA and COASTAL DETERMINATIONS and NOTICE OF APPROVAL

Project: San Diego Marine Exchange Building Addition and Remodel at Shelter Island  
Location: 2636 Shelter Island Drive, San Diego, CA 92106  
Parcel No.: 003-035  
Project No.: 2025-061  
Applicant: F. Leland Hope, Owner/Principal, FL Hope Architecture & Planning, PO Box 6029, San Diego, CA 92166; (619) 220-7115  
Date Approved: 7/15/2025

## **PROJECT DESCRIPTION**

The proposed project would involve the partial demolition, addition to, and remodel of the San Diego Marine Exchange building by FL Hope Architecture & Planning (Applicant), as contracted by San Diego Marine Exchange, Inc. (Tenant), in the city of San Diego, California. The proposed project would include the demolition of approximately 780 square feet (sf) on the southwest portion of the original building, the addition of approximately 1,444 sf, and the interior remodeling of the existing entry and retail space, as well as the exterior remodeling of the original building.

Work to specifically complete the proposed project would consist of the following:

### **Demolition on 1<sup>st</sup> Floor**

- Demolition of existing Storage 1 area and roof deck above
- Demolition of existing entry deck and accessibility ramp
- Demolition of both exterior stairs on the southwest portion of the building

### **Addition and Remodel on 1<sup>st</sup> Floor**

- Addition of a two-level lobby with stairwell and elevator access
- Remodel of the existing entry
- Addition of a new entry deck and accessibility ramp
- Rebuild private deck and access stairwell

### **Addition and Remodel on 2<sup>nd</sup> Floor**

- Addition of approximately 510 sf of retail area
- Remodeling of approximately 551 sf of existing retail area
- Remodeling of approximately 72 sf of building on the west side
- Remodeling of approximately 235 sf of building on the south side
- Addition of a 2<sup>nd</sup> level deck

Additionally, all exterior shingle siding would be removed and replaced with a stucco finish or exposed existing concrete masonry unit. The proposed project would also include the addition of a public-facing mural on the exterior wall adjacent to the parking lot. The parking lot would remain as is.

Completion of the proposed demolition and additions would result in a net increase to the total square footage by approximately 664 sf, from approximately 14,909 sf to approximately 15,573 sf.

Construction of the proposed project is anticipated to occur in late 2025 and would be carried out in two (2) phases over the course of approximately six (6) months. Phase 1 would consist of the demolition components listed above, followed by the remaining addition and remodeling components in Phase 2. Equipment required to complete the proposed project would include demolition equipment, haul trucks for demolition material, construction equipment, and the potential use of an approximately 30-foot-tall crane. If necessary, the crane would be temporarily used to lift beams as part of the new roof installation. Staging of equipment for the proposed project would be placed within the existing parking lot on the Tenant leasehold, but so that disruption to existing retail operations would be minimized,

ensuring operations may safely continue during construction. The proposed project would require a crew of approximately five (5) to ten (10) personnel.

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: CEQA Guidelines Section 15301 (Class 1)/District Guidelines for Compliance with CEQA Section 3.a: Existing Facilities

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:

- (3) Interior and exterior remodeling or alterations, involving negligible or no expansion of use beyond that previously existing, including, but not limited to, marine terminal facilities, and marine-oriented commercial, industrial, and public and commercial recreational facilities, including buildings, piers, wharves, marine ways; railroads; airport facilities, runways, taxiways, aprons, and ancillary structures to those facilities; or mechanical systems and equipment.

The proposed project is determined to be Categorically Exempt pursuant to the CEQA Guidelines and the Section of the District's *Guidelines for Compliance with CEQA* as identified above because it would involve the partial demolition, addition, and remodeling of an existing structure that would involve negligible 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).

While the San Diego Marine Exchange building is more than 45 years old, the project site is not listed on any National, State, or City of San Diego historic registers. Additionally, the District does not identify the San Diego Marine Exchange building as a potentially historic resource in the Port Master Plan Update Project Final Program Environmental Impact Report (SCH #2017031070; UPD #EIR-2017-035; Clerk Document No. 76446), certified by the District on February 28, 2024 (Resolution No. 2024-015).

Furthermore, Shelter Island has historically been a focal point of Tiki Modern-style architecture (also known as Tiki-Polynesian or Atomic Tiki) and locale for Polynesia-inspired popular culture in California during the 1950s and 1960s. Following development in 1953, comprehensive planning and design review later ensured that Shelter Island development would continue to embody this architectural style, including commercial buildings along the causeway portion of Shelter Island Drive, which led the existing architecture of the San Diego Marine Exchange building to feature components of Tiki Modern-style architecture, including wood paneling throughout the structure. These guidelines requiring development to follow the Tiki Modern-style and South Seas atmosphere were removed as part of the Final Program Environmental Impact Report for the America's Cup Harbor Redevelopment and Port Master Plan Amendment for Shelter Island Planning District (SCH #2000091043; UPD #83356-EIR-332; Clerk Document No. 44566), certified by the District on May 21, 2002 (Resolution No. 2002-119). Therefore, the District has determined that there would not be a substantial adverse change to any potentially historic resource.

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: 1 - Shelter Island/La Playa (Precise Plan Figure 4)

Land Use Designation: Commercial Recreation

The proposed project conforms to the certified Port Master Plan because it would involve the partial demolition, addition, and remodeling of an existing structure 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 Exclusion: 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:

- (1) Interior or exterior alterations involving such things as partitions, plumbing, and electrical conveyances.
- (5) Additions to existing structures, provided the addition will not result in an increase of more than 50 percent of the floor area, or 2,500 square feet, whichever is less; or additions to existing structures of not more than 10,000 square feet of floor area, if the project is in an area where all public services and facilities are available to allow for the maximum development permissible in the Port Master Plan, and where the area in which the project is located is not environmentally sensitive.
- (12) Interior and exterior remodeling of airport facilities, marine terminal facilities, existing marine-oriented industrial structures, and commercial or recreational facilities.

The proposed project is determined to be Categorically Excluded pursuant to the Section of the District's *Coastal Development Permit Regulations* as identified above because it would involve the partial demolition, addition, and remodeling of an existing structure that would involve negligible 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)(2) of the Port Act, which allows for all commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of commercial and industrial buildings, plants, and facilities. 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  
Assistant Planner  
Development Services

Signature: \_\_\_\_\_  
Date: 7/15/2025

Assistant/Deputy General Counsel

Signature: Shiraz Tangri  
Date: 7/15/2025