State of California - Department of Fish and Wildlife

2026 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (Rev. 01/01/26) Previously DFG 753.5a

RECEIPT NUMBER:
37-11/13/2026-0964

STATE CLEARING HOUSE NUMBER (*If applicable*)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
SAN DIEGO UNIFIED PORT DISTRICT		11/13/2026

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
SAN DIEGO	37-2026-0964

PROJECT TITLE
EMERGENCY REPAIRS OF ERODED EMBANKMENT AND DAMAGED CULVERTS AND HEADWALLS AT BAYSHORE BIKEWAY POND 10A

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL		PHONE NUMBER
SAN DIEGO UNIFIED PORT DISTRICT			619-686-6482
PROJECT APPLICANT ADDRESS	**CITY**	**STATE**	**ZIP CODE**
3165 PACIFIC HIGHWAY	SAN DIEGO	CA	92101

PROJECT APPLICANT (*Check appropriate box*)
☐ Local Public Agency ☐ School District ☒ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$4,227.50	$	0.00
☐ Mitigated/Negative Declaration (MND)/(ND)	$3,043.75	$	0.00
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,437.25	$	0.00

☒ Exempt from fee
- ☒ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$	0.00
☒ County documentary handling fee		$	50.00
☐ Other		$	0.00

PAYMENT METHOD:

☐ Cash ☒ Credit ☐ Check ☐ Other **TOTAL RECEIVED** $ 50.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X Brianda S.	San Diego County Clerk, BRIANDA SHIVERS, Deputy

Payment Reference #: AUTH: 041092 RECP#: 230033073

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK DFW 753.5A (Rev. 01012026)

FILED
Nov 13, 2026 10:01 AM
JORDAN Z. MARKS
SAN DIEGO COUNTY CLERK
File # 2026-001046
State Receipt # 37111320260964

SAN DIEGO COUNTY CLERK
CEQA FILING COVER SHEET

THIS SPACE FOR CLERK'S USE ONLY

TYPE OR PRINT CLEARLY

Project Title

EMERGENCY REPAIRS OF ERODED EMBANKMENT AND DAMAGED CULVERTS AND HEADWALLS AT BAYSHORE BIKEWAY POND 10A

Check Document being Filed:

- ○ Environmental Impact Report (EIR)
- ○ Mitigated Negative Declaration (MND) or Negative Declaration (ND)
- ◉ Notice of Exemption (NOE)
- ○ Other (Please fill in type):

Posted: 11/13/26

Filed by: BRIANDA SHIVERS

Deputy County Clerk

Filing fees are due at the time a Notice of Determination/Exemption is filed with our office.For more information on filing fees and No Effect Determinations, please refer to California Code of Regulations, Title 14, section 753.5.

Notice of Exemption *CEQA Guidelines Appendix E*

To: ■ San Diego County Recorder/County Clerk
1600 Pacific Highway, Suite 260
San Diego, CA 92101-2480

From: ■ San Diego Unified Port District
Development Services Department
3165 Pacific Highway
San Diego, CA 92101

Project Title: Emergency Repairs of Eroded Embankment and Damaged Culverts and Headwalls at Bayshore Bikeway Pond 10A
Project Applicant: Devon Beach, Capital Project Manager, Engineering-Construction, San Diego Unified Port District, 3165 Pacific Highway, San Diego, CA 92101; (619) 686-6482
Project Location – Specific: 32.5925311, -117.1219041
Project location – City: Coronado; Imperial Beach
Project Location – County: San Diego

Description of Nature, Purpose, and Beneficiaries of Project: The proposed project would include the repair and reconstruction of an eroded embankment and damaged culverts and headwall by the San Diego Unified Port District (District) along the Bayshore Bikeway adjacent to Pond 10A in the South San Diego Bay. The proposed project would be implemented as a hazard-abating effort to quickly address the failing infrastructure and increasing concerns towards public safety along the bike path due to the deteriorated state of the embankment adjacent to the damaged culverts where the bike path crosses a tidal channel. The proposed project is also a preventative effort for any further deterioration resulting from the additional anticipated extreme high tides (including King Tides) and storm surges anticipated to occur in the coming months.

In October 2026, separation of two (2) of the five (5) culvert joints was observed and reported. Consequently, the District is mobilizing to implement emergency repairs to quickly address the failing infrastructure. Work to complete the proposed project would primarily consist of five (5) components, and would specifically include the following:

1. Culvert slip line. Insertion of HDPE (high-density polyethylene geomembrane) liner (or similar) into the existing 42-inch RCP (reinforced concrete pipe) at the observed joint separation points. The annular space would be sealed and grouted, and the liner would be sized to keep the existing hydraulic opening and muted tidal exchange as close to that which is existing to the greatest extent feasible.
2. Headwall tiebacks. Installation of approximately six (6) corrosion-resistant tiebacks between the culvert openings using stainless steel (or similar corrosion-resistant material) housed in PVC (polyvinyl chloride) sleeves (or similar), anchored to each headwall with a corrosion-resistant anchoring system. Other methods to install the tiebacks which would require no excavation are also being explored.
3. Headwall bracing. Installation of corrosion-resistant bracing or angle irons to secure the southern headwall separated by cracks along its face.
4. Void filling and embankment repair. Filling of voids and fissures behind and around the southern headwall with grout, slurry or engineered fill, and rebuilding and compacting of the embankment.
5. Rock slope protection. Placement of new ¼- to ½-ton rock slope protection (RSP) in the scour area and at the southern end of the headwall on a bedding layer or geotextile. This would prevent further scour and ensure stabilization of the headwall. Any bike path pavement, shoulders, striping, fencing, and signs disturbed during the proposed work would be stabilized following its completion.

Prior to construction of the components described above, excavation of the area directly above the culverts would be conducted for investigative purposes to assess the full extent of the two (2) visibly damaged culverts, as well as assess the condition of the remaining three (3) culverts. The project site would be accessed from CA-75 and the staging area would be within the surrounding area adjacent to the west of the bike path to ensure minimal impact to public access. Access to the project site via the bike path and proposed work in tidal areas would be scheduled

for during low tides. Construction of the proposed project may require intermittent partial closures of the bike path as necessary for specific work activities. Intermittent closures would last no more than a few hours at a time, and signs, traffic control, and flagger(s) would be present to warn and direct the public throughout the project site and maintain public access and use of the bike path during construction. Construction of the proposed project is anticipated to occur in Fall 2026 and would take approximately 15 days to complete, subject to tidal conditions.

Additionally, in August 2026, the District was notified of erosion along the southern edge of the bike path adjacent to Pond 10A due to overtopping and flooding during high tides. Continuous overtopping and the subsequent erosion has created approximately 8- to 12-inch drop-offs from the bike path to the surrounding ground and are beginning to undercut the bike path; these drop-offs were observed along an approximately 300-foot stretch of the southern edge of the bike path and pose a significant safety issue to users of the bike path. To prevent any further erosion and address the increasing concerns towards public safety, the District is proposing an approximately 4-foot-wide tapered shoulder made of asphalt along the stretch of bike path facing extensive erosion as a temporary solution for the upcoming El Niño season. The tapered shoulder would connect the existing height of the bike path to the surrounding ground, and would not extend past the existing fence that borders the bike path and wildlife refuge. This work is anticipated to occur concurrently with the culvert repairs, or shortly after in coming months.

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

Name of Public Agency Approving Project: San Diego Unified Port District (SDUPD)

Exempt Status: (Check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ■ **Categorical Exemption(s): Existing Facilities (SG § 15301) (Class 1), Replacement or Reconstruction (SG § 15302) (Class 2), and Minor Alterations to Land (SG § 15304) (Class 4)**
- ■ **Statutory Exemption. State code number: Emergency Projects (SG § 15269)**

Reason Why Project is Exempt: The project is determined to be Statutorily Exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15269 (Emergency Projects) and/or Categorically Exempt pursuant to CEQA Guidelines Section 15301 (Existing Facilities) and Sections 2.f. and/or 3.a., 3.b., and 3.d. of the District's *Guidelines for Compliance with CEQA* because it is a project necessary to prevent or mitigate an emergency that would consist of the stabilization of an eroded embankment and repair of damaged concrete culverts and headwalls that 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; would consist of the reconstruction of an existing structure and would be located on the same site and would have substantially the same purpose and capacity as the structure replaced; and would result in no permanent effects on the environment and would not involve the removal of mature, scenic trees. Sections 2.f. and/or 3.a., 3.b., and 3.d. of the District's *CEQA Guidelines* are as follows:

2.f. Emergency Projects (SG § 15269): Projects to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster-stricken area in which a state of emergency has been declared; emergency repairs necessary to maintain service; and specific actions necessary to prevent or mitigate an emergency, are exempt from CEQA requirements.

AND/OR

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:

(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.

(9) Restoration or rehabilitation of deteriorated or damaged structures, facilities or mechanical equipment to meet current standards of public health and safety or permit requirements, unless it is determined that the damages was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

(10) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices.

AND/OR

3.b. Replacement or Reconstruction (SG § 15302) (Class 2): 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.

AND/OR

3.d. Minor Alterations to Land (SG § 15304) (Class 4): Includes minor alterations in the condition of land, water and/or vegetation not involving removal of mature, scenic trees, including, but not limited to:

(2) Minor placement of revetment or other shore protection structures on eroded shoreline to protect the public safety, public or private structures or facilities, or to provide or reestablish bank alignment.

(7) Minor trenching and backfilling where the surface is restored.

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).

Lead Agency Contact Person and Telephone Number: Davin Cox, (619) 686-6293

Signature: _____ **Date**: 11/13/24 **Title**: Planner I

■ Signed by Lead Agency
□ Signed by Applicant

Date received for filing at OPR/Clerk:

San Diego County

Transaction #: 9369704
Receipt #: 2026438681

JORDAN Z. MARKS
Assessor/Recorder/County Clerk
1600 Pacific Highway Suite 213
P. O. Box 121750, San Diego, CA 92112-1750
Tel. (619) 237-0502 Fax (619) 557-4155
www.sdarcc.gov

Cashier Date: 11/13/2026
Cashier Location: SD

Print Date: 11/13/2026 10:04 am

Payment Summary

Total Fees:	$150.00
Total Payments:	$150.00
Balance:	$0.00

Payment

VITALCHEK PAYMENT $150.00

Total Payments $150.00

Filings

CEQA - NOE FILE #: 2026-001046 Date: 11/13/2026 10:01AM Pages: 4

State Receipt # 37-11/13/2026-0964

Fees: Fish & Wildlife County Administrative Fee $50.00

Total Fees Due: $50.00

CEQA - NOE FILE #: 2026-001047 Date: 11/13/2026 10:01AM Pages: 4

State Receipt # 37-11/13/2026-0965

Fees: Fish & Wildlife County Administrative Fee $50.00

Total Fees Due: $50.00

CEQA - NOE FILE #: 2026-001048 Date: 11/13/2026 10:01AM Pages: 3

State Receipt # 37-11/13/2026-0966

Fees: Fish & Wildlife County Administrative Fee $50.00

Total Fees Due: $50.00

Grand Total - All Documents: $150.00