

San Diego Unified Port District**CEQA and COASTAL DETERMINATIONS**

Project: Pilot Project to Demonstrate Drive-In Boatwash Technology in the San Diego Bay
Location(s): Transient Vessel Dock Slip #61, Shelter Island Yacht Basin, San Diego, CA
Parcel No.(s): 001-013
Project No.: 2017-055
Applicant: Paula Sylvia, Planning and Green Port, San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92101
Date: June 9, 2017

Project Description

The proposed pilot project involves the installation of a Boatwash system (Boatwash) to determine the effectiveness of technology specific to Rentunder in reducing copper particulates in San Diego Bay for a total of two (2) years within an existing boat slip at the Transient Vessel Dock on Shelter Island at the entrance of the Shelter Island Yacht Basin (SIYB) in San Diego, CA.

The Boatwash measures approximately 60 feet(ft) long by 20 ft wide and consists of a basin comprised of thick, strong, heavy-duty plastic kept in place by a rigid metal framework. The Boatwash cleans boat hulls with mechanical scrubbers housed within the footprint of the basin and framework. Cleaning boats in this manner serves to remove all organic growth effectively for both motor and sailboats up to 53 ft in length. The washing process is conducted by floating each boat into the Boatwash, closing the gate to enclose the basin, turning on the scrubbers and brushing for approximately 30 minutes. After the washing process the boat is let out through a gate in the basin. The boat hull is cleaned purely by mechanical brushing. No chemicals or additives are used before, during or after the washing process.

The Boatwash has a closed system where the marine growth removed from the boat is collected in the basin where it forms sediment. This sediment is manually removed and disposed of as a regulated waste. The residue sinks to the bottom of the basin due to the weight of the sediment. The gate remains closed throughout the cleaning process and is only lowered as much as is needed for the boat to exit and then is promptly closed to keep sediment contained. The basin would be cleaned every three months or after 1500 washes by using a suction pump and/or a diver to remove the debris. The debris is collected and deposited as regulated waste. The Boatwash would be maintained yearly, including lubrication of axles, a visual inspection, replacement of hydraulic motors and hoses if needed, replacement of brushes approximately every 2000 washes, replacement of oil filters, and replacement of hydraulic oil if needed.

This system will require one operator daily to monitor the operation for the duration of the pilot (two years). Truck trips for the project would include transport of the daily operator, as well as one small fork truck lift, one crane, and one towing boat for one-to-two days for installation of the unit. Due to its nature and limited scope, construction of the proposed Project would generate a minor amount of vehicle and truck trips and would require limited use of construction equipment, and would not result in impacts, including, without limitation, air quality or greenhouse gas impacts. Additionally, no eelgrass is known to be present at the project site, and therefore, the Project would not result in any significant impacts to biological resources.

The pilot program is anticipated to commence in September 2017 and end September 2019, with a total duration two (2) years. As part of the entitlement process, prior to operation of the Project, staff will be applying for an Army Corps of Engineers (ACOE) ACOE Nationwide #5 "Scientific Measurement Devices" permit. Furthermore, the applicant would be responsible for complying with all applicable

federal, state, and local laws regulating construction demolition debris, noise, 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.

CEQA DETERMINATION

Based upon the above description, the project is determined to be Categorically Exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15301 (Existing Facilities), 15303 (New Construction or Conversion of Small Structures), 15306 (Information Collection), and 15311 (Accessory Structures), and Sections 3.a.(1), 3.a.(3) 3.c.(2), 3.f, and/or 3.i.(1) of the District's *Guidelines for Compliance with CEQA* because the project involves the installation of a boat-wash system to reduce copper particulates in San Diego Bay. Sections 3.a.(1), 3.a.(3) 3.c.(2), 3.f, and 3.i.(1) of the District's CEQA Guidelines are as follows:

3.a. Existing Facilities (SG § 15301) (Class 1): Includes operation, repair, maintenance, or minor alteration of existing public and 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.
- (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.

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.

AND/OR

3.f. Information Collection (SG § 15306) (Class 6): Includes basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be for information gathering purposes, or as part of a study leading to an action which has not yet been approved, adopted or funded.

AND/OR

3.i. Accessory Structures (SG § 15311) (Class 11): Includes construction, or placement of minor structures accessory to (appurtenant to) existing facilities, including:

- (1) Construction or placement of minor mooring facilities, floats, buoys or similar structures accessory to (appurtenant to) existing commercial, industrial or institutional facilities.

The Categorical Exemptions listed above are appropriate for the proposed project because the project involves the installation of a boat-wash system to reduce copper particulates in San Diego Bay that would involve negligible expansion of use beyond that previously existing, would include installation of small new equipment, would not result in a serious or major disturbance to an environmental resource, and would include placement of minor structures accessory to existing facilities.

The proposed project complies with Section 87 of the Port Act, which allows for the establishment, improvement, and conduct of a harbor, and for the construction, reconstruction, repair, maintenance, and operations 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.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN

The proposed project is located in Planning District 1, Shelter Island/La Playa, which is delineated on Precise Plan Map Figure 4. The Port Master Plan water use designation within the limits of the proposed project is Harbor Master/Transient Berthing. The proposed project conforms to the certified Port Master Plan because the project involves the installation of a boat-wash system to reduce copper particulates in San Diego Bay consistent with the existing certified water use designation. The project would not change the uses of the sites nor would it interrupt or expand the existing conforming uses of the sites.

CATEGORICAL DETERMINATION

The above project involves the installation of a boat-wash system to reduce copper particulates in San Diego Bay that would involve negligible expansion of use beyond that previously existing, would include installation of small new equipment, and would not result in a serious or major disturbance to an environmental resource. This project is consistent with the existing certified water use designations and is Categorically Excluded under Sections 8.a.(10), 8.c.(3) and/or 8.e of the District's *Coastal Development Permit Regulations*, as follows:

- 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

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

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;

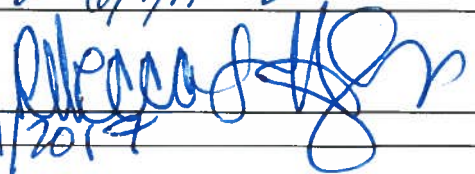
- 8.e. Information Collection: Basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major significant disturbance to an environmental resource.

RANDA CONIGLIO
President/CEO

Determination by:
Juliette Orozco
Associate Planner
Development Services – Real Estate Development

Deputy General Counsel

Signature: 
Date: 10/9/17

Signature: 
Date: 10/9/2017